

Attachment # 2

Uptown Active Transportation Improvements Round 1 Engagement Summary Graphic

UPTOWN

ACTIVE TRANSPORTATION IMPROVEMENTS

Engagement Round One by the Numbers

PROMOTION + ENGAGEMENT ACTIVITIES:



Social Media

- **2** Facebook Posts
- **4** Instagram Stories and **1** Post
- **2** Tweets



Letters & Newsletters

- Notification Letter sent to **2811** addresses
- **2** Newsletters – distributed to over **1800** Be Heard New West subscribers
- Regular Promotion in City's weekly Citypage newsletter – distributed by email and printed in the Record newspaper



Stakeholders

- **2** Promotional Posters distributed to networks of **7** stakeholder groups
- Stakeholder Letters distributed to **22** impacted stakeholder groups
- Business Walkabout and Hand Delivery of **24** Letters and Invitations to Stakeholder Meetings
- **5** Stakeholder Meetings representing **10** different stakeholder groups



In-Person Engagement

- Interactive Posters – installed at **20** locations
- Rain Paint application to sidewalks
- **2** Pop Ups – **226** Participants



Digital

- **1** Project Video – **229** views
- Uptown Active Transportation Improvements Project Site on Be Heard – **584** views
- Surveys completed – **264**
- Questions and Answers submitted on Project Site- **9**
- Questions submitted to transportation Email – **10**
- Pins on Interactive Map – **36**



NEW WESTMINSTER

Rotary Crosstown Greenway Upgrades

WHAT WE HEARD

Top 3 Priorities



Safety



Pedestrian
Comfort



Cycling
Comfort

Design Preference on Survey

Option 3 (Shared Local Street Bikeway with Closure at Seventh Avenue and Sixth Street)
23%

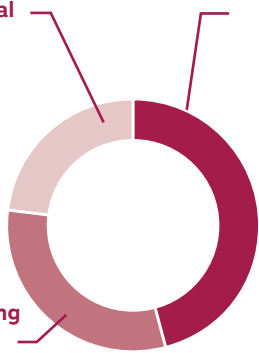
Reduces Traffic Volume, Reduces Traffic Speed

Option 2 (Protected Bicycle Lane – Parking on 1 Side of Street)
46%

Safest for Cyclists, Support for Greenery Enhances the Public Realm

Option 1 (Protected Bicycle Lane – Parking on 2 Sides of Street)
31%

Maintains Parking, Maintains Flow of Traffic, Safest option for Cyclists

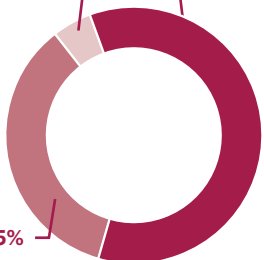


Design Preference at Pop-Ups

Option 3 - 5%

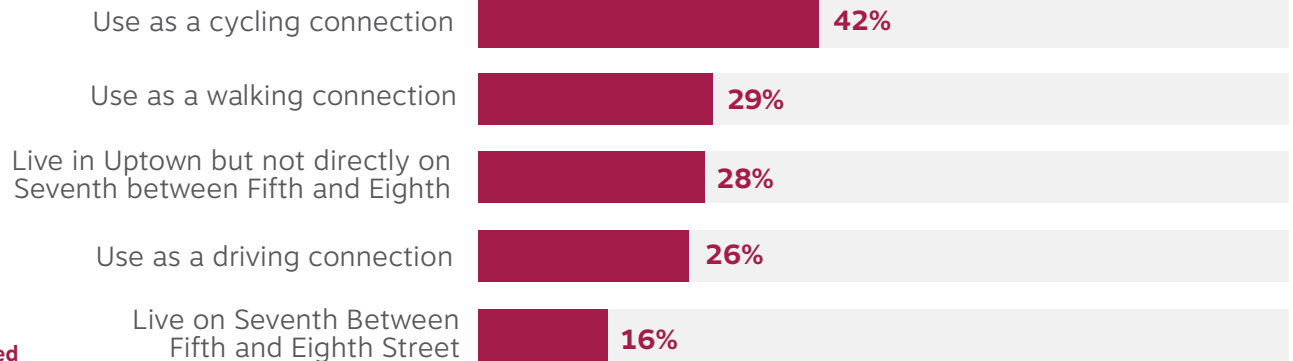
Option 2 - 60%

Option 1 - 35%



WHO WE HEARD FROM

How they are Connected to Rotary Crosstown Greenway



There are challenges with multi use pathways – cyclists treat pedestrians the way cars treat them

Make sure bike barrier is wide enough so people don't get doored

Additional bike parking

From Sixth Street and Eighth Avenue to Sixth Street and Belmont there are lots of seniors and disabled (blind or deaf), those living with mental health issues

Telephone poles along Seventh are in the way

Maintenance of the street - clean streets and condition of surfaces

SAFETY for pedestrians

For the cycle lanes to be well utilized additional space is needed for green infrastructure such as trees. Reducing parking on one side of the street is a small trade off to make for this benefit

Protected bike lanes are needed on this street as often there are cars parked in the lanes

Changing elevation of driveways throws off mobility scooters

New Westminster Secondary School Cycling Connector

WHAT WE HEARD

Top 3 Priorities



Safety



Pedestrian
Comfort



Cycling
Comfort

Route Preference (After Reviewing Trade-Offs) on Survey

Option 2 (Protected Bicycle Lanes via Sixth Street and Additional Street Enhancements- On Street) - Direct/ Will Get Used the Most; Safer, Least Impact to Residents

47%

Option 1B (Protected Bicycle Lanes Via Fifth Street – Off Street) - Maintains More Parking; Safer Overall; Wide Enough for Multiple Users

24%

Option 1A (Protected Bicycle Lanes Via Fifth Street – On Street) – Safest; Protects Greenery; Sixth Street is Too Busy

12%

Option 3 (Protected Bicycle Lanes - Hybrid via Fifth Street and Sixth Street – Combination of On-Street or Off-Street) – Reduces Traffic Volume, Reduces Traffic Speed, Most Effective as Bikes Currently do Not Use Cycling Lane

16%

WHO WE HEARD FROM

■ typically walk ■ typically cycle
■ typically drive ■ roll ■ n/a

Along Sixth Street between Seventh Avenue and NWSS



Along Fifth Street between Seventh Avenue and NWSS



Connection to Fifth Street and Sixth Street between Seventh Avenue and NWSS

Use as a Driving Connection

46%

Use as a Walking Connection

42%

Live in Uptown but Do not Live within the Project Area

31%

Use as a Cycling Connection

27%

Live in the Project Area

20%

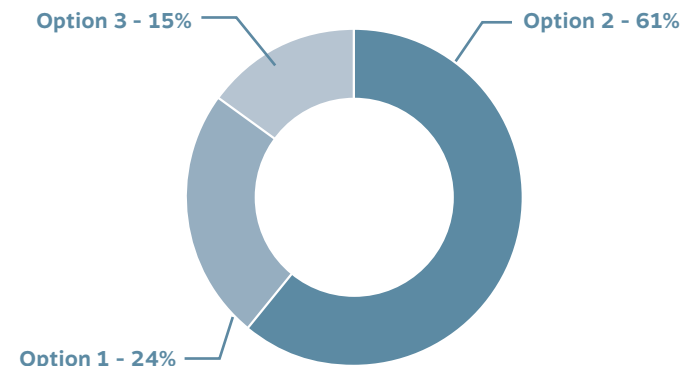
Use as a Transit Connection

11%

Use for Parking and Loading

10%

Route Preference at Pop Ups



54% of survey respondents indicated that preserving street trees and landscaping was more important than preserving on-street parking.

37% indicated that preserving on-street parking was more important than preserving street trees and landscaping.

53% of respondents preferred that cycling lane(s) be located off-street within the landscaped boulevard as opposed to on-street within the roadway

54% of respondents indicated a preference for one-way protected bicycle lanes on each side of the street as opposed to a two-way protected bicycle lane on the west side of the street

New Westminster Secondary School Cycling Connector

Vehicle traffic on sixth street in the Uptown area is already restricted and slow moving much of the time Closing off a side street will not improve the flow of vehicle traffic

Many experienced cyclists don't use the protected bike lanes anyway, so let us plan for them to be on the road

Businesses will not support cycling paths at the expense of loss of parking

Maintain greenspace

Safety – separation between bikes and pedestrians and cars

Places to hang out on Fifth (covered areas, trellis, greenway)

Ensure people use the route. Make it cool!

The biggest problem is high speed rat running

A Signal and traffic control is needed at Fifth Street and Eight Avenue

Extend bike paths into Burnaby

Bike lanes must be separated physically – there are many Seniors with visual/auditory barriers

I would like to see improvements to cycling and walking infrastructure, while also improving the public realm

Something simply has to be done to reduce volume and speed and there has been little enforcement up to now.

Roads are for travelling and parking – not for trees

Some people can't walk or cycle – we need parking and it just disappearing. Sixth Street is congested – you can't play with it any further!

I think closing the street to traffic at Seventh Avenue and Sixth Street would make turning left on to Eighth Avenue from Sixth Street much harder than it already is

There are skinny sidewalks on Fifth