

Attachment # 1

Uptown Active Transportation Improvements Round 1 Engagement Summary Report

UPTOWN

ACTIVE TRANSPORTATION IMPROVEMENTS

Round 1 | Engagement Summary Report



NEW WESTMINSTER



PREPARED FOR:

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YIELD TO
PEDESTRIANS

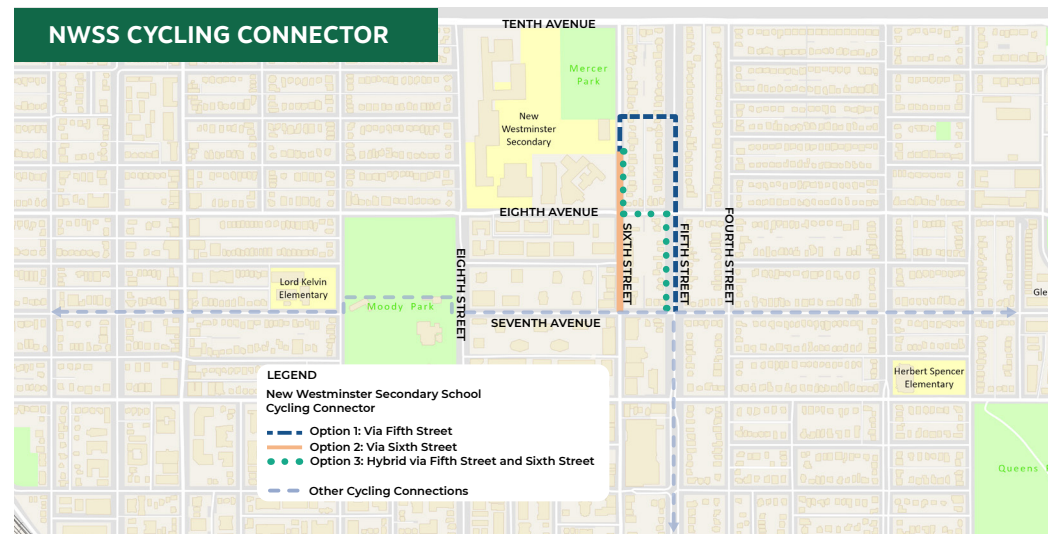


1 INTRODUCTION

In September 2021, the City of New Westminster launched the design and public engagement process for the Uptown Active Transportation Improvements. This includes two exciting projects that will reimagine some of our streets to make it easier for people of all ages and abilities to move comfortably and safely on foot, bicycle, and other non-motorized wheels in Uptown. These two projects include:

- The **Rotary Crosstown Greenway (RCG) Upgrades** on Seventh Avenue will improve safety, comfort, and accessibility on the section of the existing RCG along Seventh Avenue, between Eighth Street and Fifth Street. These upgrades will replace the interim bike lanes installed on Seventh Avenue in 2017.
- The new **New Westminster Secondary School (NWSS) Cycling Connector** project will link the RCG on Seventh Avenue to the east entrance of the new school on Sixth Street, enabling students, staff and visitors to conveniently and safely cycle, wheel or walk to the school from the east and the south.

These projects take direction from the vision set in the City of New Westminster's Council-approved Uptown Streetscape Vision, to create "a vibrant commercial district with a distinct identity, accessible and sustainable transportation, and inviting and engaging public spaces that are welcoming to all people."





"The Uptown neighbourhood is an important residential and commercial area in New Westminster and in need of improved sustainable transportation infrastructure. The active transportation projects will significantly improve the cycling and walking experience and create safer and more accessible connections to other parts of the city."

- Mayor Jonathan Cote

PROJECT TIMELINE



November 2020

Uptown Streetscape Vision endorsed by City of New Westminster Council



Fall 2021

Phase 1 Engagement



Fall / Winter 2021

Technical Analysis and Select Preferred Options



Winter 2021

What We Heard Report for Engagement Round One



Winter 2022

Conceptual Design of Preferred Options



Winter 2022

Round Two Engagement on Conceptual Design of Preferred Options



Spring 2022

Detailed Design of Preferred Options



2022

Construction

The projects align with the City's Master Transportation Plan goals and 7 Bold Steps for Climate Action - specifically, Car-light Community and Quality People-Centred Public Realm.

Another key goal of the Uptown Active Transportation Improvements is to provide a crosstown greenway and connection to NWSS that is safer and more comfortable for people of all ages and abilities,

improves the cycling and walking experiences, as well as improves accessibility.

Additional goals include enhancing the public realm and tree canopy, seeking opportunities for green infrastructure, and reducing the impacts of motor vehicles and through traffic in this neighbourhood, while limiting the impacts to people who rely on on-street parking.



2 RAISING AWARENESS

A variety of marketing tools and promotional materials were used to raise awareness for the Uptown Active Transportation Improvements engagement and the opportunities for the public to participate in the process.

PROJECT VIDEO

A five-minute video was posted to the Uptown Active Transportation Improvements project page and the City of New Westminster's YouTube channel on September 23. The video provided an overview of the projects as well as the rationale and goals of the RCG Upgrades and NWSS Cycling Connector projects. The video shared three proposed design options for the RCG Upgrades and three routing options for the NWSS Cycling Connector projects. The video also referenced the opportunities available over the subsequent month to provide input on the designs and routing options.

The video received 231 views as of October 18.

DIRECT MAIL

Simultaneously with the engagement launch, a letter was distributed through Canada Post to 2,811 addresses within close proximity to the study area. The letter included important information about the Uptown Active Transportation Improvements, highlighting both the RCG Upgrades as well as the NWSS Cycling Connector projects, as well as a map outlining the area of the RCG improvements, and the proposed routing options for the NWSS Cycling Connector. There was a paragraph that



[Project Video](#)

described the projects and the engagement opportunities which was translated into Simplified Chinese, Vietnamese and Tagalog. Recipients were informed of the areas on which their feedback was sought as well as upcoming engagement opportunities including the online survey, interactive mapping tool, and upcoming pop-ups. Recipients were directed to the project website on Be Heard New West, the City's online public engagement space, for further information on the projects.

STAKEHOLDER OUTREACH

An email and letter were distributed to 22 impacted stakeholder groups during the week of September 22. The International Association for Public Participation (IAP2) defines stakeholders as any individual, group of individuals, organizations, or political entity with a stake in the outcome of a decision. For the Uptown Active Transportation

Improvements this includes the Uptown Business Association, Glenbrooke North Residents' Association, Moody Park Residents' Association, New Westminster Secondary School Parent Advisory Committee (PAC), Lord Kelvin School PAC, New Westminster Secondary School, School District #40, Century House, HUB Cycling, New Westminster Walkers' Caucus, New Westminster Schools Welcome Centre, New Westminster Homelessness Coalition Society, and others. A complete list of all stakeholders contacted is included in **Appendix A**.

The letter included an introduction to the projects and invited stakeholders to participate in an engagement event on the Uptown Active Transportation Improvements, which would provide the opportunity to learn about the proposed designs for RCG Upgrades, as well as proposed routes for the NWSS Cycling Connector. Invitations to engage with the project team in their preferred manner during the weeks of October 11 and 18 were extended. The email also referenced the project site and the engagement opportunities available there. All stakeholders received follow up emails and/or telephone calls.

Additionally, a “business walkabout” was conducted on October 5, where stakeholder letters were delivered to 24 businesses on Sixth Street between Seventh Avenue and Eighth Avenue. One-on-one connections were made with 19 owners, managers, or staff to ensure that they knew of the Uptown Active Transportation Improvements, the opportunity to provide input, and were invited to participate in a focus group.

SOCIAL MEDIA

The City's social media accounts were used to promote the project and engagement process. Two posts were published to the City's Facebook account, resulting in seven comments and two shares. In addition, four stories were published to the City's Instagram account along with one post. The City's Twitter account was also utilized, publishing two tweets during the engagement.



“A key goal of these projects is to provide a Crosstown Greenway and connection to NWSS that are safer and more comfortable for people of all ages and abilities. Providing safe routes to school is one of the fundamental aspects of encouraging more community members to choose active transportation.”

- Councillor Patrick Johnstone, Chair of the Sustainable Transportation Advisory Committee

CITYPAGE

The Uptown Active Transportation Improvements process was regularly promoted in the City's weekly Citypage newsletter, which is distributed by email and also printed in The Record newspaper.

NEWSLETTER

Two newsletters were distributed to over 1,800 Be Heard subscribers on September 28 and October 14. The first newsletter went out on Sept. 28 to more than 1,900 emails, and the second went on Oct. 13 to more than 2,500 emails.

The newsletter provided information on a variety of projects, including the Uptown Active Transportation Improvements Projects, and an invitation to review the options, and provide feedback through the webpage or an upcoming Pop-Up event (both newsletters included blurbs on a variety of projects).

PROJECT POSTER

Interactive posters/signage were designed and distributed throughout the project area. The posters included a map of the project routes, a short description of the Uptown Active Transportation Improvements, and the URL to the Be Heard New West, as well as a QR code directly linking to the survey page.

These were installed at 20 carefully-selected locations along the project corridors.

Furthermore, several stakeholders including the New Westminster Secondary School, New Westminster Secondary



School Parents Advisory Council, members of the Walkers' Caucus, Multiculturalism Advisory Committee, Seniors Advisory Committee, Facilities Infrastructure and Public Realm Advisory Committee shared the poster with their networks. Additionally, several residents from Seventh Avenue took small posters from the pop-up on September 25 to post in their building lobbies to increase the likelihood of neighbours seeing them.

RAIN PAINT

Rain paint was another means by which the Uptown Active Transportation Improvements were promoted. By applying an “invisible” paint to the sidewalk using stencils which highlighted various forms of active transportation, meaningful conversations were sparked with those passing by. These rain paint activations were located near posters promoting the project, and further directed people to the project webpage. On October 7, 14 people were engaged (see engagement activities below) and either completed an engagement activity or were directed to the poster.



3 FALL 2021 ENGAGEMENT

3.1 Purpose of Engagement

The first round of consultation for the Uptown Active Transportation Improvements Project was held from September 22 to October 20, 2021. During this month-long period, the project team facilitated a series of activities to educate, excite, and spark conversations about the Uptown Active Transportation Improvements among community members.

Specifically, this round of engagement focused on:

- **informing** stakeholders and the public about the design options for RCG Upgrades and the routing options for the NWSS Cycling Connector
- **consulting** with stakeholders and the public to collect their feedback on their preferences on designs for RCG Upgrades and routes for NWSS Cycling Connector

3.2 Engagement Activities

The Vancouver Coastal Health region was in Stage 3 of British Columbia's Restart Plan during this engagement. As such, engagement opportunities were online as well as in-person, via outdoor pop-ups.

Community members were directed to the Uptown Active Transportation Improvements project site on Be Heard to participate in the engagement process. As of October 25, the project page had received 584 unique visitors. The project site featured important background information,

including a detailed FAQ, as well as interactive tools to collect feedback.

A Question-and-Answer tool provided visitors to the website the opportunity to submit questions and receive a response from the City. An interactive mapping tool provided visitors the opportunity to indicate a specific location with a pin and submit their comment as it pertained to that particular location on the routes. Community members were also able to provide feedback through a community survey, or by sending an email.

There were also additional engagement opportunities beyond the tools available on the Uptown Active Transportation Improvements project page: Stakeholders were invited to provide feedback through a series of virtual stakeholder focus groups, meetings and interviews, two pop-up events in the project area, and a rain paint activity.



3.3 What We Heard

The following is a summary of the engagement that took place and a snapshot of what was heard.

All verbatim comments were recorded and can be found in the document library on the Uptown Active Transportation Improvements site or by clicking [here](#).

RCG UPGRADES DESIGN OPTIONS



- Option 1** | Protected Bicycle Lanes – Parking on 2 Sides of Street
- Option 2** | Protected Bicycle Lanes – Parking on 1 Side of Street and Additional Street Enhancements
- Option 3** | Shared Local Street Bikeway with Closure at Seventh Avenue and Sixth Street

Across engagement activities, including the pop-ups, survey, stakeholder focus groups and interviews, participants were asked to provide their preferences and feedback on different design options for the RCG and routing options for the NWSS Cycling Connector. The images below provide a description for each of the options referenced in the following summary.

NWSS CYCLING CONNECTOR ROUTING OPTIONS



- Option 1A** | Fifth Street On-Street Protected Bicycle Lanes
- Option 1B** | Fifth Street Off-Street Protected Bicycle Lanes
- Option 2** | Sixth Street On-Street Protected Bicycle Lanes
- Option 3 Hybrid Option** | Fifth Street to Eighth Avenue to Sixth Street – Combined On-street and Off-Street Bicycle Lanes



In total, over 225 people participated in the pop-up engagement events. Pop-up Number One at Moody Park engaged an estimated 78 people with most people staying for at least ten minutes to speak and share feedback. Pop-up Number Two engaged an estimated 148 people, many of whom were students from New Westminster Secondary School.

POP-UPS

Community members were invited to participate in two in-person pop-up events. The first was held on September 25 at Moody Park from 11:00 a.m. to 3:00 p.m. The second was held on October 14 at the New Westminster Secondary School where Sixth Street intersects with the school, from 2:30 to 6:30 p.m. The second pop-up also served as a targeted engagement for students, staff and administration at the high school.

In total, over 225 people participated in the pop-up engagement events.

For both pop-ups, tents, games and snacks were offered to make the event engaging and enticing for people of all ages. Sidewalk-level sites were selected to ensure that people with a diversity of mobility needs could easily participate. Safety measures were in place to ensure that activities were COVID-safe and accessible.

Boards provided information on the projects, including design options for the Rotary Crosstown Greenway Upgrades and route options for the high school Cycling Connector. Participants were invited to learn about and provide information on either or both corridors. For each project, a board outlined proposed options and a second board was designed to capture their preferred option, as well as additional comments and top priorities and concerns.

Key themes from the pop-up events include:

POP-UP INPUT: RCG UPGRADES

Design Options & Level of Support:

Of the three design options, **Option 2 received the most support** (selected by 65 participants), followed by Option 1 (38) and Option 3 (9).

Comments & Concerns by Design Option

Option 1 Concerns:

- Need for sufficient barriers so that cyclists don't get "doored" by cars
- Need for better paving and maintenance of sidewalks and roads
- Ensure any planters or greenery do not block cyclists' and pedestrians' vision and sightlines

Option 2 Concerns:

- Need to maintain sightlines around parked vehicles
- Loss of parking
- A need for accessible crossings at intersections
- Improvement of sightlines by having a bi-directional bike route on the side without parking
- Lower the bike lanes to level ground for accessibility

Option 3 Concerns:

- Not safe for all road users
- The cul-de-sac could also be on the west side

- Closing Seventh Avenue at Sixth Street to vehicles is a concern in terms of traffic flow
- Landscaping will be a key to success for this option

General Concerns

Parking and Driveways

- Many driveways exit onto Seventh Avenue and must cut across bike lanes to enter or exit
- Residents rely on the street parking close to their buildings
- Loss of parking and loading zones with strong car-oriented use on Seventh Ave
- Safety concerns with strong car-oriented use on Seventh Avenue

Accessibility for Seniors:

- Seniors have diverse mobility needs and rely on parking
- Design changes should consider the needs of those who cannot use modes of active transportation

User Conflict From User Groups Sharing Mixed Use / Multi Modal Pathways:

- Different users of this stretch of the greenway struggle to share the space in a way that is safe, accessible and functional for all
- Future improvements must consider the different priorities for each user group (e.g. safety, accessibility, functionality)
- Youth do not feel safe biking to school with this route because of the high stress with all the cars

Suggested Improvements

Safety:

- Enough space to protect cyclists from car doors
- User separation (especially for pedestrians and cyclists)
- Better lighting is needed
- Need for better sightlines for bikes and cars

Consider those with Diverse Mobility Needs:

- Levelled driveways to make it easier for mobility scooters to pass smoothly
- Longer crossing times for those who move at a slower pace

Improvements to the Broader Area:

- Crosswalk at Princess Street
- Traffic management between Fourth and Fifth Street
- Improvements to the cycling connections from Moody Park

Street Condition and Maintenance:

- Potholes and cracks in the pavement deter cyclists

POP-UP INPUT: NWSS CYCLING CONNECTOR

Route Options & Level of Support:

For the NWSS Connector, participants were asked to indicate their preference on Option 1, 2 or 3. The options were not further broken down into 1A and 1B. **Option 2 received the most support** (55 participants). Option 1 received the second most support (24 participants), and Option 3 received the least support, with (13 participants).

Priorities for the NWSS Connector:

- The primary priority for the NWSS Connector was safety. Specifically:
 - Design should prioritize student safety
 - At intersections (especially Fifth Street and Eighth Avenue)
 - Features including: clear signage, safe connections, wide enough lanes for all users, distinct separation between different modes of transportation
- Other priorities included:
 - Choosing a desirable route that will be used by the community
 - Choosing a direct route
 - Linking the NWSS Cycling Connector to other key destinations such as Mercer Stadium or to bike paths that connect to Burnaby and beyond

Comments & Concerns by Routing Option

Option 1 Concerns:

- Potential challenges in sharing the laneway with existing residents, as well as other users of the lane (i.e., service vehicles and waste management)
- Potential conflict and increased volume in the laneway
- Indirect route that would not always be used as people would take shortcuts
- Parking and effective garbage pick-up is needed on Fifth Street
- New development will stress the area even further
- Safety at Fifth Street and Eighth Avenue intersection

Option 2 Concerns:

- Consistency and reliability of transit
- Loss of parking for businesses along Sixth Street
- Impact on transit
- Increase in traffic congestion
- Safety issues at driveways and drive-throughs

Option 3 Concerns:

- Congestion along Eighth Avenue
- Congestion along Sixth Street
- High-traffic area, not suited for cyclists and pedestrians in its current state

Overall, participants were pleased to have the opportunity to engage, and sought to ensure that key user groups along the route were engaged through Round 1 Engagement.



STAKEHOLDER MEETINGS

In total, the project team was involved in five stakeholder meetings – hosting three focus groups/interviews and joining in two pre-existing meetings. There was representation from Uptown Business Association, the City of New Westminster's Seniors Advisory Committee, the City of New Westminster's Facilities, Infrastructure and Public Realm Advisory Committee, seniors, Greater Vancouver Family Services, School District #40, and the New Westminster Secondary School Parents Advisory Committee.

Stakeholders were presented with background information on the goals of the Uptown Active Transportation Improvements. The project team presented three design options for RCG Upgrades, explained the trade-offs for each, and asked participants to indicate their preferred option. Similarly for the NWSS Cycling Connector, the project team presented three routes (one with two design options), explained the trade-offs for each, and then asked participants to indicate their preferred option.

PREFERRED OPTIONS BY STAKEHOLDER MEETING:

Stakeholder Meeting #1: Walkers Caucus Meeting

Five participants attended a meeting held on October 12, all of whom were seniors, pedestrian advocates and either experienced or had friends or loved ones who experienced mobility barriers. Some lived directly along the routes.

Preferences for the **RCG** design options during the meeting included:

One participant preferred **Option 1**, one participant preferred both **Option 2 and 3**, and one participant preferred **Option 3**.

For the **New Westminster Secondary School Connector**, **Option 2** was preferred as a group.

This stakeholder group followed up with a letter to Mayor and Council with general support for the project and their concerns and comments have been included in the stakeholder feedback below.

Stakeholder Meeting #2: Business Interview

One participant representing the Uptown Business Association completed a focused interview on October 13.

Preference for the **RCG** design options was **Option 2** and lack of support for Option 3.

Preference for the **NWSS** Connector was **Option 3** and lack of support for Option 2.

Stakeholder Meeting #3: Sustainable Transportation Advisory Committee Meeting

Eighteen participants, including a City Council member, community members, representatives of local groups and organizations, persons with lived experiences as well as seven City staff attended a meeting held on October 13.

In the interests of time, participants chose to share comments and concerns about each design and routing option, rather than to identify their preferences.

Stakeholder Meeting #4: Community Focus Group

Five participants including a representative of the Seniors' Advisory Committee, two representatives of the Facilities Infrastructure and Public Realm Advisory Committee, one representative of Family Services of Greater Vancouver, and one representative formerly on the Access Ability Committee attended a focus group on October 14.

Preference for the **RCG Upgrades** was for **Option 1** with 3 of 5 people preferring this option. However, two participants selected multiple options and Option 2 was preferred by two participants. Only one participant selected Option 3.

For the **NWSS Cycling Connector** preference was for **Option 1B** with three supporters. Once again, several participants chose multiple options and Option 2, which was preferred by two participants, was a close second.

Stakeholder Meeting #5: School Focus Group

Two participants including NWSS PAC and School District 40 attended this meeting on October 19.

Preference for the **RCG Upgrades** was tied between **Option 1** and **Option 2**.

For the **NWSS Cycling Connector**, the preferred option was again tied between **Option 1** and **Option 2**.

Five Stakeholder meetings were held with representation from the Uptown Business Association, Greater Vancouver Family Services, School District #40, the New Westminster Secondary School Parents' Advisory Committee, as well as members of the Walkers' Caucus, the City of New Westminister's Sustainable Transportation Advisory Committee, and a member of the City of New Westminister's Seniors' Advisory Committee, and the City of New Westminister's Facilities, Infrastructure and Public Realm Advisory Committee

RCG UPGRADES: ADVANTAGES & CONCERNS

Option 1 (protected bicycle lanes – parking on 2 sides of street):

Concerns:

- **Not very different** to what already exists
- The telephone **poles are in the way**
- **As a commuter, does not work**

Advantages:

- This option **avoids concerns around eliminating parking** – lots of seniors live in these buildings and visitors rely on street parking
- New Westminster is getting denser, people are coming from further away, resulting in concerns about parking access to Moody Park

Option 2 (protected bicycle lanes – parking on 1 side of street and additional street enhancements):

Concerns:

- **Impact of removing parking on one side** - lots of seniors in the area, many who use HandyDART
- **Sightlines** – when travelling from garages and parked on the street, cars cannot see cyclists
 - Why not eliminate the parking on the north instead of the south side?
- North of Eighth Avenue, cars parallel parking on Sixth Street causing **bottlenecks**

Advantages:

- Option 2 & 3 are better for the **pedestrian experience** – it is a greenway and needs more trees and greenery
- Preference is for something with **separation and landscaping**

Option 3 (shared local street bikeway with closure at Seventh Avenue and Sixth street):

Concerns:

- This is a no-go to some stakeholders – it **limits access to Uptown**; supporting/improving pedestrian/cycling routes should **not come at the cost of limiting vehicle access**
- **Vehicle restriction** on Sixth Street and Seventh Avenue – concern about what will happen to traffic that leads right to Century House – there are a number of seniors
- Cycling perspective – adults are more comfortable sharing a roadway with drivers, but option 3 would **not be safe for kids**
- Traffic calming sometimes leads to **aggressive driving**
- Resident on Hamilton concerned about **rat running on Hamilton**, if cul-de-sac put in on Seventh Avenue
- Would go with Option 3 if there was another cul-de-sac at Fifth Street at Seventh Ave

Advantages:

- Really like the cul-de-sac as a legitimate way to calm traffic

Priorities for RCG Upgrades:

Traffic management

- Would like to see 30km/h speed limits on these streets
- Would like to see cul-de-sacs and other traffic calming measures along the length of RCG
- All of Seventh Ave needs traffic management

Pedestrian Experience/Greenery:

- You shouldn't be able to drive from Glenbrook Middle School to Moody Park - it's a greenway!
- These projects offer an opportunity to increase the greenery aspect of the Crosstown Greenway and enhance the experience of pedestrians

Safety Concerns at Specific Locations

- Sixth Street at Seventh Ave is particularly dangerous for pedestrians
- Currently, left turns off Seventh Ave onto Sixth Street on a bike are challenging

Other General Comments

- Don't call this a "bike lane improvement" **focus on "greenway"** so people don't immediately discredit it
- **Whatever you do, do it well**- Temporary paint installations do not work – you need to do much more with streetscapes so people can say "wow" – focus on leaving as much space as you can
- **Do not affect the volume of traffic that the road is able to handle**

- **Narrow width of streets** - there are many streets where two cars cannot pass each other
- New development at Rexall on Sixth **will involve wider sidewalks**
- **Elevating the curb** where on-street parking adjacent to the bikeway **comes at a cost**
- **Cars are important as well as parking** – consider the ages of the people in the nearby buildings; aging people are using cars and it is getting more difficult to drive and park in New Westminster
- **Areas need to be open enough to get out of cars**, so that you are not going into the bike lanes

NEW WESTMINSTER SECONDARY SCHOOL ROUTES ADVANTAGES & CONCERNS

Option 1 – 1A & 1B:

Concerns:

- **Indirectness** – will people use it?
- **Impacts on Fifth Street residents**
- **Dislike** for using the laneway
- **Dislike** for the **hook back**/dog leg routing
- **Concerns that no one will use this** / no student will use this option unless they live in this block (not direct)
- **Takes too long to implement**
- **Does not improve intersection of Sixth Street and Eighth Avenue** where there is massive student flow. The west side sidewalk is widely used - we need to protect pedestrians and separate them from bikes and scooters, etc.

Advantages:

- Love the idea of a bike route through the housing, good way to **connect the school community**
- It would be **good if bus loading could be moved away from Sixth and Eighth Avenue** – it is dangerous with too much going on here

Option 1A (Fifth Street on-street protected bicycle lanes):

Concerns:

- **Businesses are not going to support** any options that involve **removing parking**

Advantages:

- None identified

Option 1B (Fifth Street off-street protected bicycle lanes):

Concerns:

- **Takes away space from the boulevard and development**

Advantages:

- **Least parking impact**
- **Safest** and still **allows for accessibility**
- This option is **the safest at nighttime** for students to be riding – there are people at home in their houses

Option 2 (Sixth Street on-street protected bicycle lanes):

Concerns:

- **Directness** – especially how students can access the space after school
- **Impacts on businesses**
- **Impacts on transit routes**
- **Businesses may not support any options that involve removing parking**
- **Transit vehicles stopping in the middle of the roadway**
- **Sixth Street** should be **enhanced more as a pedestrian corridor**, it is not friendly for cyclists overall
- This route should have a **wider sidewalk from the school entrance down to the corner of Sixth Street and Eighth Avenue**, with no bicycles allowed on the sidewalk in that location.
- **Sixth and Eighth intersection conditions should be**

reviewed- need for wider sidewalks, increased crossing time, and perhaps a scramble intersection

- **Annoying to be on the main road**
- **Concern about northbound streets crossing the bike lane** – keep off Eighth as students will ride up Fifth Street anyways

Advantages:

- **Traffic calming**
- **Most direct**, makes street **safer** for all users
- **Pedestrians will choose the most direct** possible
- **Don't mind if buses stop on the street and block traffic**
- Treats cyclists most like motor vehicles – this feels like it is **making bikes a normal part of the street**
- **Could serve both east and west movements**

Option 3 (Fifth Street to Eighth Avenue to Sixth Street – combined on-street and off-street bicycle lanes):

Concerns:

- **Few students will use**

Advantages:

- **Does not impact transit**
- **Combine with another option to the high school from the west**

Other General Questions/ Comments/Suggestions:

- **More street calming all the way down Seventh Avenue**
- **Block options for cars to rat run** from Eighth Street to Sixth Street via Seventh Avenue or Hamilton Street
- NWSS will connect to London Dublin Greenway, and **will**

be a part of a broader network

- **Missing connection from the west to the high school**
- **Jumping on Sixth Street vs Fifth Street does not make a difference at all from a commuter perspective coming from the east** – 1 & 3 are the preferred routes
- **Consider micro-mobility, scooters, etc.**
- Additional consideration for option 2 & 3 – should the buses stop where they are vs. **moving stops up to where the school is** (so 2-lane bike route would not affect transit on the east side of Sixth Street)
- **Questions around how many kids are using bikes?** And what season are they using them in?
- **Behaviour change component at NWSS critical** to the success of this project

Priorities across both corridors

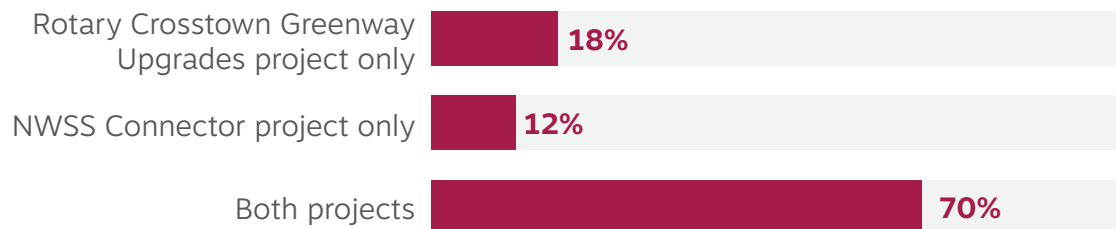
- **Pedestrians need more sidewalk space that is conflict-free** (from poles, street furniture, signage, careless parking and fast-moving quiet wheeled vehicles)
 - Legally permitting bicycles on sidewalks is an important pedestrian safety concern.
 - It is Important to account for growth in micro-mobility devices – these have the potential for conflict and are perceived as dangerous by pedestrians, seniors in particular.
- **Increased pedestrian safety at crossings** (for example the Seventh Ave and Sixth Street intersection, and the Seventh Ave and Eighth Street junction) – also referencing support for the proposed cul-de-sac on 7th, but that additional safety measures are still required

COMMUNITY SURVEY

An online survey was available on the project website between September 22 and October 17. The survey was designed to collect feedback on the design options for RCG Upgrades and the routing options for the NWSS Cycling Connector. The survey also collected input on the top priorities for each corridor, as well as demographic information.

In total, 308 people visited the survey with 264 of those visitors completing the survey.

Question 1: Please select which projects you would like to provide input on:



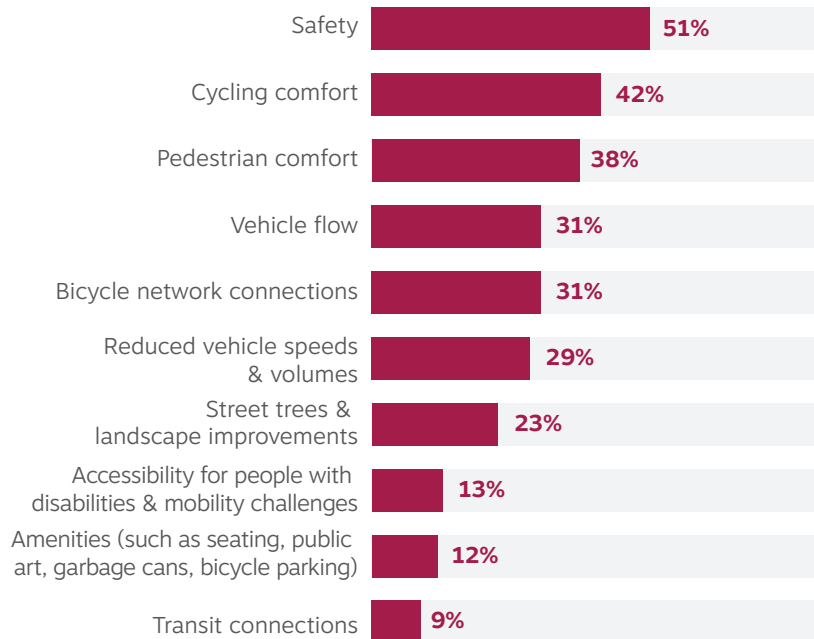
The majority of survey respondents (70%) provided input on both projects. 18% of survey respondents chose to only provide input on the RCG Upgrades, while 12% chose to only provide input on the NWSS Cycling Connector.



The online survey for the Uptown Active Transportation Projects saw 264 completed surveys with 70% of participants providing input on both the RCG Upgrades and the NWSS Cycling Connector

ROTARY CROSSTOWN GREENWAY

Question 2: What are your top three priorities for the improvements to this section of the Rotary Crosstown Greenway?

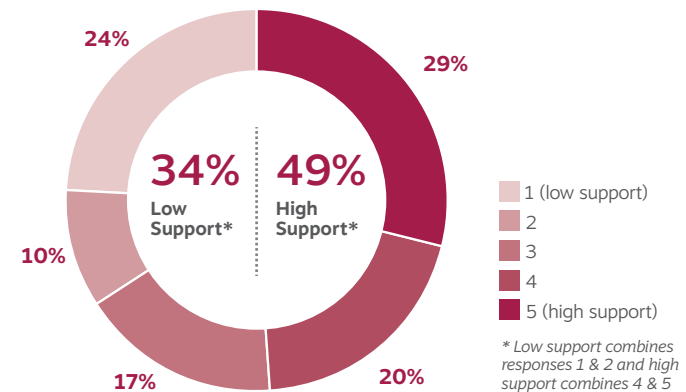


The top three priorities for survey respondents for the RCG Upgrades project include safety (51%), cycling comfort (42%), and pedestrian comfort (38%).

Of those who selected “other” the top comments included:

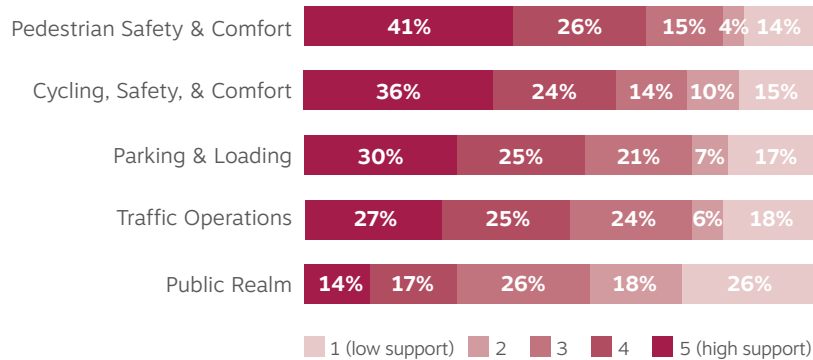
- Parking (8 comments)
- Landscaping and maintenance (5 comments)
- Pavement quality (2 comments)
- The cost (2 comments)
- Ensuring enough room for all users (2 comments)

Question 3: What is your level of support for Option 1?



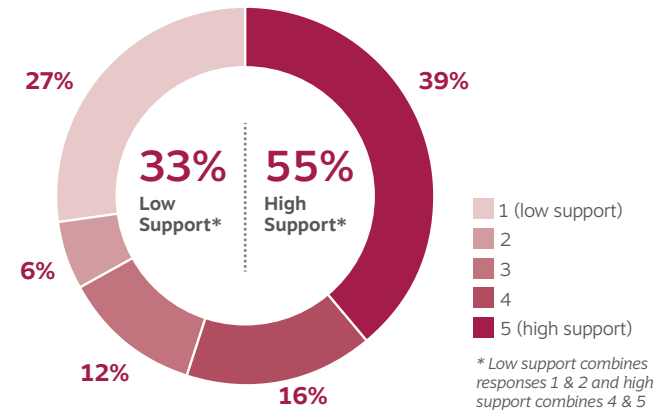
Almost half of survey respondents were supportive of Option 1, with 49% rating their level of support a four or higher.

Question 4: How well do you think Option 1 addresses the following key aspects:



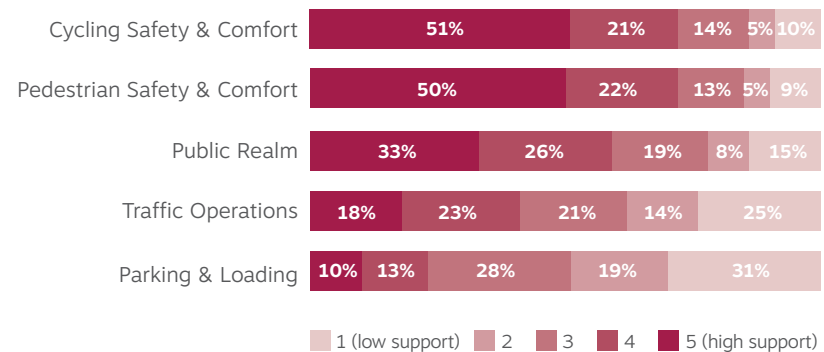
Based on the survey, respondents indicated that Option 1 (protected bike lane with parking on two sides) most effectively addressed pedestrian safety and comfort, with 67% rating their level of agreement a four or higher. Sixty percent (60%) of survey respondents indicated that Option 1 addresses cycling safety and comfort rating their level of agreement a four or higher. Respondents indicated that Option 1 is less effective at enhancing the public realm, with 31% rating their level of agreement a four or higher.

Question 5: What is your level of support for Option 2? Please rate your level of support from 1 (low support) to 5 (high support)



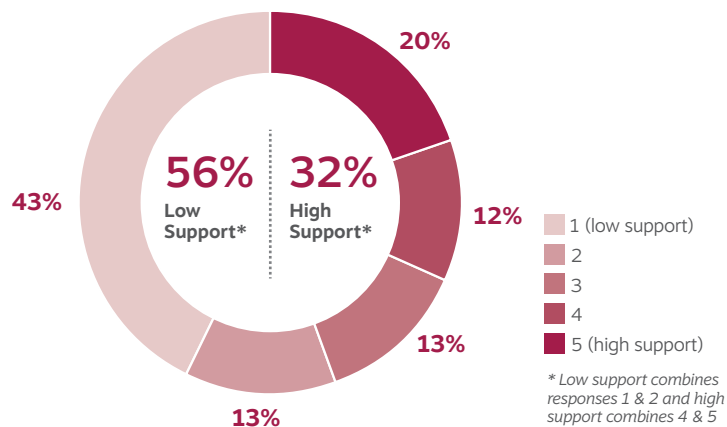
Over half of survey respondents were supportive of Option 2 (protected bike lane with parking on one side of street), with 55% rating their level of support a four or higher.

Question 6: How well do you think Option 2 addresses the following key aspects:



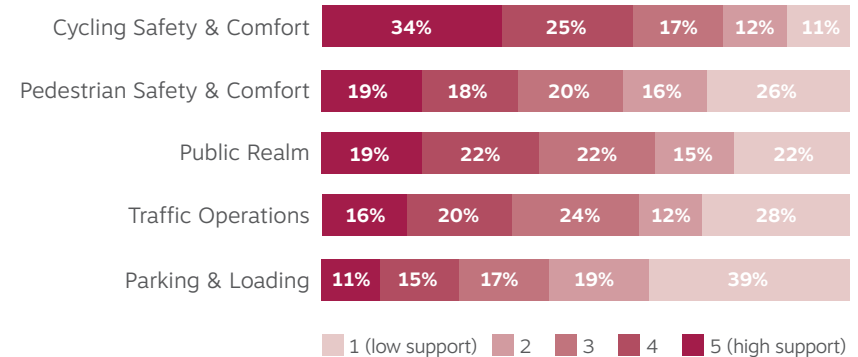
Based on the survey, respondents indicated that Option 2 (Protected Bike Lane with Parking on one side of street) addressed cycling safety and comfort as well as pedestrian safety and comfort (72% rating their level of agreement a four or higher). Respondents indicated that Option 2 does not address parking and loading as well, with only 23% of respondents rating their level of agreement a four or higher.

Question 7: What is your level of support for Option 3



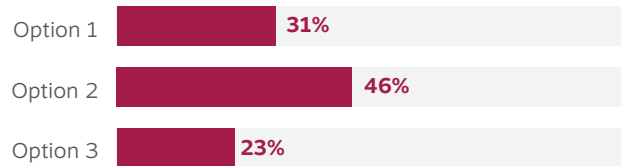
Less than half of survey respondents indicated high support for Option 3 (shared local streets bikeway with closure at Seventh Ave & Sixth Street), with 32% of respondents rating their level of support a four or higher.

Question 8: How well do you think Option 3 addresses the following key aspects:



Respondents to the survey indicated that this option supports pedestrian safety and comfort (59% rating their agreement a four or higher). Respondents indicated that this Option does not support traffic operations, with 26% indicating their level of agreement a four or higher.

Question 9: Of the three design options presented, which is your preferred option?



Based on the responses to this survey, the preferred option is Option 2 (46%), followed by Option 1 (31%), and Option 3 (23%).

Respondents were asked to elaborate on why they preferred the answer they chose. In total, 211 comments were received. A cross-tabulation analysis was conducted to identify the top comments for each option. The breakdown of these comments is below.

Option 1 (protected bike lane with parking on two sides):

- It maintains parking (30 comments)
- It maintains the flow of traffic (12 comments)
- It is the safest option for cyclists (12 comments)
- Balances all user needs (10 comments)
- It is the most accessible for diverse needs (seniors who require parking, more vulnerable users have separated lanes) (7 comments)
- It accommodates local resident needs (7 comments)
- It separates all user groups (6 comments)
- It is the least obstructive to the local area (5 comments)

Option 2 (protected bike lane with parking on one side of street):

- It is the safest option for cyclists (23 comments)
- Support for greenery (20 comments)
- It enhances the public realm (19 comments)
- It prioritizes active transportation (18 comments)
- Balances all user needs (12 comments)
- It separates all user groups (12 comments)
- It is the safest for pedestrians (11 comments)
- Support for widening the cycling lanes (10 comments)
- Cyclists are protected from car doors (6 comments)
- It supports climate goals (5 comments)
- It reduces traffic volumes (4 comments)
- It reduces traffic speeds (4 comments)
- It is the safest option for youth (3 comments)
- It maintains the flow of traffic (3 comments)

Option 3 (shared local streets bikeway with closure at Seventh Ave & Sixth Street):

- It reduces traffic volumes (16 comments)
- It reduces traffic speeds (14 comments)
- It would be the most effective as bikes currently do not use the cycling lanes (10)
- It maintains parking (6 comments)
- It is the safest for driveways and sightlines (5 comments)
- It is the safest option for cyclists (4 comments)
- It is the safest option for pedestrians (3 comments)
- It will eliminate trucks along the corridor (3 comments)

Respondents were asked if they had any additional comments regarding any of the three options. In total, there were 125 comments. While there were no significant overarching themes, summarized comments for each option are outlined below.

Option 1 (protected bicycle lanes – parking on 2 sides of street):

- It is the best compromise for all road users
- This option could benefit from the street closure as seen in Option 3
- This option risks cyclists being hit by doors
- Does not improve the public realm

Option 2 (protected bicycle lanes – parking on 1 side of street and additional street enhancements):

- This option could benefit from the street closure as seen in Option 3
- Support for the separation of users

Option 3 (shared local street bikeway with closure at Seventh Avenue and Sixth street):

- Opposition towards the closure at Seventh Ave
- This option would be the least safe for children and students
- This option only redistributes rat running, and does not solve the problem

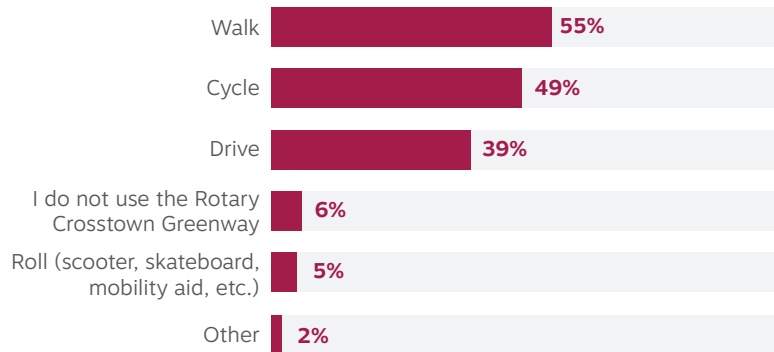
General comments that were provided include:

- The importance of maintaining parking for residents and businesses
- The need to better enforce cycling laws
- The need for a safety plan for e-bikes and scooters
- The importance of pavement quality for all options
- The safety issues regarding sightlines for parking
- The importance of traffic calming throughout the neighbourhood



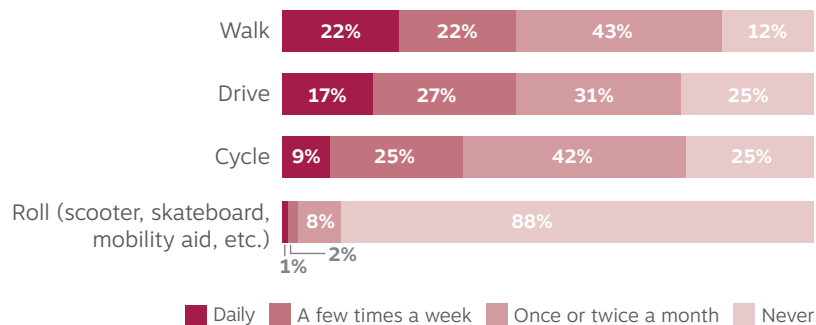
46% of Survey respondents preferred option 2 for the RCG Upgrades - with the top 5 reasons provided as follows: safety, cycling comfort, pedestrian comfort, vehicle flow, and bicycle network connections.

Question 10: How do you typically travel along the Rotary Crosstown Greenway between Fifth Street and Eighth Street?



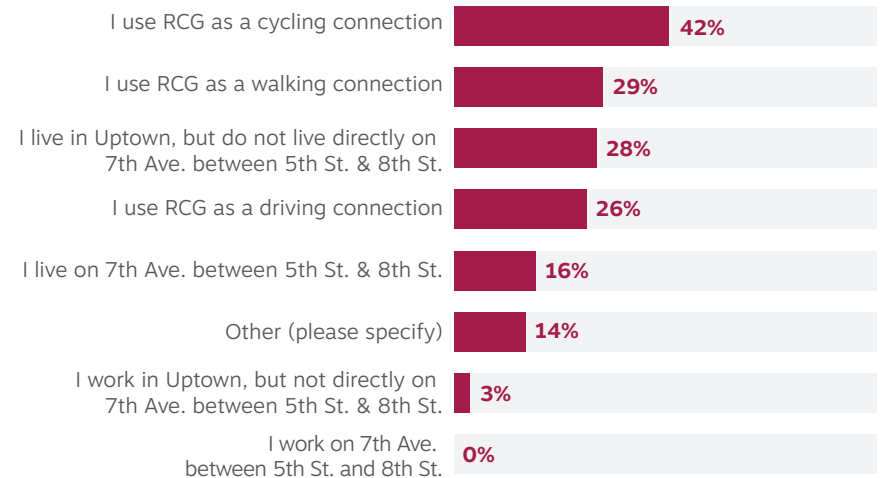
Respondents most often walk along the RCG (55%). The second most frequent transportation modes are cycling (49%) or driving (39%).

Question 11: How often do you use the Rotary Crosstown Greenway between Fifth Street and Eighth Street?



Based on the survey results respondents walk (22% walk daily) or drive (17% drive daily) most often. Nine percent of survey respondents cycle daily, and one percent roll daily.

Question 12: What is your connection to the Rotary Crosstown Greenway between Fifth Street and Eighth Street?



The most common connections to the RCG between Fifth Street and Eighth Street are:

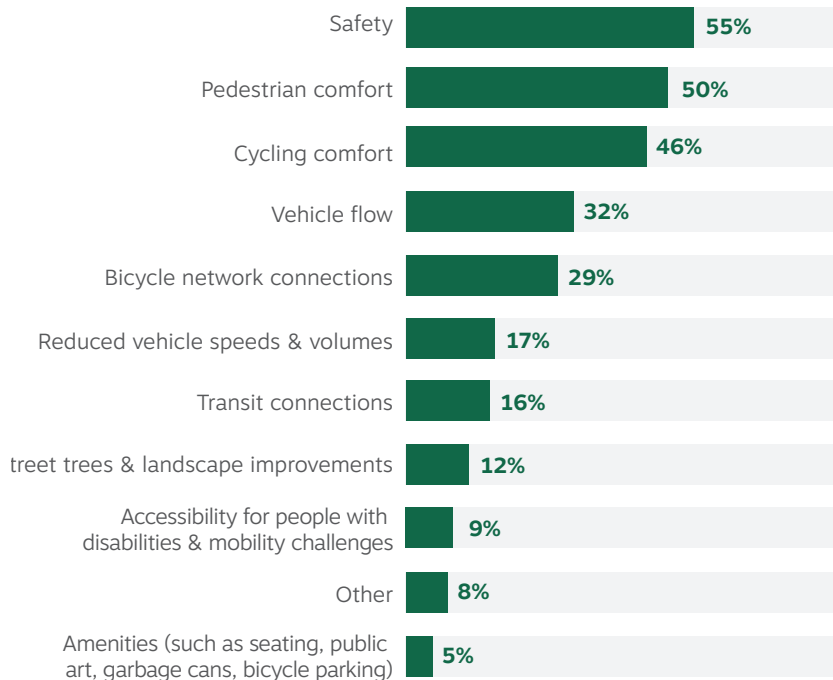
- Respondents use it as a cycling connection (42%)
- Respondents use it as a walking connection (29%)
- Respondents live in uptown but not on the direct route (28%)

Respondents were invited to comment on any other connections they have to this corridor. Top comments include:

- Visiting friends of family (5 comments)
- Working in the areas (3 comments)
- Use it as a walking connection (3)
- Visiting businesses in the area (2 comments)
- Use it for cycling exercise (2 comments)

NEW WESTMINSTER SECONDARY SCHOOL CYCLING CONNECTOR

Question 13: What are your top three priorities for the proposed New Westminster Secondary School Cycling Connector?

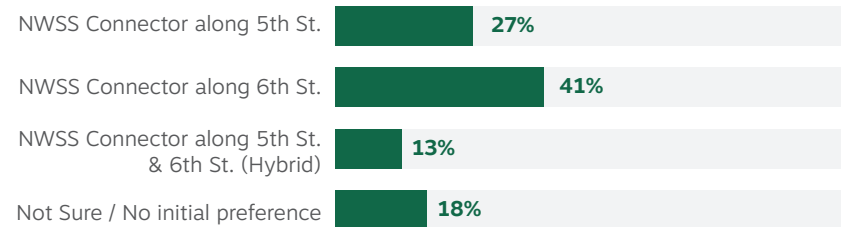


The top three priorities for the NWSS Cycling Connector include safety (55%), pedestrian comfort (50%) and cycling comfort (46%).

Of those who selected “other” the top comments included:

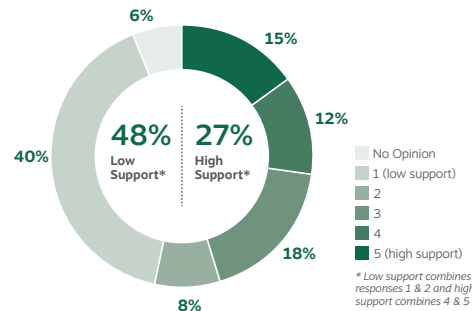
- Direct routing (5 comments)
- Maintaining parking for residents (4 comments)

Question 14: Before considering some of the key considerations and trade-offs, which are outlined below, what is your initial routing preference?



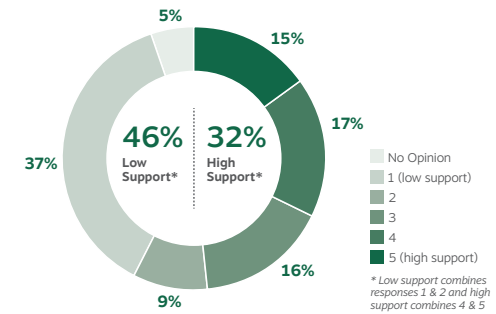
Before considering some of the key trade-offs, respondents preferred the NWSS Cycling Connector along Sixth Street (41%), followed by the route along Fifth Street (27%) and the hybrid route (13%).

Question 15: After reviewing some of the key considerations and trade-offs, what is your level of support for Option 1A: Via Fifth Street (On-Street Protected Bicycle Lanes)?



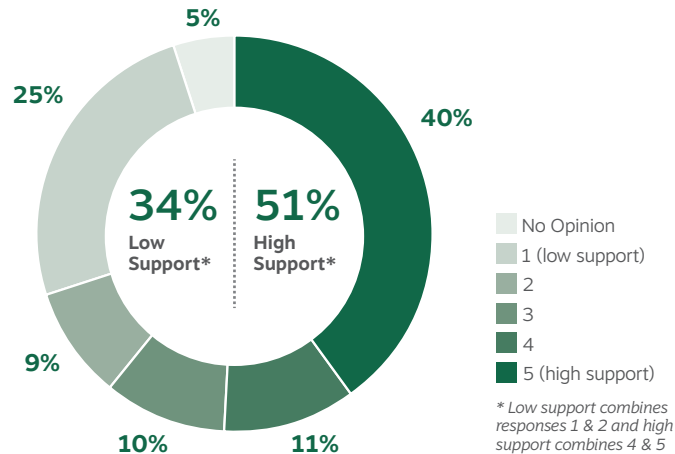
Based on responses to this survey, 27% of respondents indicated high support for Option 1A: Via Fifth Street, rating their support level a four or higher.

Question 16: After reviewing some of the key considerations and trade-offs, what is your level of support for Option 1B: Via Fifth Street (Off-Street Protected Bicycle Lanes)?



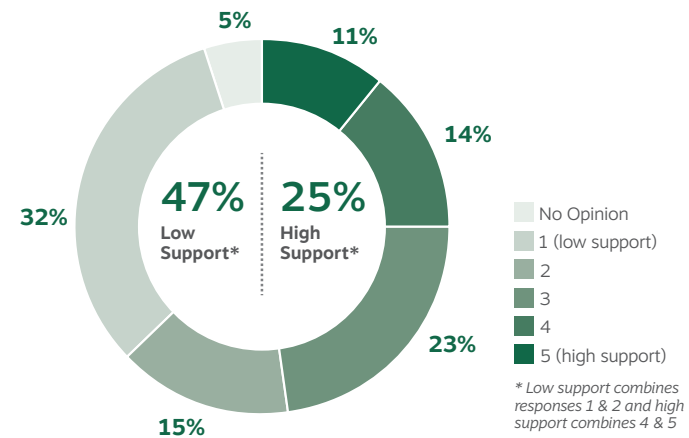
Survey respondents were slightly more supportive of Option 1B: Via Fifth Street, with 32% rating their level of support a four or higher.

Question 17: After reviewing some of the key considerations and trade-offs, what is your level of support for Option 2: Via Sixth Street?



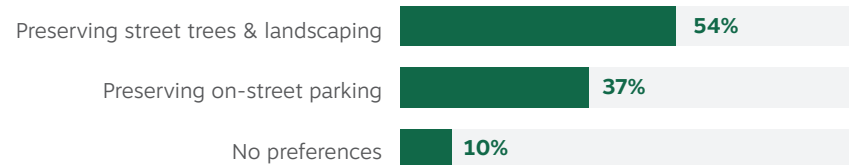
Over half of survey respondents were supportive of Option 2: Via Sixth Street, with 51% rating their level of support a four or higher.

Question 18: After reviewing some of the key considerations and trade-offs, what is your level of support for Option 3: Hybrid via Fifth Street and Sixth Street?



One quarter of survey respondents (25%) indicated high support for Option 3: Hybrid Via Fifth Street and Sixth Street.

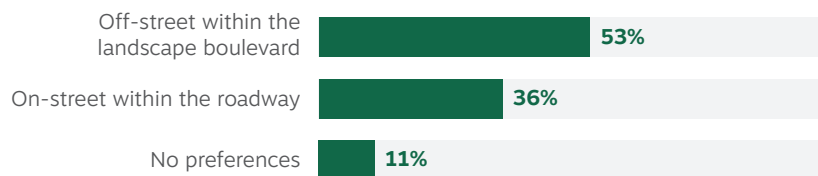
Question 19: Is preserving on-street parking or preserving landscaping and street trees more important to you?



Fifty-four percent (54%) of respondents indicated that

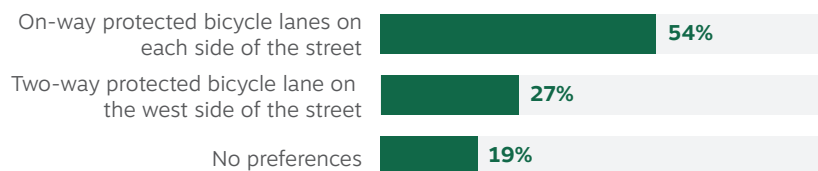
preserving street trees and landscaping were more important to them than preserving on-street parking (37%). Ten percent (10%) of respondents had no preference.

Question 20: Would you prefer that the cycling lane(s) be located on-street, within the roadway, or off-street, within the landscaped boulevard?



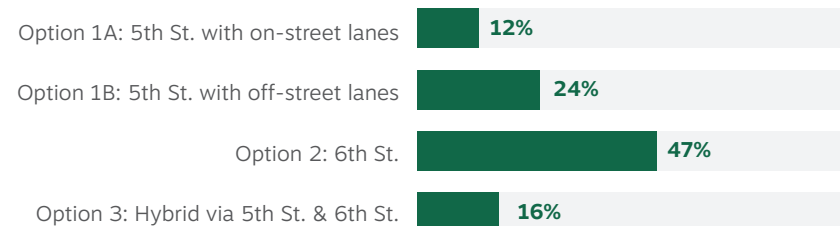
Over half (53%) of survey respondents preferred cycling lanes to be off-street within the landscaped boulevard, while 36% preferred them to the on-street within the roadway. Eleven percent had no preference.

Question 21: Do you have a preference for the configuration of the cycling lanes?



Over half (54%) of survey respondents preferred one-way protected bicycle lanes on each side of the street, whereas 27% preferred a two-way protected bicycle lane on the west side of the street. Nineteen percent had no preference.

Question 22: Given your understanding of the trade-offs and considerations of each option, which is your preferred option?



After learning of the trade-offs and considerations for each option, the routing options held similar levels of support. The preference was still Option 2: Sixth Street (47%), followed by Option 1: Fifth Street (12% for on-street lanes and 24% for off-street lanes), and Option 3: Hybrid Via Fifth Street and Sixth Street (16%).

Respondents were asked to elaborate on why they preferred the answer they chose. In total, 196 comments were received. A cross-tabulation analysis was conducted to identify the top comments for each option. The breakdown of these comments is below.

Option 1A (Fifth Street on-street protected bicycle lanes):

- Safest option for bikes (6 comments)
- Protects greenery (large trees, landscaping) (5 comments)
- Sixth Street is too busy with many users (3 comments)

Option 1B: (Fifth Street with off-street bike lanes):

- It maintains more parking (10 comments)
- Safer option overall (8 comments)

- It is already wide enough for multiple users (5 comments)
- Least impact on cars (7 comments)
- Least impacts to transit (4 comments)
- Safest option for bikes (4 comments)
- Least impacts to Sixth Street (3 comments)
- Maintains traffic flow (2 comments)
- Separates users well (2 comments)

Option 2 (Sixth Street off-street protected bicycle lanes):

- It is the most direct route (and would be used the most) (73 comments)
- Safer option overall (11 comments)
- It has the least impacts to residents (7 comments)
- It provides access to businesses (5 comments)
- It needs less new infrastructure (5 comments)
- It avoids the safety issues at Eighth Ave (5 comments)
- It will be the least expensive option (5 comments)
- It maintains parking for residents (6 comments)
- It avoids the conflicts in the laneways associated with Option 1 (4 comments)
- Sixth Street is wide enough for shared uses (3 comments)
- It will better connect to the broader cycling networks (3 comments)
- It is not dependent on redevelopment (2 comments)

Option 3 (Fifth Street to Eighth Avenue to Sixth Street – combined on-street and off-street bicycle lanes):

- It is also a direct route (9 comments)
- Safer option overall (4 comments)

- Least impacts to businesses on Sixth Street (3 comments)
- Sixth Street is too busy (3 comments)
- It would be a pleasant route (2 comments)

Respondents were asked if they had any additional comments regarding any of the four options. In total, there were 194 comments. Summarized comments for each option are outlined below.

Option 1

- With less traffic and wider streets, it is a safer option
- Support for increasing safety at the Fifth Street and Eighth Avenue Intersection
- Concerns with the safety of the alleyway route (mixing user groups could be unsafe)
- It is a less direct route
- Tree maintenance and power poles are potential hazards

Option 2 (Sixth Street off-street protected bicycle lanes):

- It is the most direct route
- It is not dependent on development
- Sixth Street is wide enough

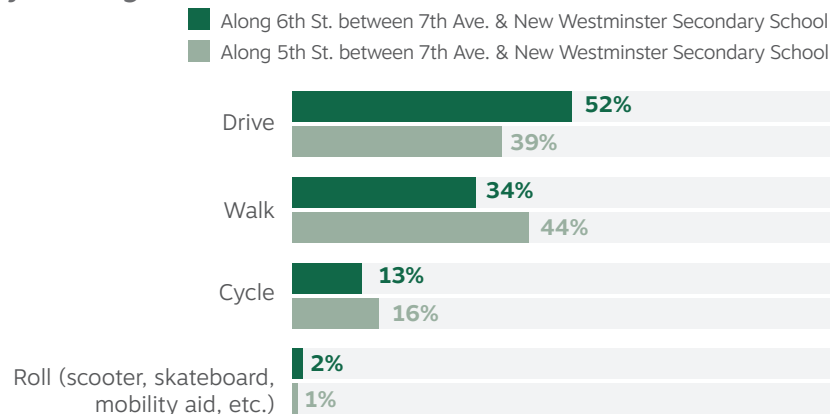
Option 3 (Fifth Street to Eighth Avenue to Sixth Street – combined on-street and off-street bicycle lanes):

- Least disruptive to transit and drivers
- Is still a direct route for students
- There are too many dangerous intersections for cyclists
- Bike lanes along Eighth Avenue would not feel safe

General comments:

- There are not enough cyclists in New West to justify the costs
- The route should be chosen with students in mind
- The route should prioritize pedestrians
- The route should prioritize vehicle traffic and parking
- Consider the option with the least impacts to transit

Question 23: How do you typically travel along the following routes?

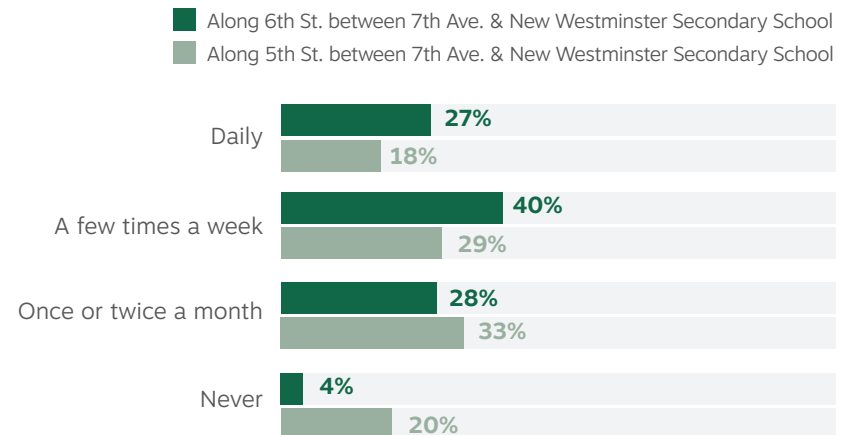


Fifty-two percent of survey respondents typically drive along Sixth Street between Seventh Ave and NWSS, whereas 34% typically walk and 13% typically cycle.

Forty-four percent of survey respondents typically walk along Fifth Street between Seventh Ave and NWSS, whereas 39% typically drive, and 16% typically cycle.

Approximately 1% of respondents roll along either route.

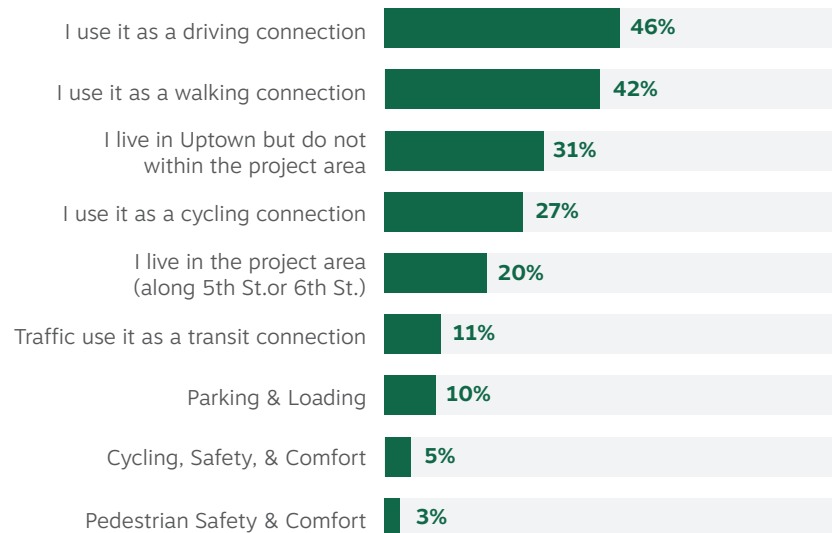
Question 24: How often do you typically travel along the following routes?



Survey respondents travel along Sixth Street between Seventh Ave and NWSS more often, as 27% indicated they travel this route daily and 40% indicated they travel along this route a few times per week.

In comparison, 18% of respondents travel along Fifth Street between Seventh Ave and NWSS daily, whereas 29% indicated that they travel along this route a few times per week.

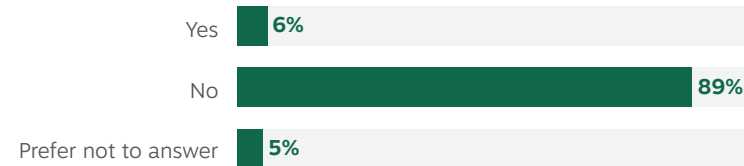
Question 25: What is your connection to Fifth Street and Sixth Street between Seventh Avenue and New Westminster Secondary School?



The most common connections to Fifth Street and Sixth Street between Seventh Avenue and NWSS are:

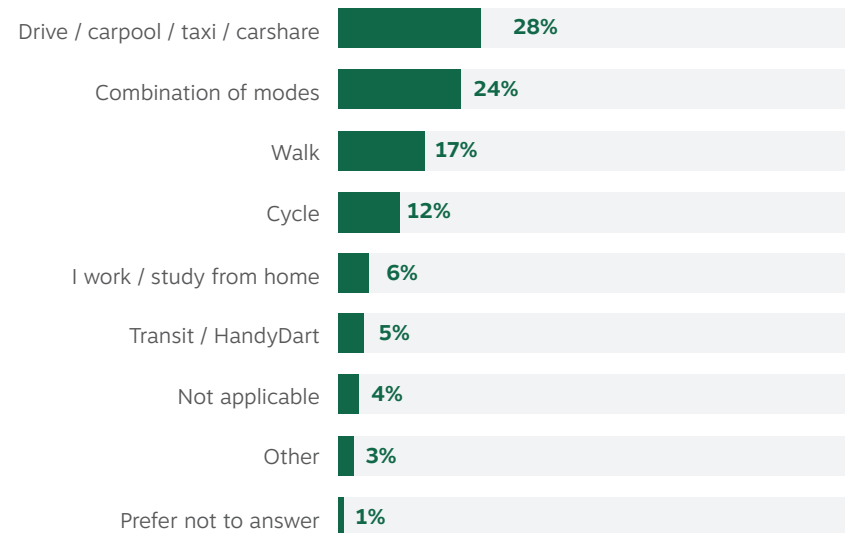
- Respondents use it as driving connecting (46%)
- Respondents use it as walking connection (42%)
- Respondents live in uptown but not within the project area (31%)

Question 26: Do you have any limitations that impact your mobility? (e.g., use a wheelchair or scooter)



The majority of respondents (89%) do not have limitations that impact their mobility.

Question 27: What is your usual mode of transportation for your daily weekday routine (e.g., commute to work or school)?



The most common mode of transportation based on survey responses is driving (28%), followed by a combination of modes (24%) and walking (17%).

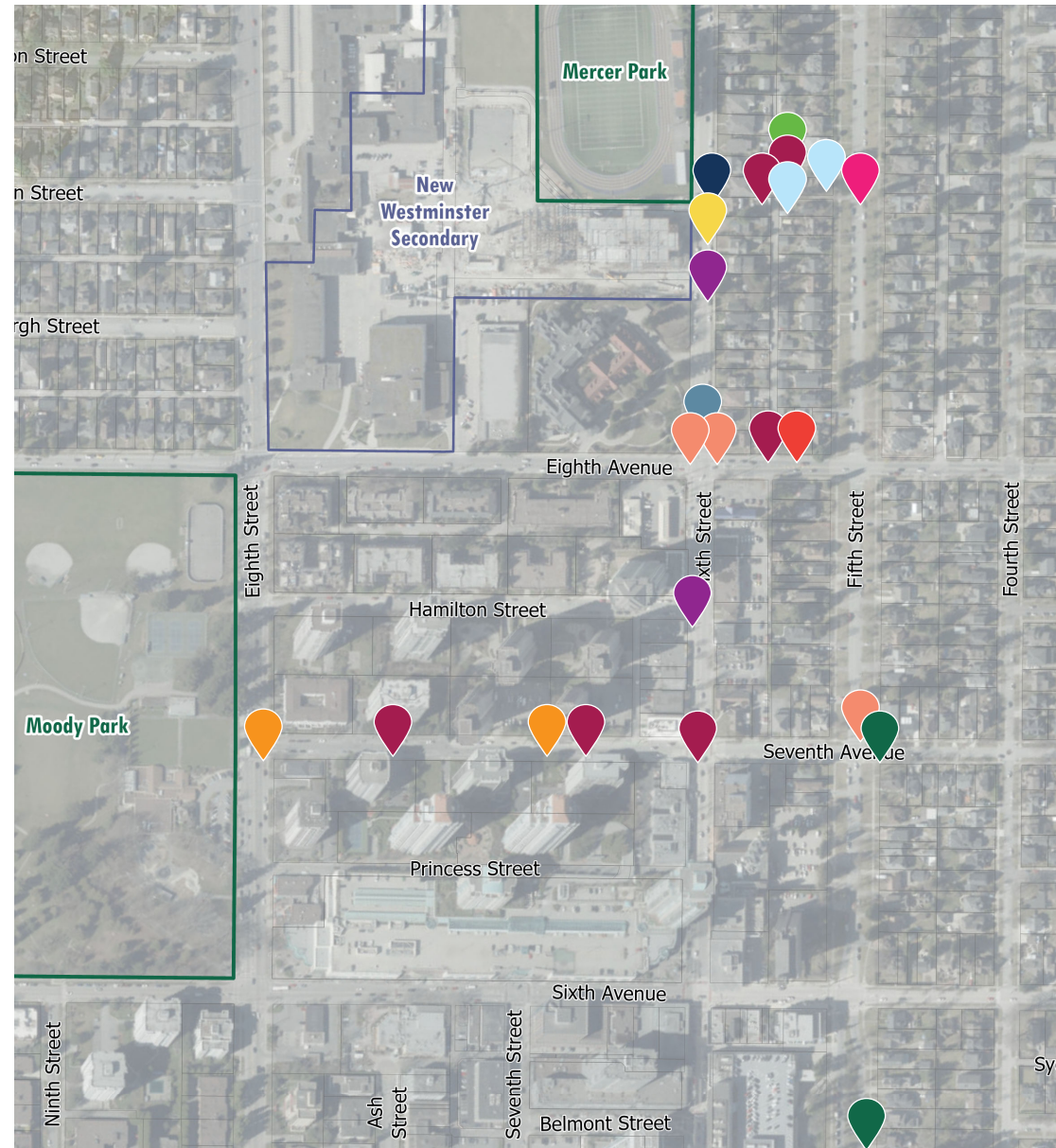
INTERACTIVE MAP

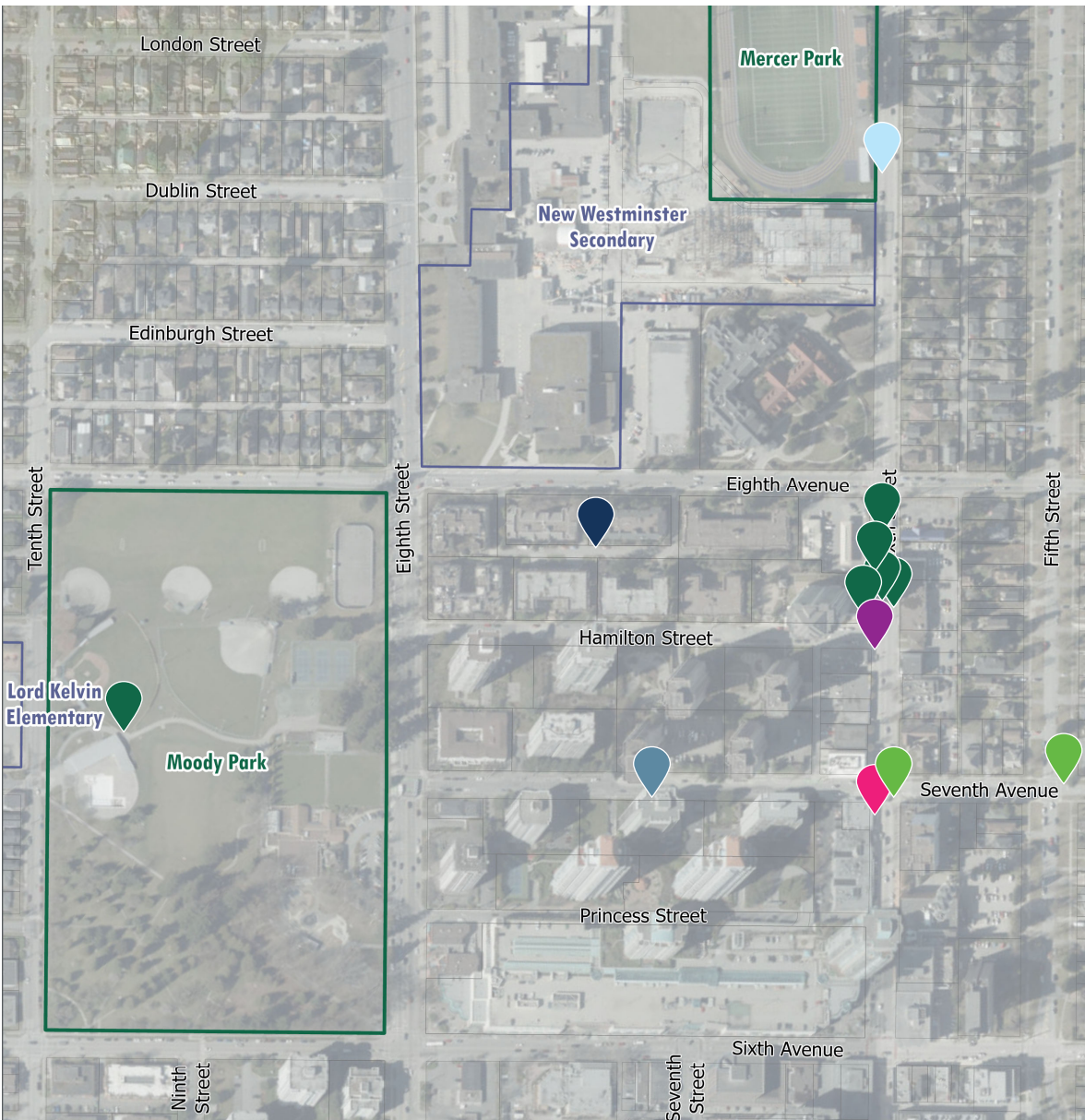
Community members were able to contribute their feedback through the Interactive Mapping Tool submitting 50 pins from 36 visitors and 15 unique contributors between September 22 and October 17.

The main themes of the comments are included on the following pages, along with the corresponding locations. The full comments are available in the verbatim document.








CONCERNS

-  Sight Lines/Blind Spots
-  Intersections
-  Speed/Rush Hour
-  Alley & Mixed-Use Traffic
-  Narrow Width of Street or Alley
-  Due to transit stops
-  General lack of safety for bikes
-  Pedestrian Lights
-  Indirectness of Route
-  Disadvantages of bi-directional bike path
-  Difficult driving areas
-  Other





IDEAS

-  Directness of Route (support for Sixth Street route for NWSS connector)
-  Closures to Vehicle Traffic
-  Continued Connections
-  Visibility Improvements
-  Crosswalk improvements
-  Width of street provides room for designated bike lane
-  Suggestions for Left Turn at 6th Street and 6th Avenue

RAIN PAINTING

On October 7, 14 people expressed interest, and five people engaged and provided input on the Uptown Active Transportation Improvement projects during a rain painting session where an invisible paint was applied to the sidewalks using stencils which highlighted various forms of active transportation. A series of speaking points, printed maps showing the NWSS connector routes, and renders of the RCG options as well as voting sheets were prepared and visible to those passing by. Five people stopped for discussion, three indicated their preferred options for the RCG and NWSS Cycling Connector projects, and two voted solely on the NWSS Connector options.

RCG Upgrades

1 Participant preferred Option 1 (Protected Bike Lane with Parking on 2 sides of street)

1 Participant preferred Option 2 (Protected Bike Lane with Parking on 1 side of street)

NWSS Cycling Connector

4 Participants preferred Option 2

1 Participant preferred Option 3

The additional nine people who were interested but did not indicate their preference, were directed to a nearby poster which promoted the project and provided the URL for the website and QR code for the survey.

BUSINESS WALKABOUT

Stakeholder letters were delivered to 24 businesses on Sixth Street between Seventh Avenue and Eighth Avenue. One-on-one connections were made with 19 owners, managers or staff to raise awareness for the upcoming engagement activities.

Key themes that were heard throughout the walkabout include:

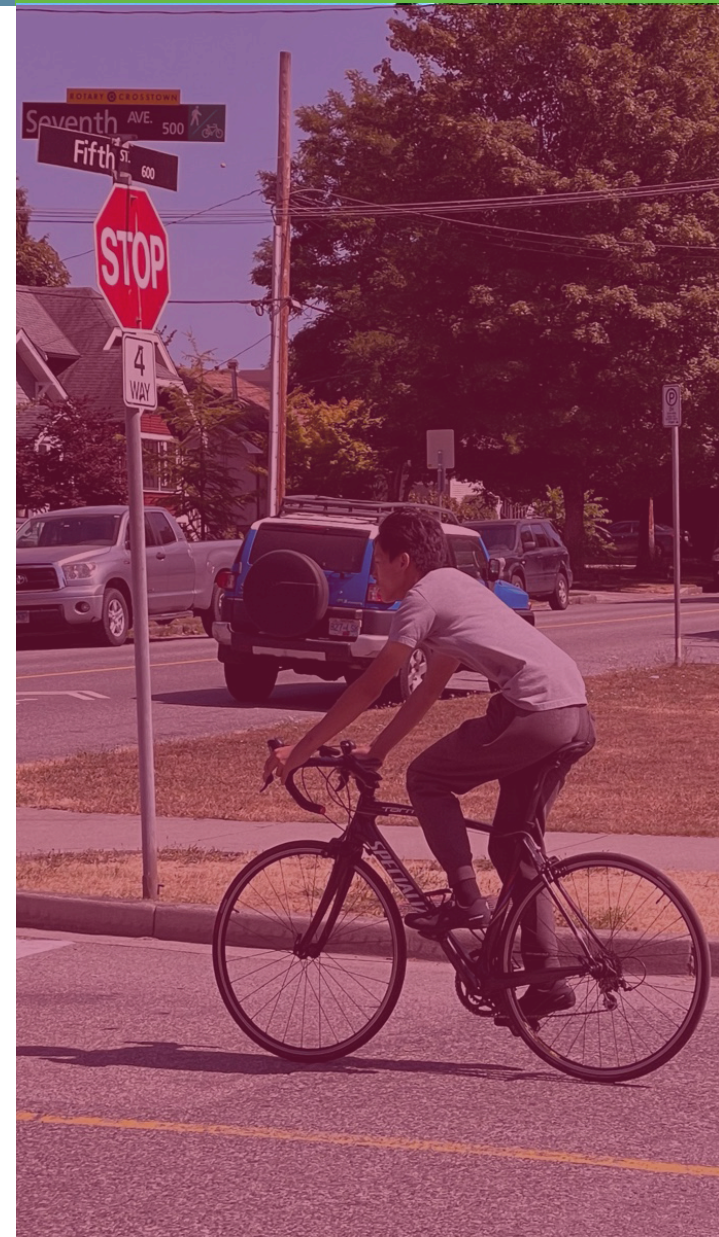
- Issues with safety along the corridor (theft and crime)
- A lack of adequate street lighting for many of the businesses
- Issues with rideshare deliveries making illegal turns
- Issues with motor vehicle speeds
- The importance of parking for customers along Sixth Street
- The dangers for large trucks or deliveries and poor sightlines along the RCG

4 NEXT STEPS

The input collected through the engagement for the Uptown Active Transportation Improvements has been an invaluable part of establishing the level of support for the design options for RCG and routing options for the NWSS Cycling Connector, as well as which of these is preferred by stakeholders and public participants.

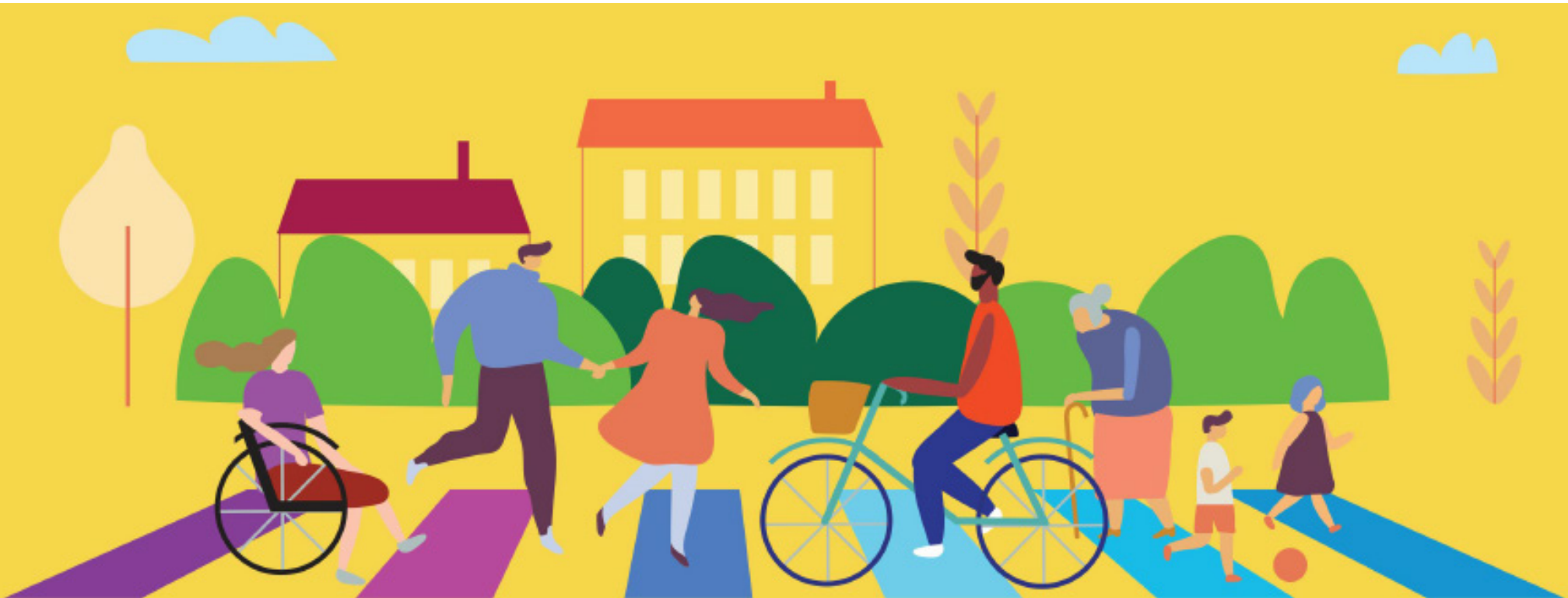
With round one of public engagement now complete, the project team will now use this information as well as their technical analysis to select a preferred route for the NWSS Cycling Connector and a preferred design for RCG. The preferred route and design will be presented to New Westminster's Sustainable Transportation Task Force for their endorsement. There will be a second round of public engagement early in 2022, that will present design options for the preferred NWSS route as well as a more detailed design for RCG.

We would like to thank all community members for their participation and valued input into the design process! We look forward to sharing more with you and your continued involvement.



There will be a second round of public engagement early in 2022, that will present design options for the preferred NWSS route as well as a more detailed design for RCG.

APPENDIX A | STAKEHOLDER GROUPS



APPENDIX A: STAKEHOLDER GROUPS

1. Brow of the Hill Residents' Association
2. Century House Association
3. City of New Westminster Seniors' Advisory Committee
4. City of New Westminster Multiculturalism Advisory Committee
5. City of New Westminster Sustainable Transportation Advisory Committee
6. City of New Westminster Facilities, Infrastructure and Public Realm Advisory Committee
7. Creating Accessible Neighborhoods – New Westminster Member
8. Family Services of Greater Vancouver
9. Former member of the Access Ability Advisory Committee
10. HUB Cycling
11. Lord Kelvin School Parents' Advisory Committee
12. Uptown Business Association
13. Moody Park Residents' Association
14. New Westminster and Burnaby Walkers' Caucus
15. New Westminster Chamber of Commerce
16. New Westminster Homelessness Coalition Society
17. Glenbrooke North Residents' Association
18. New Westminster Local Immigration Partnership Council
19. New Westminster Secondary School
20. New Westminster Secondary School Parents' Advisory Committee
21. New Westminster Schools Welcome Centre
22. School District #40
23. Queen's Park Residents' Association