

July 9, 2025

Assessment Report: London/Dublin Greenway and Eighth/Ninth/Tenth Street Bike Route

In June 2025, HUB Cycling's New Westminster Local Committee conducted an assessment of the two routes under consideration for upgrades: the existing London Dublin Greenway and the proposed 8th/9th/10th Street bike route.

Please find our findings and recommendations below.

London/Dublin Greenway

We support the City's plans to install a star diverter at the intersection of London Street and 10th Street, which forces motor vehicles to turn right and a quick build, two-way bike lane along the east side of Eighth Street to connect the corner of Eighth & Eighth with the London/Dublin Greenway.

We are concerned that flashing beacons at London Street and Twelfth Street are insufficient to get motor vehicles to stop for people cycling, walking, rolling or using other mobility devices like wheelchairs and strollers for children at the crossing of Twelfth Street. Currently, the Rectangular Rapid Flashing Beacons (RRFB) prioritize the needs of people driving vehicles and put vulnerable road users at risk.

We recommend daylighting intersections by removing nearby parking spots, particularly at 12th St. This will improve visibility for people driving vehicles, making it easier for them to see vulnerable road users and reducing the risk of conflicts and collisions.

The current diverter at Thirteenth Street and London Street with physical barriers is preferred over a star diverter. The physical barrier provides a greater feeling of safety for those concerned about

aggressive drivers. Even though MetroVan appears to want to remove it during the upcoming sewer project the existing diverter is still preferred.

All or some of the stop signs along London Street at 14th Street, 16th Street, 17th Street and 19th Street should be reoriented to facilitate cyclist travel on the route. Reorienting stop signs would give people cycling, rolling or using wheelchairs more continuous movement along London Street, reducing unnecessary stops. This makes cycling less tiring and more attractive, especially for families, commuters, and less confident riders.

The wayfinding sign on the northside of London Street should be moved closer to 15th Street to facilitate travel into Burnaby.

The traffic filter's visibility and aesthetic; the concrete block barrier allowing only cyclists, scooters and wheelchairs to pass through at the west side of 20th Street and London Street could be improved to better facilitate two-way bicycle travel.

The "No Exit" signs at 21st Street and London Street, when travelling east, should indicate an exception for bicycles as the filter by 20th Street impacts only motor vehicles.

Eighth/Ninth/Tenth Street

Better management of the greenery by clipping it back along the southeast corner of 10th Street and 8th Avenue is needed to eliminate encroachment into the bike lane.

Clear cyclist positioning markings are needed at the intersection of 10th Street and 7th Avenue for cyclists turning left from 10th Street into Moody Park to eliminate conflicts between cyclists.

Crosswalks crossing 6th Avenue are needed on both sides of 9th Street to give south-travelling cyclists a direct route to 9th Street. The existing ramp and surrounding area could be improved for more comfortable accessibility, as the grade is currently not well managed.

The stop signs along 9th Street at 3rd Avenue and 4th Avenue should be reoriented to facilitate cyclist travel on the route unless 3rd or 4th Ave are being prioritized for travel in later bike routes.

It appears the Eighth/Ninth/Tenth Street bike route includes a block of Milton Street (between 8th and 9th Street). This section requires people cycling to go up a short but steep hill to go downtown, limiting accessibility. A route through Simcoe Park is preferred.

If you have any questions or would like to discuss our findings and recommendations further, please do not hesitate to reach out to the HUB New Westminster Committee.

Sincerely

Heidi Hizsa and Andrew Feltham
Co-Chairs, HUB New Westminster Committee

About HUB Cycling

Since 1998, HUB Cycling has been championing cycling in Metro Vancouver as a charitable not-for-profit organization. For over 25 years, HUB has worked to remove barriers to cycling and amplify the health, environmental, and economic benefits of active transportation. Through education, advocacy, and engagement, HUB has empowered thousands of people to cycle more often and supported the development of a safer, more connected cycling network by working to #UnGapTheMap.

HUB Cycling's mission is to get more people cycling more often. With nearly 3,000 members, over 45,000 direct supporters, and 10 volunteer committees across the region, HUB promotes cycling for people of all ages and abilities (AAA) in communities throughout Metro Vancouver.

Learn more at bikehub.ca.