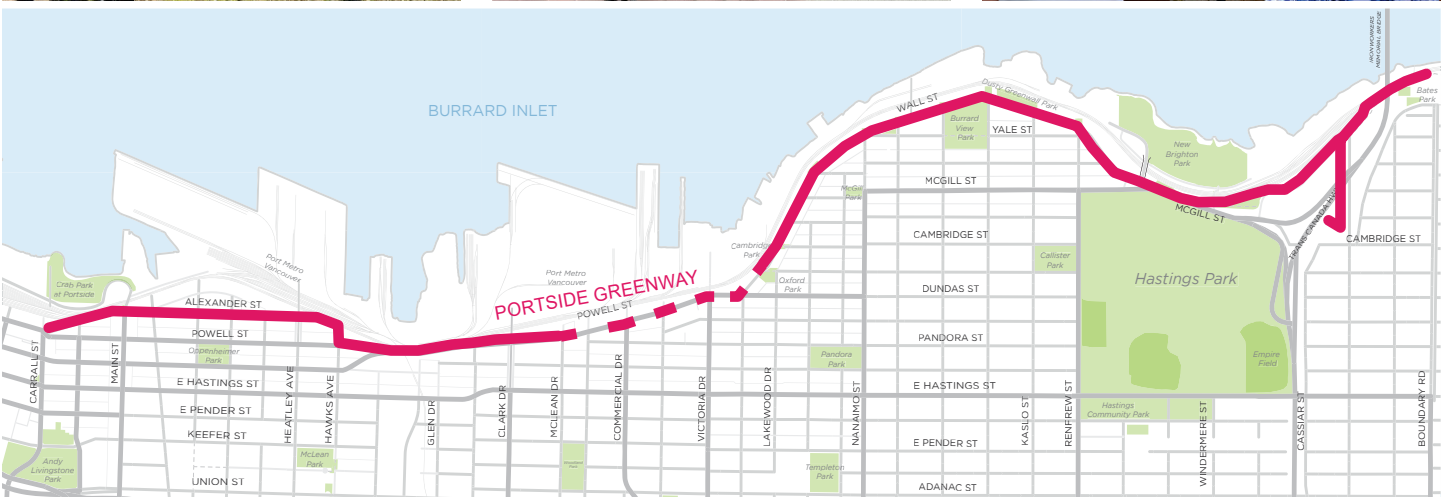


Portside Greenway



Phase 1 Engagement Summary

Summer 2024 | shapeyourcity.ca/portside-greenway



Contents

Executive Summary	3
Project Background	4
What We Did	5
Stakeholder Engagement.....	5
First Nations Engagement.....	6
Public Engagement.....	6
What We Heard.....	8
Project Goals	8
Project Segments.....	10
Segment 1: Alexander.....	11
Segment 2: Powell	14
Segment 3: Wall.....	21
Segment 4: Bridgeway	25
Overall Comments	28
Who We Heard From	29
Next Steps.....	31

Portside Greenway

Phase 1 Engagement Summary

The City of Vancouver is carrying out a phased engagement process for the Portside Greenway. This report describes how we engaged and summarizes what we heard in the first phase of engagement.

More information about the program is online at shapeyourcity.ca/portside-greenway.

Thank you to everyone who has participated in, promoted, and supported this engagement process. Special thanks to the Skw̓wú7mesh (Squamish) Nation, with whom we will continue to collaborate with as a project partner. Thank you to the community organizations we have met with to support our efforts, including HUB Cycling, Cycling Without Age, Strathcona BIA, Hastings North BIA, Burrard View Community Association, Powell Street Festival Society, and the Binners' Project. The stories, feedback, and insights from all participants will shape the future of the Portside Greenway.

The Portside Greenway is situated on the unceded traditional territories of the x̣ẉməθḳẉəỵəm (Musqueam), Skw̓wú7mesh (Squamish), and səliłwətał (Tseil-Waututh) Nations, who have lived on these lands since time immemorial.

The City of Vancouver will continue to collaborate with local Nations to advance meaningful relationships and to reflect Indigenous histories in this project. Partnerships are ongoing and evolving, and essential to our path forward as a City of Reconciliation.

Please visit our website to learn more about Vancouver's designation as a City of Reconciliation: vancouver.ca/people-programs/city-of-reconciliation.aspx.

Executive Summary

Strong support for the project overall.

Project Goals

-  Accessibility, safety and comfort.
-  Direct and intuitive connections.
-  Public spaces and experiences.
-  Nature and rainwater management.
-  Transit, circulation and emergency vehicle movement.

What We Heard at a Glance

Alexander section: Ideas focused on slowing car traffic, improving accessibility, providing amenities to serve the local community, and using storytelling and design to share important local histories. Concerns included finding ways to improve safety and personal security without displacing local residents and supporting a welcoming neighbourhood for all.

Powell section: Identified as the most critical segment from a safety and comfort perspective. Ideas focused on addressing the greenway 'gap' with a more direct, intuitive biking and rolling route, for example through a protected bike lane on Powell Street. Concerns included unsafe cycling conditions and conflicts between people walking and cycling on the narrow sidewalk, and also ensuring transit, traffic, and loading are considered as part of any street design change.

Engagement Approach

Staff invited the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations to collaborate more deeply on this project. Skwxwú7mesh Nation participated in a meeting with City staff.



Wall section: Identified as having the most significant green space expansion opportunities. There is strong support for a quiet, shared street approach with more green space, car-free sections and wide, continuous sidewalks. Concerns focused on considering impacts to circulation, parking, and traffic on other local streets and lanes.

Bridgeway segment: Fewer stakeholders relative to the other parts of the greenway, but has an important function connecting with local parks and other parts of the region. Ideas focused on addressing bumpy paths and awkward transitions, separating walking and biking paths where possible, and improving connections with Burnaby and the North Shore.

 **180** open house attendees over **3** sessions

 **1,098** survey respondents

 **3** public bike tours

 **11** media pieces published

 **10** letters + **23** online ideas

Project Background

The Portside Greenway is a 7 km route following the city's northern edge along the east Vancouver waterfront, spanning between the heart of Gastown and the city's eastern boundary where it links with Burnaby's path system and the North Shore. Much of the greenway already exists as a bike route; however, amenities are limited, some sections are of low quality, and there are major gaps and safety concerns for people walking, rolling, and cycling along the way. A context map is shown in *Figure 1*.

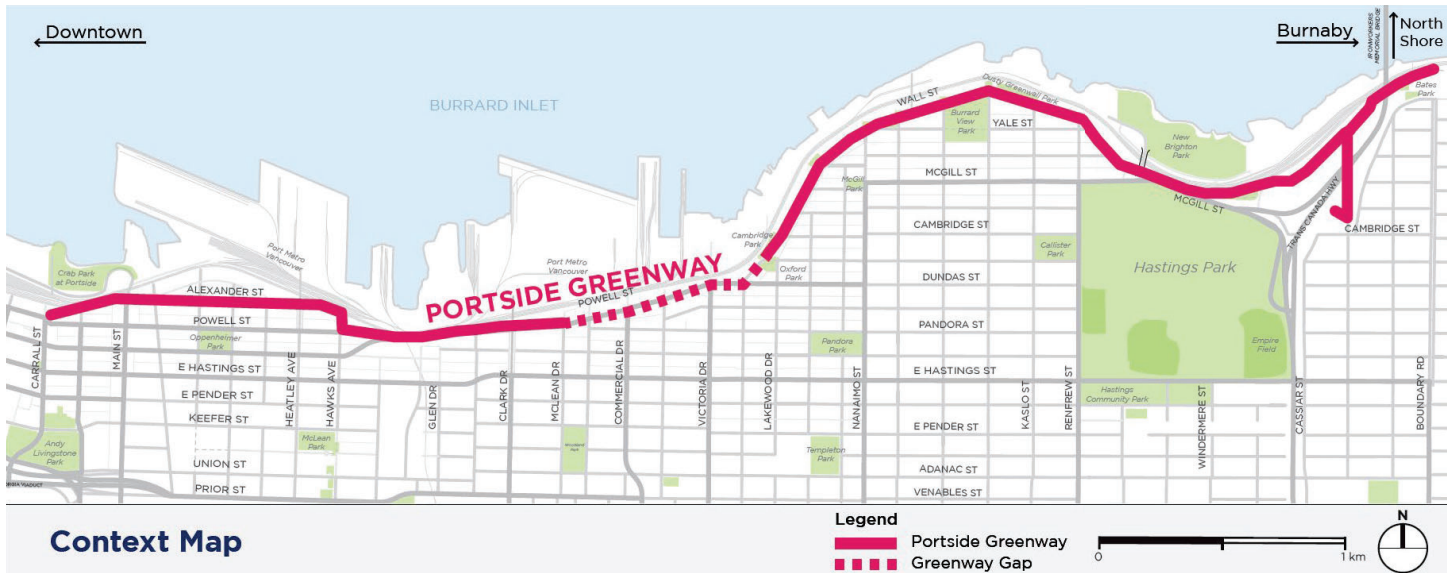


Figure 1. A map of the Portside Greenway

This project is intended to improve the route into a high quality, continuous greenway for people of all ages and abilities that prioritizes safe, comfortable walking, rolling, and cycling with great public spaces and green infrastructure opportunities along the way.

The specific project goals are to:

1. Make walking, biking, and rolling accessible, safe, and comfortable for people of all ages, abilities, and backgrounds.
2. Provide direct and intuitive connections to destinations and the city's broader walking and cycling networks.
3. Create a great overall experience that increases public spaces and celebrates views, provides moments for rest and play, responds to local community needs, and respects and draws inspiration from local stories and histories.
4. Provide opportunities to connect with nature and improve rainwater management.
5. Accommodate motor vehicles, ensuring efficient transit and emergency access, and considering neighbourhood circulation.

The Portside Greenway project has been identified in the **Greenways Plan (1995)**, **Transportation 2040 (2012)**, and **Vancouver Plan (2022)**. It is identified as a key active transportation corridor in the **2023-2026 Capital Plan** and will support community priorities including **equity** and **climate action** in an underserved part of the city. It is also identified in TransLink's **Transportation 2050 (2022)** strategy as a Regional Greenway and part of the Major Bikeway Network. Given the scale of the project, implementation of this project is planned to be spread across multiple capital plans and may include interim measures.

What We Did

Stakeholder Engagement

In the first phase of engagement, we held space for people to discuss project goals and share hopes, ideas, and concerns about the project. We engaged community through open houses, walking and biking tours and surveys. We heard from a range of stakeholders and rightsholders, including resident and business associations; transportation and community organizations, and local First Nations.

City staff continue to engage with stakeholders on an ongoing basis.

Stakeholders Engaged to Date

At beginning of the project, staff reached out to groups representing residents and businesses, community organizations, transportation, sustainability, public space, affordability, and equity. We emailed stakeholders (a) letting them know about the project and why they might be interested; (b) inviting further discussion (via virtual meeting, in person meeting, and/or site visit as they preferred); and (c) asking them to spread the word to their networks.

From April through August 2023, staff held 9 stakeholder sessions with 119 participants (see *Table 1* below). Sessions continue to take place as the project progresses.

Table 1: Stakeholder groups engaged.

Stakeholder Group	Date	# of attendees
HUB Cycling Vancouver Local Committee	2023-01-17 2023-05-16	30 21
Cycling Without Age (ride through)	2023-05-04	3
Strathcona BIA (presentation and walkshop)	2023-05-19	4
Hastings North BIA (presentation)	2023-08-22	12
Gastown BIA – deferred (will be captured via Gastown project)	-	-
Burrard View Community Association (walkshop, presentation, and discussion)	2023-05-24 2023-09-19	4 27
Powell Street Festival Society - <i>Visioning Public Space in Paueru Gai</i> project advisory group of Japanese Canadian and Downtown Eastside (DTES) residents	2023-07-19	9
Binnars' Project	2023-05-24	9

Conversations to date have generally been positive, with groups supporting the project, providing feedback, and sharing ideas on how to best work together. Feedback has been captured at a high level in the *What We Heard* section in this report. HUB has also provided an initial letter on the project, outlining specific ideas and priorities. This letter can be found on the [HUB website](#).

Staff plan to meet with relevant and interested citizen advisory committees in 2024 and invite feedback through discussion and/or workshop(s). Earlier meetings were not possible as the committees had not yet been re-established following the 2022 municipal election.

First Nations Engagement

Staff used the City's Indigenous referrals process to invite the x̣ẉṃə̣θ̣ḳẉə̣ỵəm (Musqueam), Ṣḳẉx̣ẉụ́7̣mesh (Squamish), and ṣə̣ḷịḷẉə̣ṭə̣ł (Tseil-Waututh) Nations to collaborate on the Portside Greenway project.

To date, the Ṣḳẉx̣ẉụ́7̣mesh Nation has expressed interest, and a meeting took place in August 2023. Ṣḳẉx̣ẉụ́7̣mesh representatives expressed strong support for the project, and highlighted specific ideas, including:

- Incorporating green infrastructure and choosing native species as much as possible
- Interest in public art with an Indigenous aspect
- Support for signage reflecting local histories
- Support for giving Indigenous names to places along the way and/or the route as a whole

These ideas are also captured at a high level in the *What We Heard* section in this report. Staff will continue to reach out to all three Nations via the City's Indigenous referrals process at strategic points in the engagement process.

Public Engagement

Outreach Tactics

We developed a communications plan to build awareness and share information across many communities in the project area. The plan included a print, digital, and media campaign to ensure a broad reach in many languages.

Communications tactics included:

- **Notification postcards:** postcards were sent to ~7,000 residents and businesses along the route
- **Poster signage:** eye-level signs were installed along the route to inform people walking, biking, and rolling
- **Social Media:** organic and paid posts were shared across the City's Instagram, Facebook and Twitter platforms, with the paid campaign reaching over 3,000 people and organic posts acquiring over 122,000 impressions
- **Earned media:** unique pieces of news/media coverage across all media formats (print, web, TV, and radio) including 11 written news articles
- **Partner networks:** stakeholders and the Climate Amplifier Network of 50+ influencers were encouraged to share engagement opportunities with their networks
- **Greenest City newsletter:** the project was shared in the April 2023 Greenest City newsletter, which has around 6,500 email subscribers

A project-specific website was launched at shapeyourcity.ca/portside-greenway on April 17, 2023. It includes an overview of the project, answers to common questions, related materials, and a link to sign up for the project e-newsletter. To date, more than 220 people have signed up for updates.

Public Events and Survey

Public engagement included three open houses, two bike tours, and an online survey. **Over 200 people participated in in-person public events, and nearly 1,100 completed surveys were received.** Comments were also received via open houses, on-site tours, a [shapeyourcity idea-sharing tool](#), email, 311, and other correspondence. See *Table 2* below.

Table 2: Summary of engagement events and surveys.

Engagement Events & Feedback Tools	Purpose	Participants
<p>Phase 1 Survey</p> <ul style="list-style-type: none"> April 17 to May 25, 2023 	<ul style="list-style-type: none"> Opportunity for public to show level of support for project goals and share how they use the greenway, ideas, and concerns 	<p>1,098</p>
<p>Open Houses (x3)</p> <ul style="list-style-type: none"> April 27, 2023 – 4-7pm Maritime Labour Centre April 29, 2023 – 11am-2pm Burrard View Cottage Hospice May 1, 2023 – 4-7pm Japanese Hall 	<ul style="list-style-type: none"> As above, with additional in person mapping exercises and opportunities to talk to staff directly about project 	<p>~180</p>
<p>Public bike tours</p> <ul style="list-style-type: none"> May 6 and 7, 2023 	<ul style="list-style-type: none"> Guided tour to give participants direct experience of route (promoted via Jane’s Walk platform) Opportunity to discuss ideas and concerns with staff leading the tour 	<p>~30</p>
<p>Other Submissions</p> <ul style="list-style-type: none"> Through June 30 Format: Letters, 3-1-1, emails, online ideas forum 	<ul style="list-style-type: none"> Opportunity for people and organizations to learn more and share additional comments 	<p>10 emails/letters 23 ideas via online idea widget</p>

What We Heard

Project Goals

High Levels of Support for Project Goals

The Phase 1 survey results show high levels of support for the project goals, as shown in *Figure 2* below.

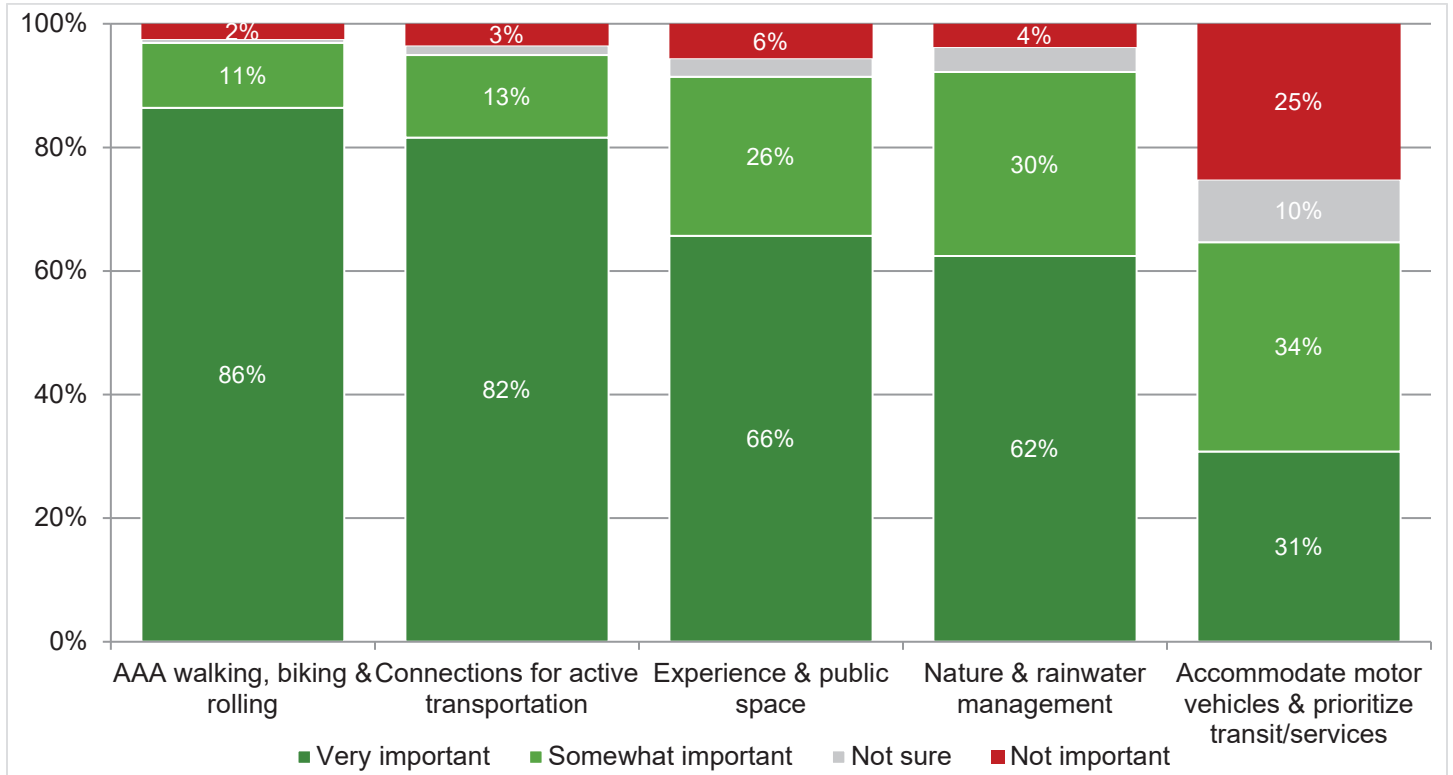


Figure 2. How important are the project goals to you?¹

¹ Based on 1,098 survey responses.

Figure 3 shows a breakdown of responses by specific features, such as whether respondents live along the route, and in the case of Wall Street, whether they park on the street. The results indicate that the high levels of support for project goals are nearly the same for residents living and parking along the greenway.

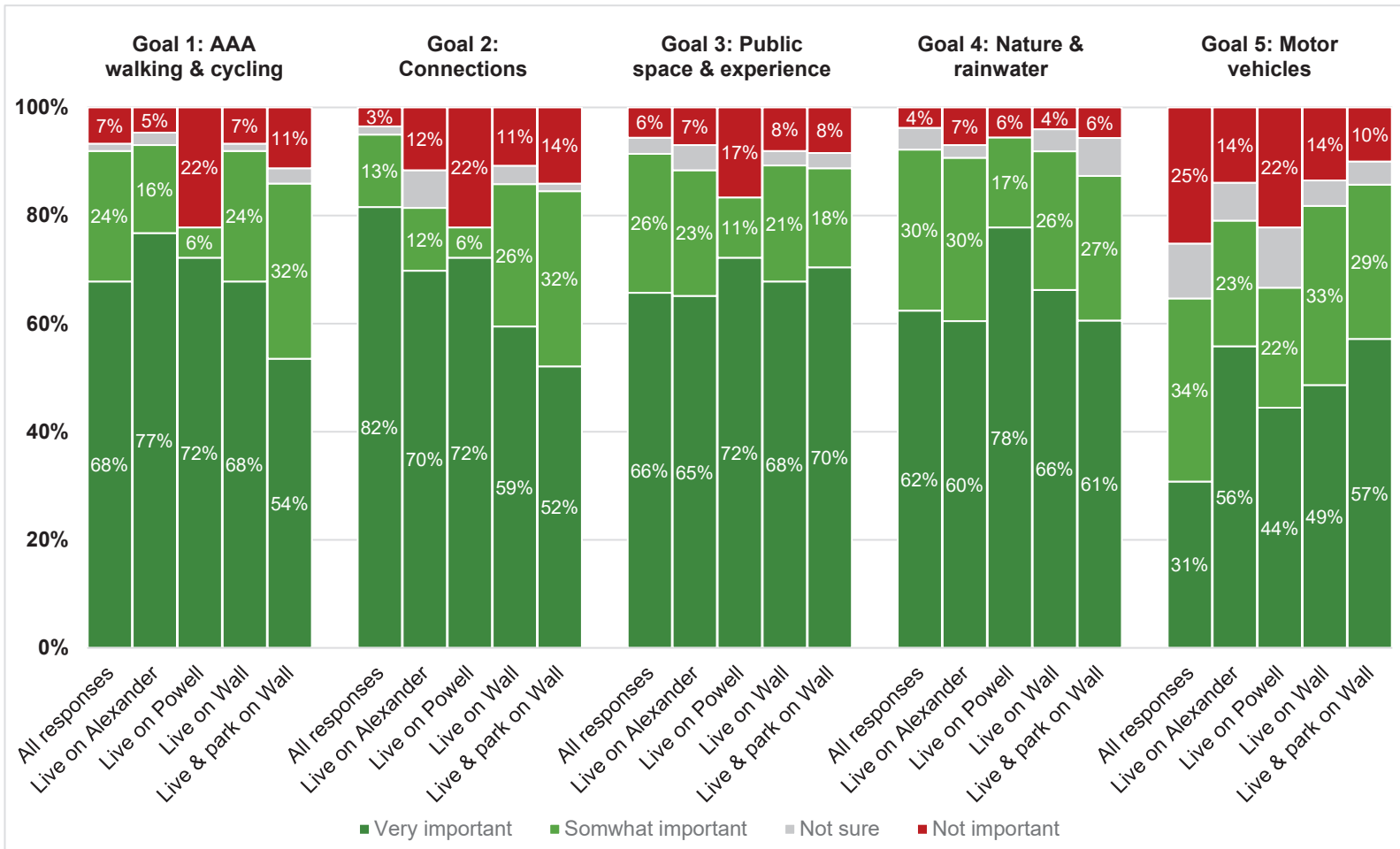


Figure 3. How important of the project goals to you? (Results analyzed by select features such as whether respondent lives on corridor and parks on the street)².

Comments on Project Goals

There were 388 open-ended comments on the project goals. Most comments indicated strong support for the project. Many also suggested specific ideas, described in the segment sections later in this report.

Some comments suggested changes to the goals. Survey respondents suggested Goal 4 (nature and rainwater management) to include ‘increase ecosystem corridors to facilitate biodiversity and expand tree canopy to reduce temperature in cities.’

The comments also explained the lower levels of support for Goal 5 (motor vehicles, efficient transit and emergency access, and circulation). There was support for ensuring efficient transit and emergency access, but some respondents did not feel general traffic should be accommodated. Some voiced a strong desire for a car-light and car-free greenway. However, others were concerned about losing direct motor vehicle access to destinations, increased traffic, and/or parking loss.

² Based on 1,098, 43, 18, 149, and 71 survey responses respectively.

Project Segments

The project has been broken down into four segments, each with their own challenges and opportunities. The segments are shown in *Figure 4* below and described in more detail later in this report.

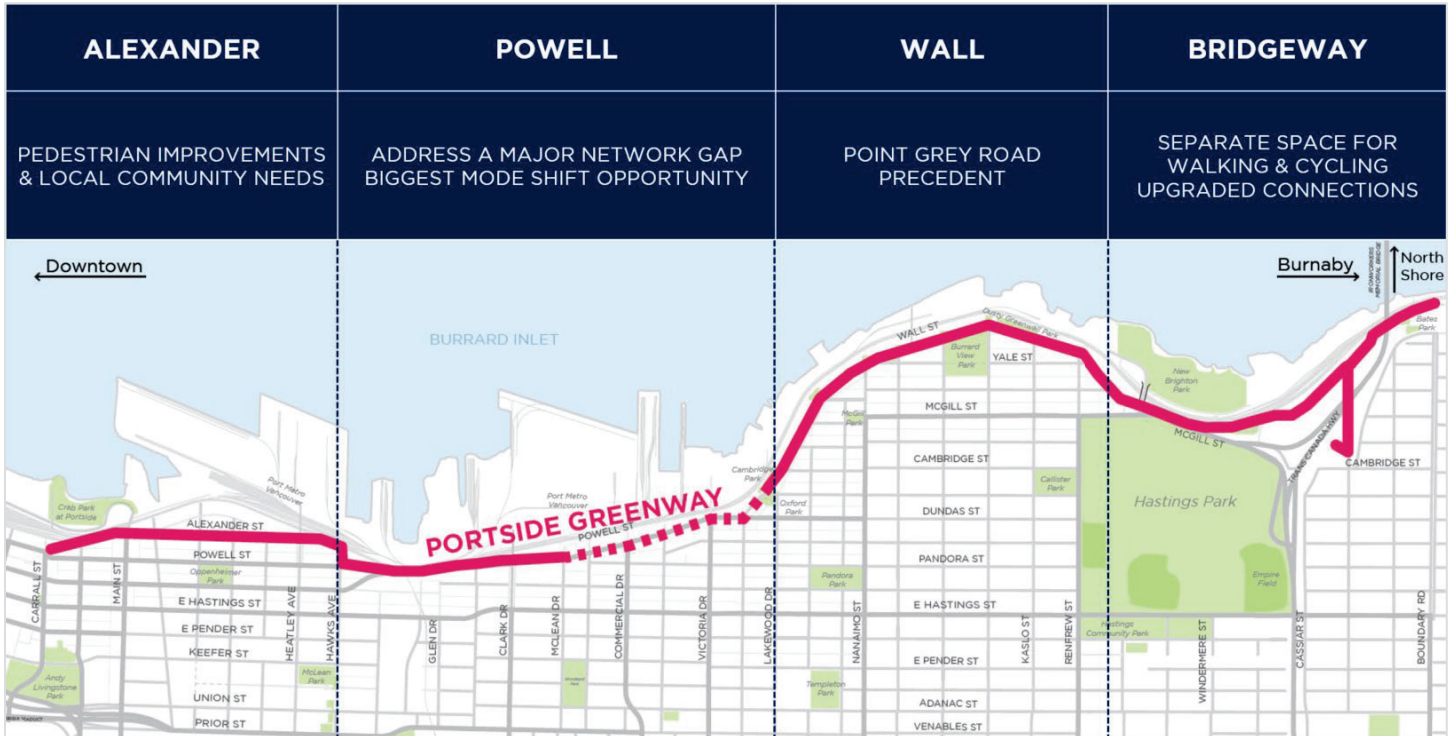


Figure 4. Four unique segments of Portside Greenway.

Interest in Specific Segments

Survey respondents could comment on each segment or only those that they were interested in. *Figure 5* indicates that interest was highest for the Powell and Wall segments.

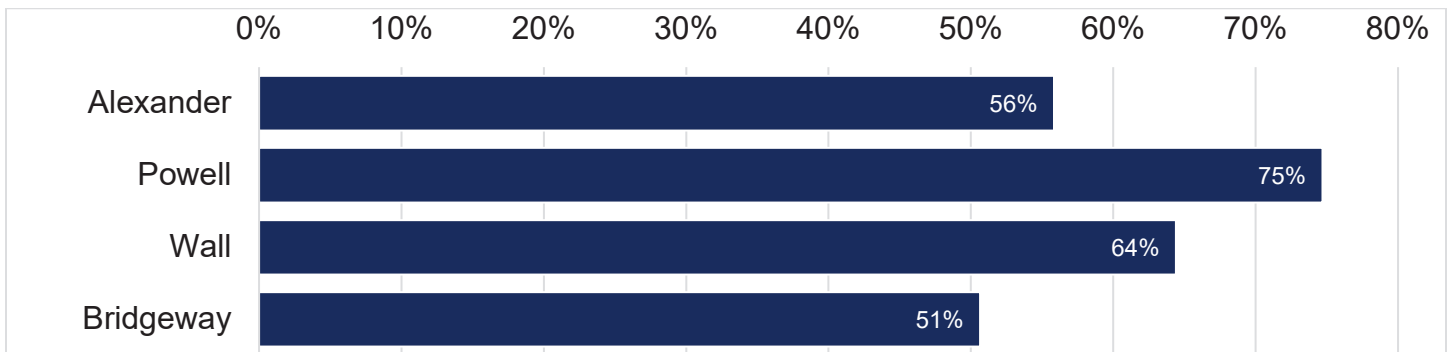


Figure 5. Which segments would you like to comment on?³

³ Based on 1,098 survey responses.

Segment 1: Alexander

Overview

This segment is on Alexander Street between Carrall Street and Hawks Avenue, as shown in *Figure 6*. It is a local bike route today and was repaved with some traffic calming added in 2018. The changes reduced motor vehicle volumes, making it safer for people walking and cycling, but volumes still exceeded the [City's All Ages and Abilities \(AAA\) guidelines](#) (<500 motor vehicles per day). Intermittent speeding is also a community concern. Many intersections are not accessible and lack features such as curb ramps and smooth surfaces.

This part of the greenway passes through a historically and culturally rich area, connecting Gastown, the DTES, the northern edge of Strathcona, Railtown, and Powueru Gai (historic Japantown). It is characterized by a mix of low-income housing, social services, and industrial uses, and many people experience homelessness in the area.

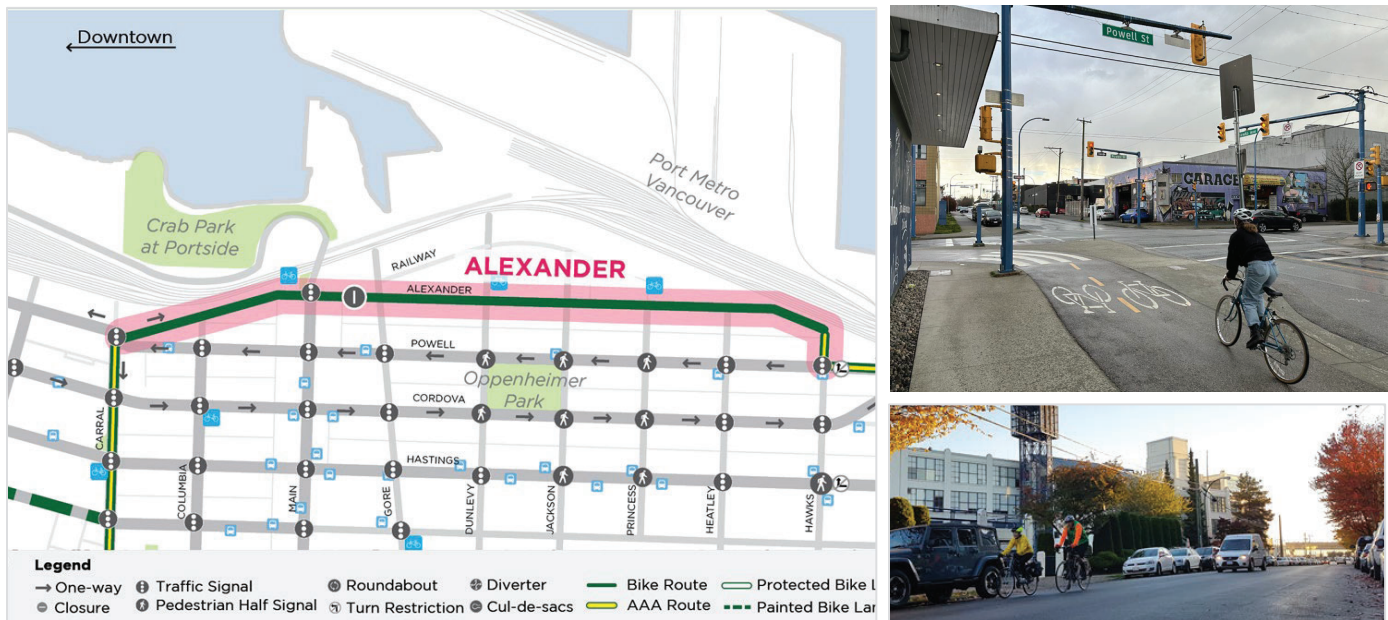


Figure 6. Alexander segment overview.

Walking and Cycling Comfort Today

Figure 7 and *Figure 8* show survey respondent levels of comfort walking or biking along the Alexander segment, and if applicable, the reasons for feeling uncomfortable.

The top reasons for feeling uncomfortable walking are personal security (63%), narrow or uncomfortable sidewalks (37%), and motor vehicle speeds (25%).

The top reasons for feeling uncomfortable cycling are sharing a lane with motor vehicle traffic (51%), motor vehicle speeds (39%), and personal security (36%).

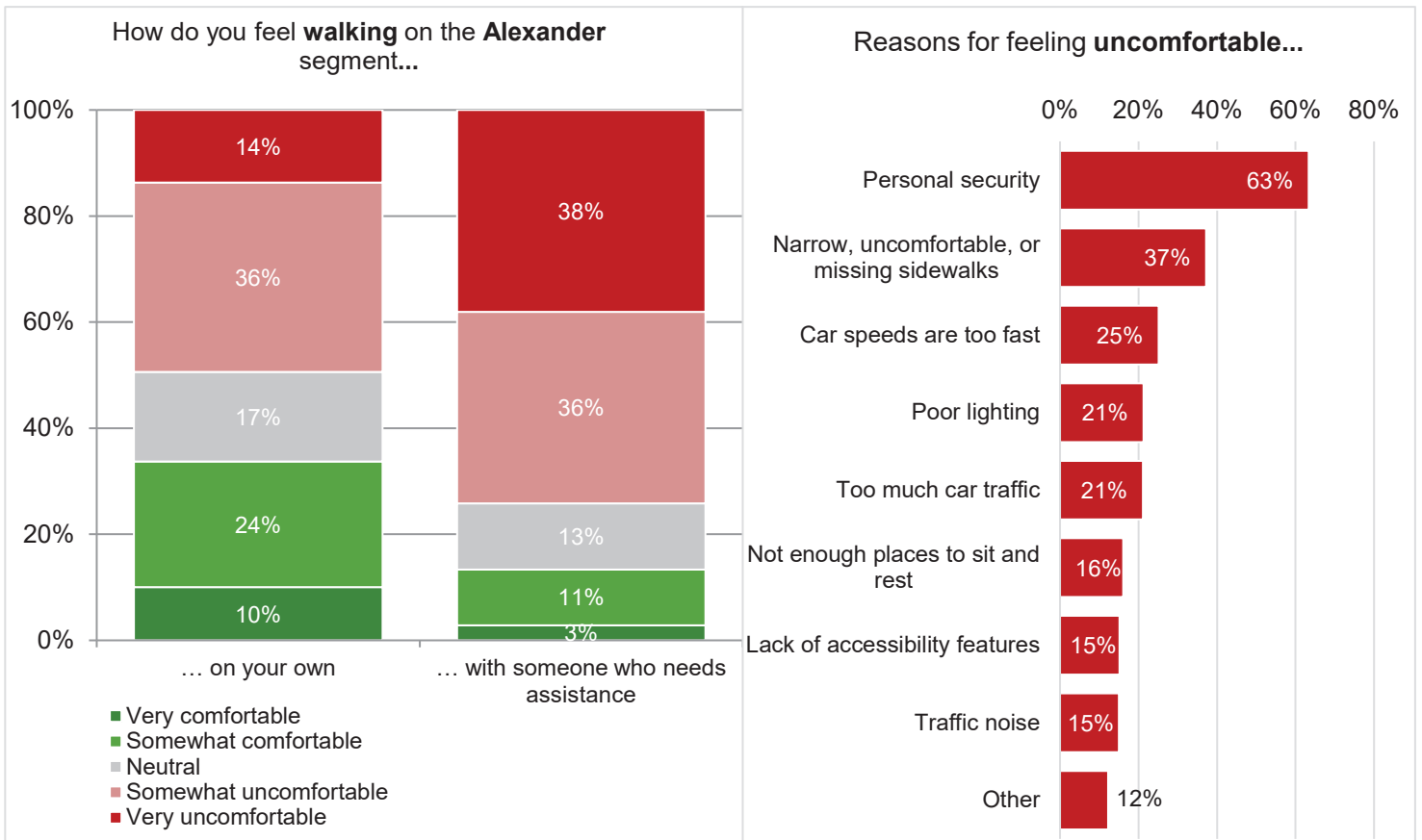


Figure 7. Comfort walking on Alexander segment.⁴

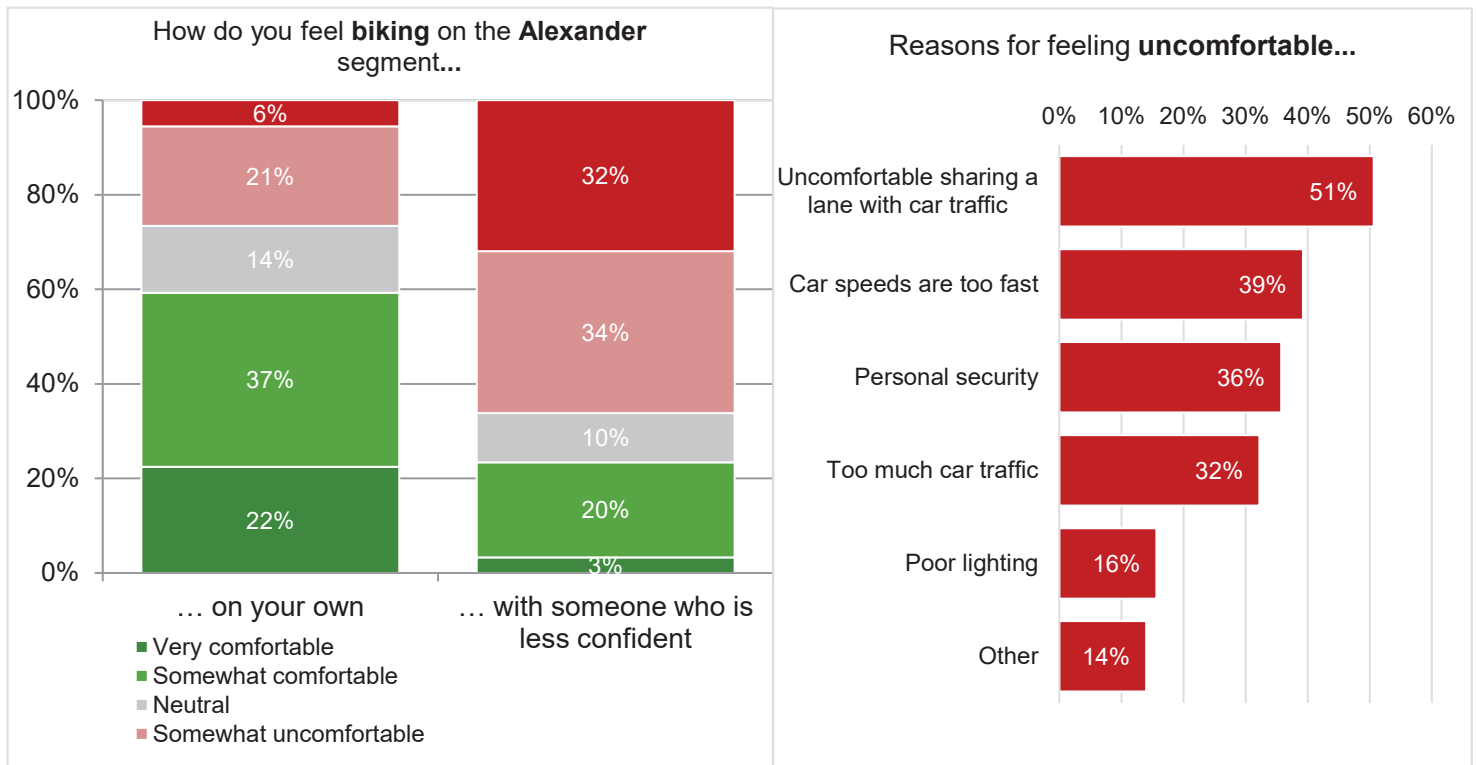


Figure 8. Comfort biking on Alexander segment.⁵

⁴ Based on 549 (walking on your own), 352 (walking with someone needing assistance), and 554 (reasons for feeling uncomfortable) survey responses.

⁵ Based on 557 (biking on your own), 423 (biking with someone less confident), and 543 (reasons for feeling uncomfortable) survey responses.

Hopes, Ideas, and Concerns for the Alexander Segment

The online survey had 333 comments about hopes and ideas for the Alexander segment, and 220 comments relating to concerns. Comments were also submitted to the project website ideas sharing tool, and at in-person events through dotting exercises and conversations. Stakeholder groups including HUB, Binners' Project, and Strathcona BIA shared feedback. Key themes, ideas, and concerns are summarized below.

Transportation-related comments included:

- Slow down motor vehicles – speed humps or tables, narrowing the street with wider sidewalks, trees and landscaping, etc.
- Explore a protected lane approach, particularly if motor vehicle speeds cannot be further reduced
- Improve accessibility and make crossing the street easier – corner bulges to shorten crossing distances, raised crosswalks, curb ramps, smooth paving, longer signal times, and continuous, level sidewalks
- Improve sight lines in key locations, for example by removing the on-street parking space where the Powell overpass protected lane transitions onto Alexander Street
- Remove some parking to provide more space for greenery and social spaces
- Maintain parking close to destinations, especially given higher personal security concerns
- Improve connections:
 - Further west through Gastown, connect with Richards Street and the Coal Harbour seawall; potential to include a bike-permeable car-free/pedestrian priority Water Street
 - Into Crab Park, for example by adding a bike lane to Main Street ramp north of Alexander and restoring the curb ramp to support movements from the street to the park
 - With Chinatown and Strathcona, by adding public realm and active transportation improvements to connecting streets such as Main, Gore, Jackson, Heatley, and Hawks; the Strathcona BIA in particular expressed interest in creating high quality local greenway connections with potential for alignment with local businesses

Public space comments included:

- Increase greenery, for example through street trees, landscaping, and rainwater management features; some commenters noted this as a public health and equity issue given increasing heat waves and heat island effects, noting this area has a disproportionate number of people living on the street; Sḵwxwú7mesh (Squamish) Nation representatives expressed a desire to use native plants
- Provide more spaces to gather, sit and rest; some commenters noted the importance of ensuring spaces are looked after through local caretakers and 'eyes on the space,' while others voiced concerns about creating encampment zones with unsafe activities
- Make existing spaces more inviting and inclusive by regularly cleaning and maintaining them
- Consider ways to maintain or celebrate unique heritage features, such as the wooden pavers
- Take advantage of the removal of the Heatley Avenue Overpass; ideas for the vacant area included more street trees, high quality sidewalks, and safe cycling infrastructure; ideas for the additional public space included trees, rain and/or pollinator gardens, and/or a skate park
- Work with First Nations, the Powell Street Festival Society (which is actively working on a *Visioning Public Space in Paueru Gai* project, with an inclusive advisory group of Japanese Canadian and DTES residents), and other community groups to create art and storytelling overlays, and highlight the unique histories in the area
- Take care not to gentrify the area, and prioritize locals and vulnerable populations
- Add amenities that serve residents, including seating, shaded areas, restrooms, and water fountains

Ideas related to personal security, cited as a top reason for feeling uncomfortable walking in the area, included:

- Ensure adequate parking close to businesses and employment areas, as many people are concerned about personal security in the area
- Improve street lighting
- Work with local employees and/or community groups to create ambassador and/or safe walk programs, employing locals who understand the area and are sensitive to the unique context of the DTES

Segment 2: Powell

Overview

This segment is along the Powell corridor between Hawks Avenue and Lakewood Drive, as indicated *Figure 9*.

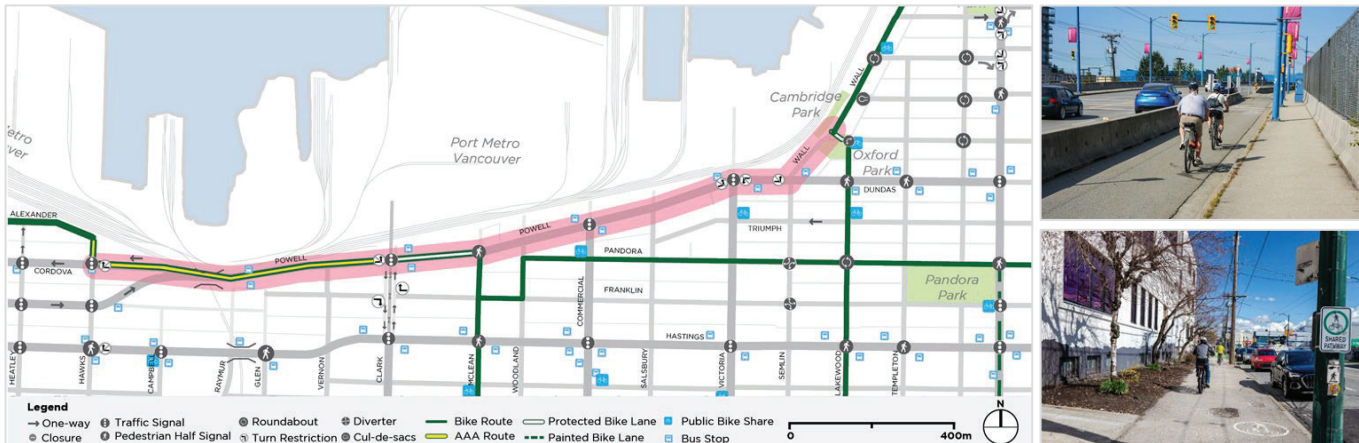
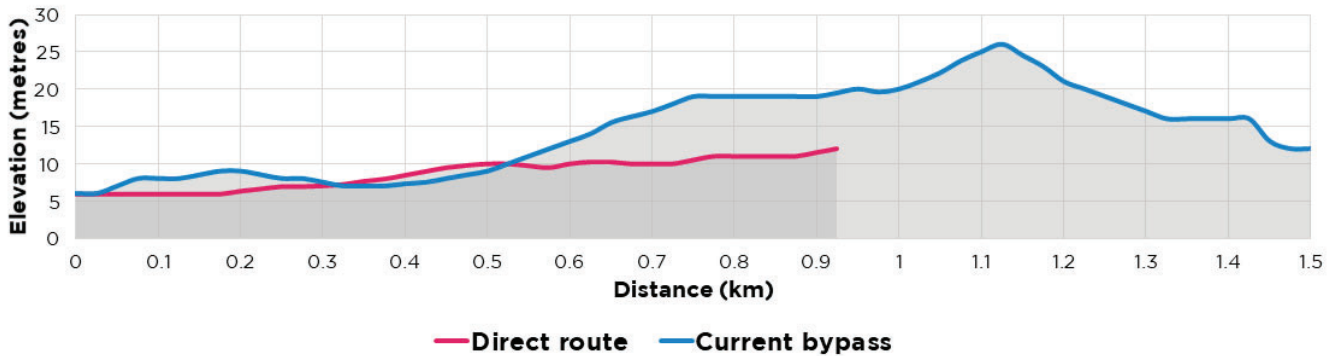
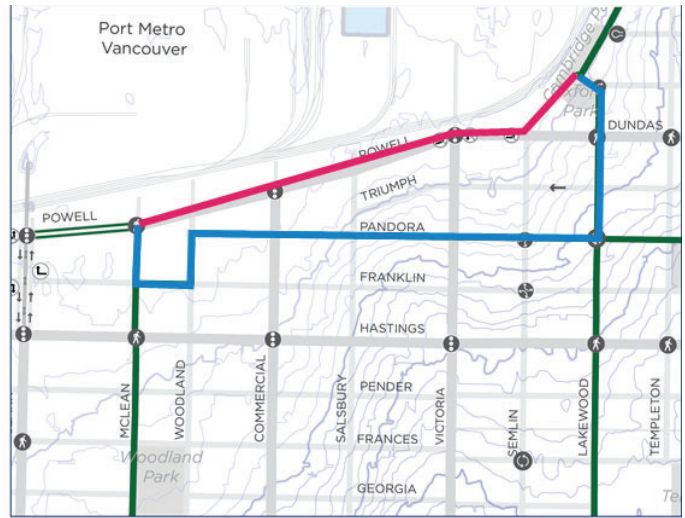


Figure 9. Powell segment overview.

The Powell Corridor is a high-volume thoroughfare, serving as a key transit and truck route while also providing access to local shops, restaurants, and industrial uses. A protected walking and cycling route on the Powell Overpass extends the greenway between Hawks Avenue and Clark Drive. Between Clark Drive and McLean Drive, the route is a shared path built onto the existing sidewalk. There are no cycling facilities on Powell between McLean Drive and Lakewood Drive; however, many people continue to bike along the narrow sidewalks. This section of Powell has four travel lanes, with two lanes in the peak direction and the counter peak having one travel lane and parking/loading.

The existing multi-street bypass route uses local bikeways that follow McLean-Franklin-Woodland-Pandora-Lakewood, before connecting back onto the main greenway route on Wall Street. Data collected in 2021 indicates about three times as many people bike on the Powell segment compared to Pandora (the main part of the bypass). *Figure 10* highlights some of the reasons for why this bypass route is not as well used compared to the direct route, including distance and elevation, the number of turns and arterials to cross, and the lack of destinations along the way.

	Current bypass	Direct route
Distance	1.5 km	0.9 km
Number of turns	7	0
Number of major arterials to cross	4	0
Destinations	Few	Many
Elevation gain	19 m	6 m
Maximum grade	2.9%	1%



Elevation profile from McLean to Lakewood

Source: Ride with GPS

Figure 10. Powell Street – direct route compared to existing bypass.

The 2021 data also indicates that people riding along Powell are three times more likely to use the sidewalk compared to the street. This result is consistent with its extensive data around the city and in other jurisdictions that most people will ride on the sidewalk if they are not provided a safe, practical alternative; conversely sidewalk riding is significantly reduced when a safe, practical alternatives *is* provided.

Walking and Cycling Comfort Today

Figure 11 and Figure 12 show survey respondent levels of comfort walking or biking along the Powell segment, and if applicable, the reasons for feeling uncomfortable.

The top reasons for feeling uncomfortable walking are motor vehicle volumes (62%), traffic noise (58%), motor vehicle speeds (27%), narrow or uncomfortable sidewalks (54%), people cycling on the sidewalk (51%), and uncomfortable driveway crossings (36%).

The top reasons for feeling uncomfortable cycling are discomfort mixing with pedestrians on the sidewalk (76%), discomfort sharing a lane with car traffic (76%), motor vehicle volumes (74%), (51%), motor vehicle speeds (65%), and uncomfortable driveway crossings (53%).

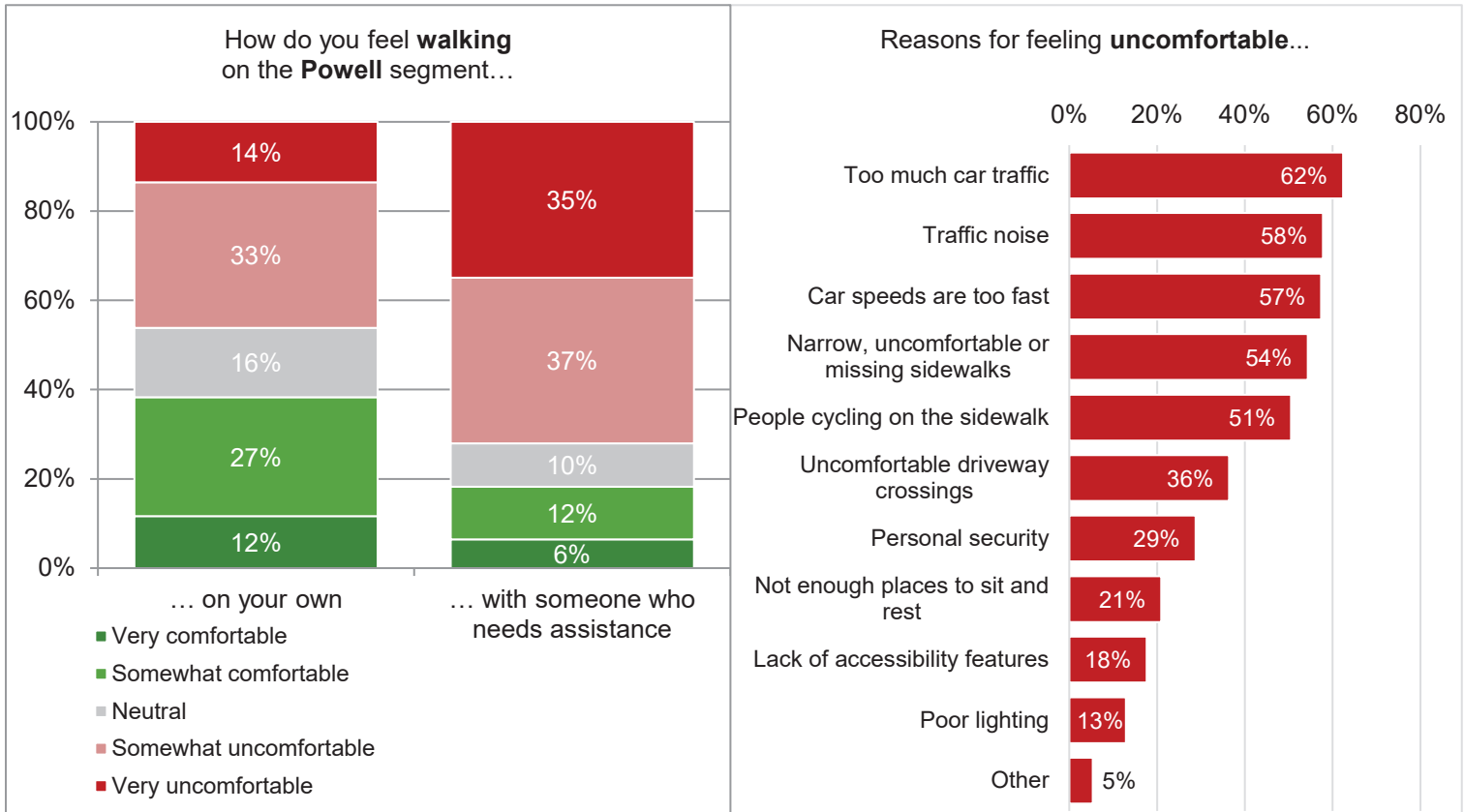


Figure 11. Comfort walking on Powell segment⁶.

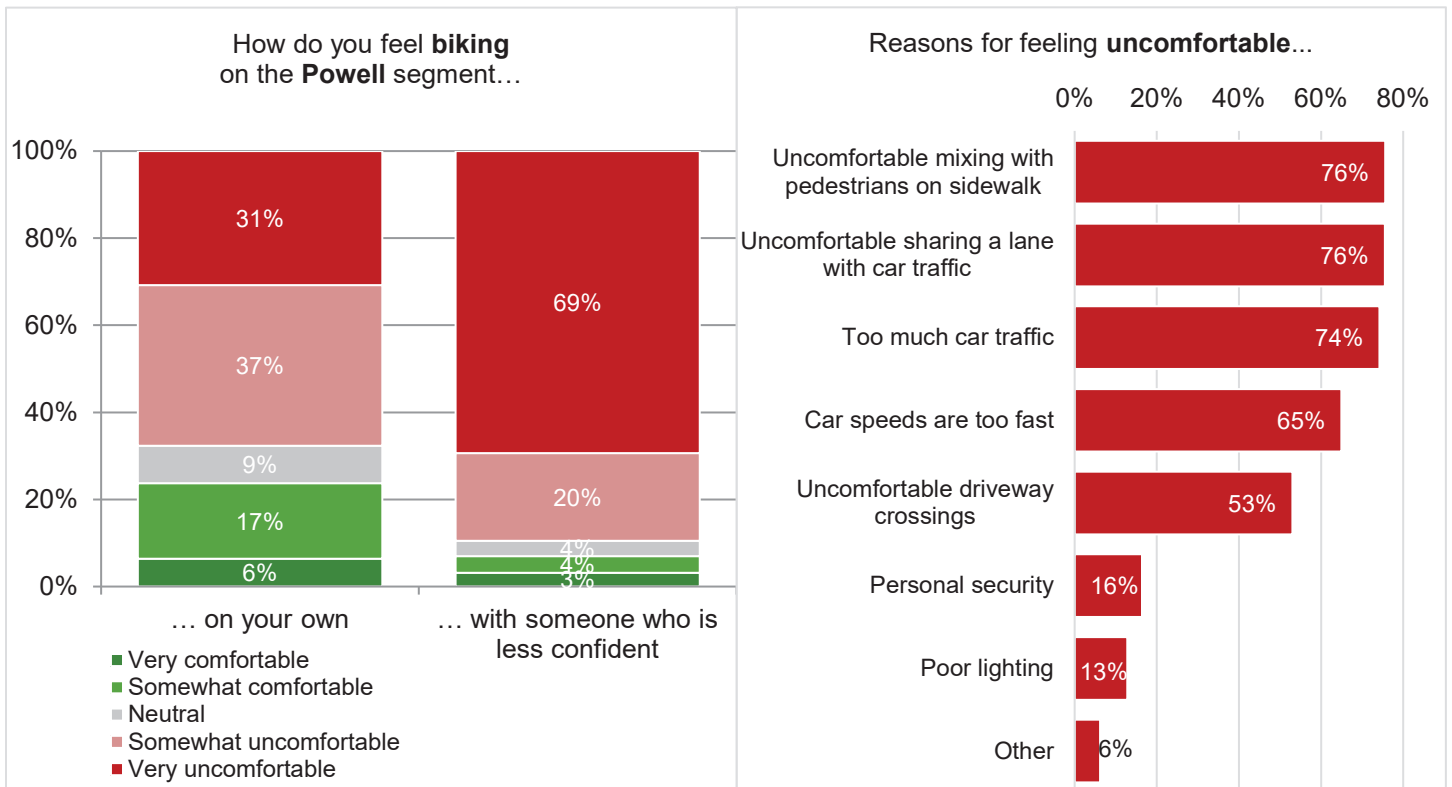


Figure 12. Comfort biking on Powell segment⁷.

⁶ Based on 747 (walking on your own), 515 (walking with someone needing assistance), and 744 (reasons for feeling uncomfortable) survey responses.

⁷ Based on 751 (biking on your own), 571 (biking with someone less confident), and 788 (reasons for feeling uncomfortable) survey responses.

Avoiding Powell Street

Over 80% of survey respondents indicated that they avoid cycling on Powell Street, even when it would be the most direct route, as shown in *Figure 13*. This could suggest demand for a direct route, especially considering that three times as many people ride on Powell compared to the bypass based on 2021 data in *Figure 10*.

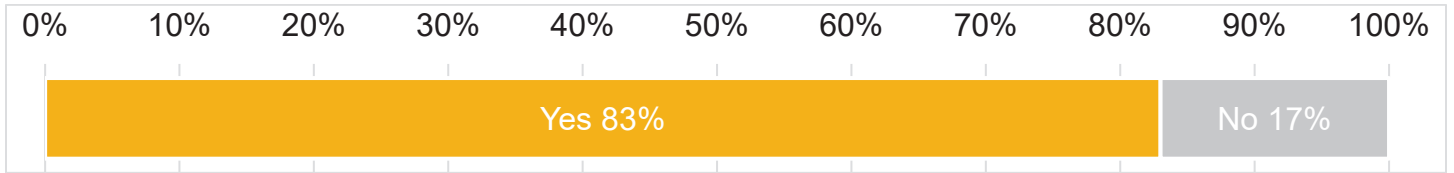


Figure 13. Do you ever avoid cycling on Powell Street, even when it would be the most direct route?⁸

Cycling the Network Gap

Survey participants could provide additional feedback on the bypass route. Those who responded noted which route they used and how often, with the Powell sidewalk being the most common path (*Figure 14*).

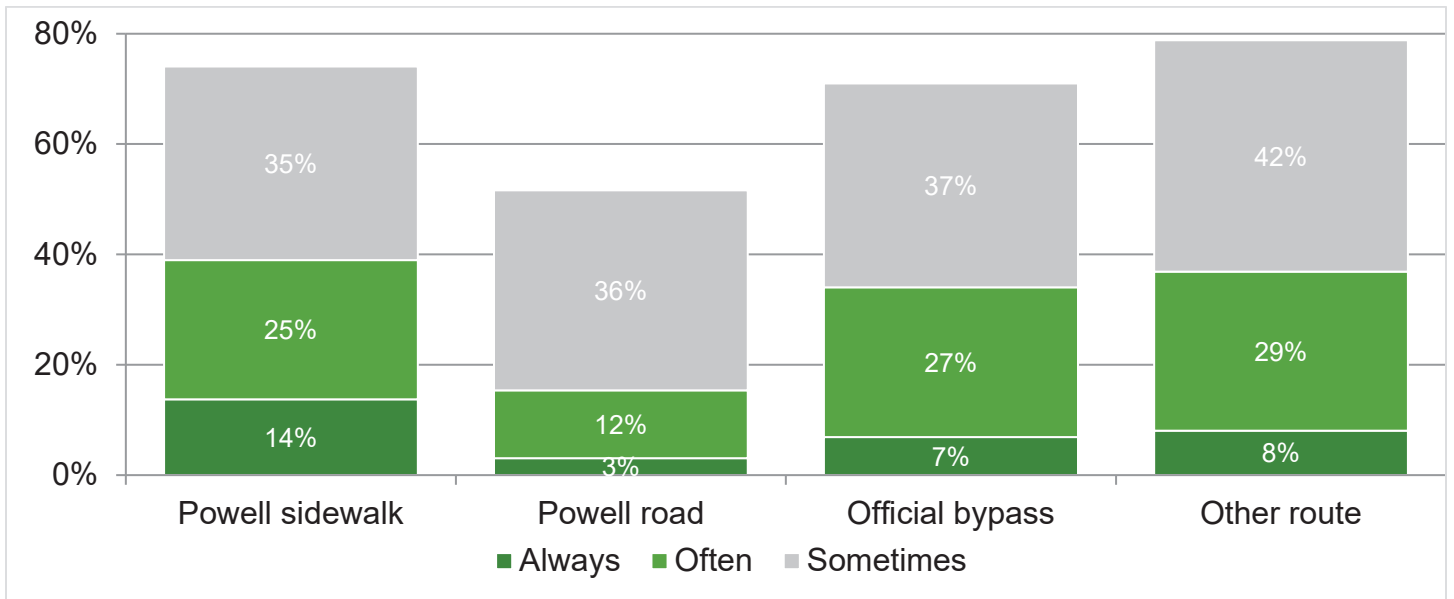


Figure 14. If you cycle east-west in the 'gap,' what route do you normally take?⁹

⁸ Based on 738 survey responses, excluding 71 'don't know' or 'N/A' responses.

⁹ Based on ~575 survey responses (noting a slight variation depending on route).

Reasons for Cycling Directly on Powell Street

Survey respondents who choose to cycle directly on Powell Street do so because it is shorter, more direct, and less hilly, as shown in *Figure 15*.

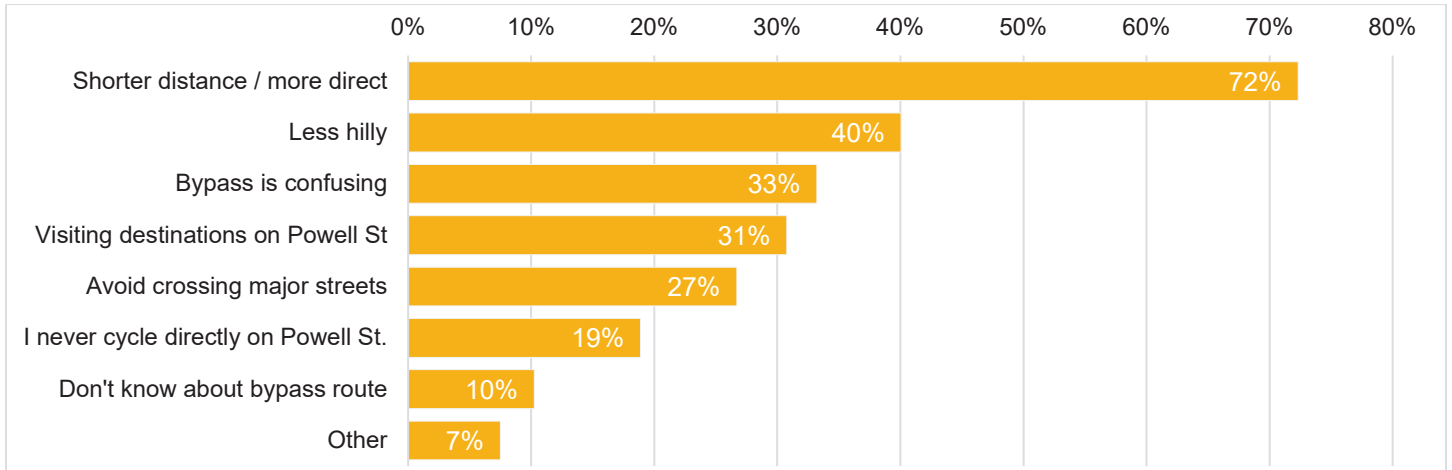


Figure 15. If/when you choose to cycle directly on Powell Street, why is that?¹⁰

Reasons for Choosing the Bypass Route

Most survey respondents choosing the cycle on a bypass route (official or otherwise) do so because they feel Powell Street is unsafe, as indicated in *Figure 16*.

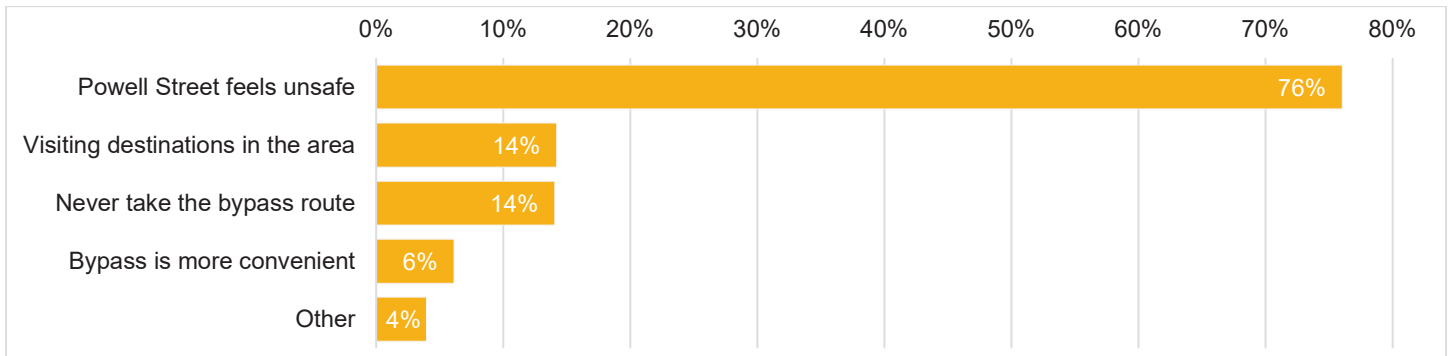


Figure 16. If/when you choose a bypass route, why is that?¹¹

¹⁰ Based on 614 survey responses.

¹¹ Based on 605 survey responses.

Suggestions for Improving a Bypass Route

Respondents were invited to share ‘unofficial’ bypass routes they take (185 comments), and to suggest ways to improve the bypass, should a direct route not be possible soon (302 comments).

A key theme among these responses was a strong preference for a direct route compared to a bypass. Some respondents noted they would still take the direct route even if an improved bypass was available.

Specific suggestions for improving the bypass included:

- Improving wayfinding
- Extending the multi-use path on Powell by one block (from McLean to Woodland) and adding a signalized crossing at Powell and Woodland, to make the western part of the bypass shorter and more intuitive, and to avoid localized traffic near the Longshoreman’s Dispatch Yard
- Improving the crossings at Commercial and Victoria, e.g., with signals, stop-control and/or shortened crossing lengths
- Rerouting the bypass east of Salsbury from Pandora to Triumph, to reduce the overall length and elevation
- Adding a signalized crossing at Powell and Semlin, to link back to the main route more quickly, and to avoid the hill at Lakewood
- Adding landscaping, placemaking, and traffic calming

A potential improved bypass alignment is shown in *Figure 17*. This route is consistent with recommendations from HUB, a cycling stakeholder group.

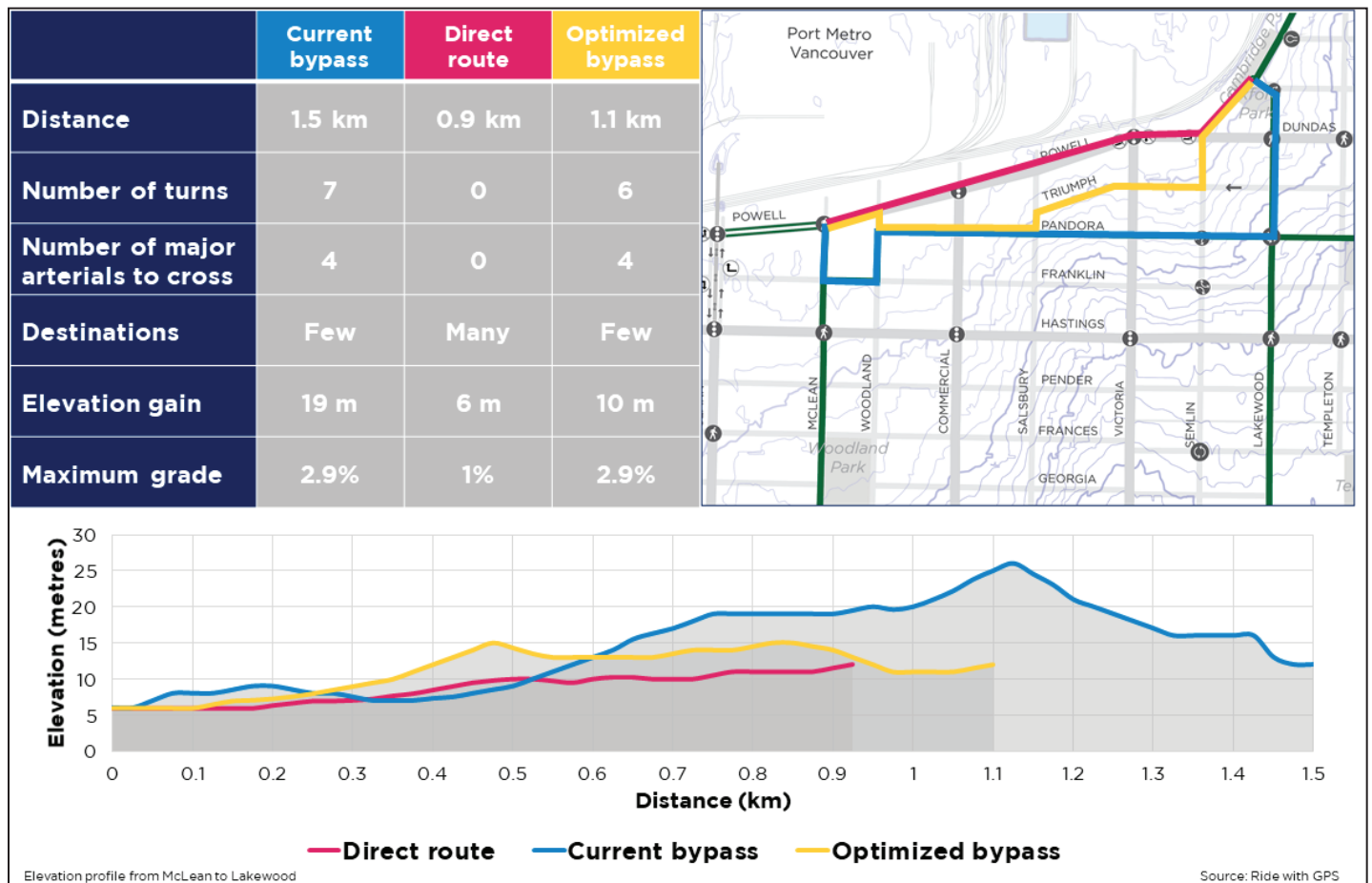


Figure 17. Potential improved bypass route, informed by stakeholder and public input.

Hopes, Ideas, and Concerns for the Powell Segment

The online survey had 496 comments relating to hopes and ideas for the Powell segment, and 342 comments relating to concerns. Comments were also submitted to the project website ideas sharing tool, and at in-person events through dotting exercises and conversations. Stakeholder groups including HUB, Binners' Project, and Strathcona BIA shared feedback. Key themes, ideas, and concerns are summarized below.

Most of the comments stressed the importance of addressing the cycling network gap with a direct route on Powell Street. This was often framed as a benefit to people walking and cycling. Addressing the gap would provide a safe, direct route and reduce sidewalk riding (also noted as a major concern), and provide a buffer from motor vehicle traffic. Many commenters identified Powell as the most important segment of the greenway to address, to encourage more sustainable transportation, increase overall greenway access and use, and improve safety. Specific ideas and comments included:

- Consider reallocating the one of the four motor vehicle lanes to create a bi-directional bike lane on the north side of Powell Street
- Retain parking and loading on the north side of the street in the off-peak hours
- Prioritize transit through measures such as queue-jumpers and transit priority lanes
- Focus resources on the solution that will have the greatest impact; a direct route over an improved bypass

Related to the above idea were comments to improve the experience of pedestrians, including people walking, waiting for the bus, and visiting local businesses:

- Provide safe, convenient, separate space for people to cycle, to reduce sidewalk riding
- Widen the sidewalk and/or add a buffer from moving car traffic (e.g., a separate bike lane)
- Make driveway crossings level, to create a continuous sidewalk experience that prioritizes pedestrians and slows down motor vehicles entering and exiting driveways
- Reduce the speed limit to 30 km per hour, to reduce noise and increase safety
- Add trees and/or other landscaping if possible

Not all commenters felt a bike lane on Powell would be possible, with some noting:

- Concerns about potential traffic impacts from removing a travel lane, including the potential for congestion and back-ups on Powell and Hastings, as well as 'rat-running' on other nearby streets
- Concerns about impacts to local transit, which already experiences some delay in the area
- Concerns about local business operations, particularly if loading and/or parking is impacted

Some alternative ideas were suggested, including:

- An optimized bypass, as described in an earlier section in this report, with signals at Powell and Woodland and Powell and Semlin to reduce the length and hill climb, improvements to wayfinding, etc.
- An elevated path, potentially north of the tracks on Commissioner Street
- Extend the route on Powell, but as a shared pedestrian/cycling space; some suggested walk-only zones in narrow sections, implemented with ideas ranging from friendly sidewalk signage to gates that force people to dismount

There were relatively few comments on the Powell Overpass section. Comments and ideas included:

- The overpass feels safe due to the physical protection from car traffic, but is visually boring due to the surrounding concrete and lack of vegetation
- The grey concrete barriers on the south side of the path, coupled with the concrete overpass wall on the north side could be a public art opportunity; suggestions include creating a long linear mural (Toronto's barrier-painting program was cited as a reference)

Segment 3: Wall

Overview

This segment is on Wall Street between Lakewood and Commissioner Overpass, as shown in *Figure 18*.

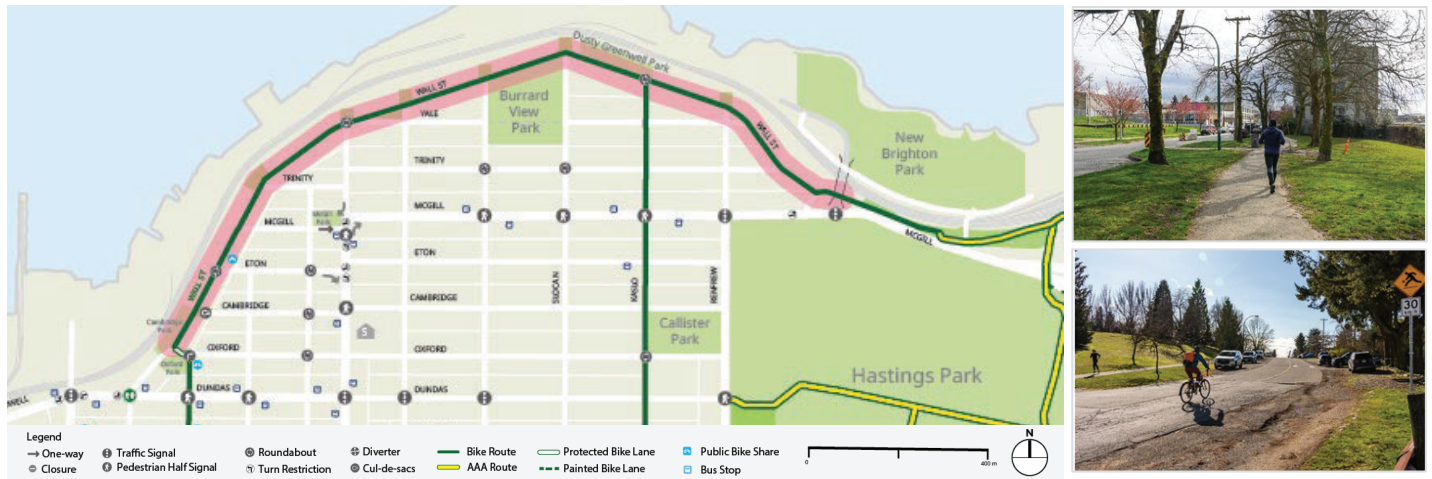


Figure 18. Wall segment overview.

Wall Street is a residential street on the northern edge of the city and is designated as a local bike route today. Existing traffic calming measures along the route include speed bumps, traffic circles, and concrete ‘slow street’ infrastructure. There are a series of parks and green spaces along the route, including larger parks such as Burrard View Park, smaller parks such as Cambridge, Oxford, and Dusty Greenwell parks, and green spaces at street ends. Many parks have views of the Burrard Inlet and North Shore mountains.

Some stretches of the street are missing basic features such as sidewalks or even curbs, with overly wide asphalt or mud/gravel shoulders. Vehicle volumes exceed the City’s AAA guidelines for a shared street (under 500 vehicles per day), and residents complain of speeding and shortcutting on the street. Despite these shortcomings, the area is popular as a jogging and recreational route for residents in this part of the city, in part due to its ‘flow’ nature (owing to the lack of intersection friction).

Walking and Cycling Comfort Today

Figure 19 and

Figure 20 show survey respondent levels of comfort walking or biking along the Wall segment, and if applicable, the reasons for feeling uncomfortable.

The top reasons for feeling uncomfortable walking are narrow, uncomfortable, or missing sidewalks (53%), discomfort mixing with cars (including parked cars and moving vehicles) (30%), and motor vehicle speeds (27%).

The top reasons for feeling uncomfortable cycling are bumpy paving (63%), discomfort sharing a lane with motor vehicle traffic (45%), motor vehicle speed (35%), and motor vehicle speeds (27%).

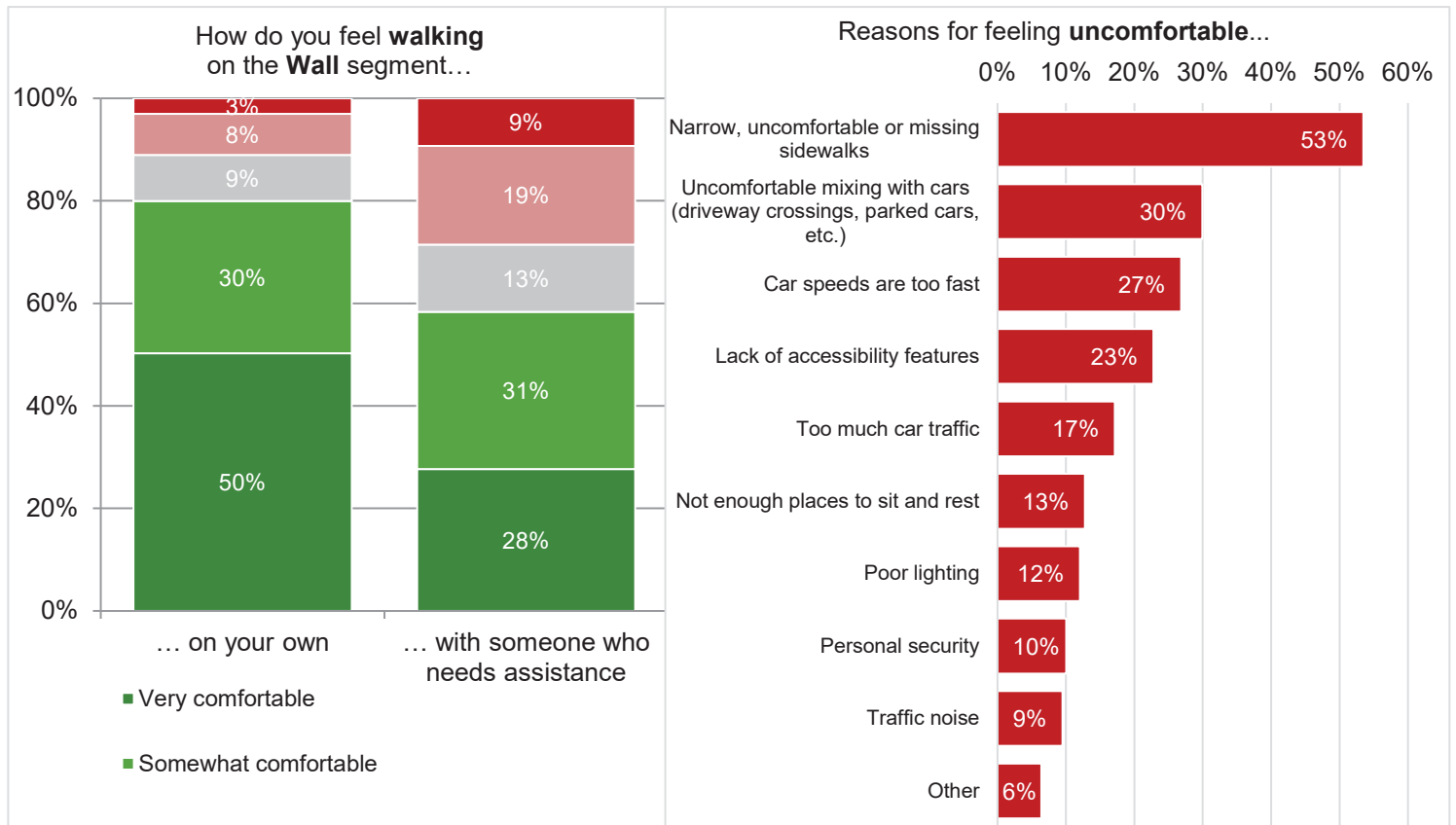


Figure 19. Comfort walking on Wall segment¹²

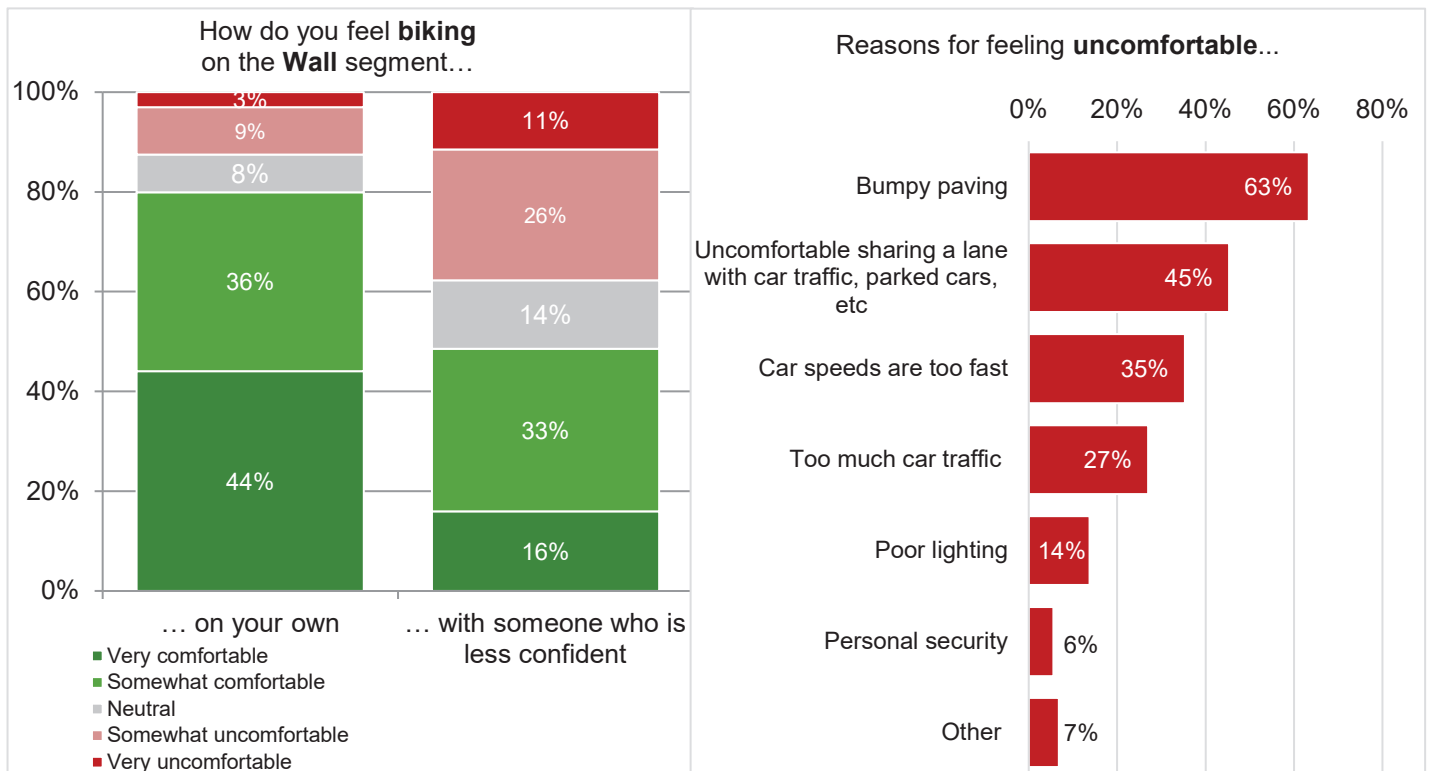


Figure 20. Comfort biking on Wall segment¹³

¹² Based on 633 (walking on your own), 473 (walking with someone needing assistance), and 548 (reasons for feeling uncomfortable) survey responses.

¹³ Based on 633 (biking on your own), 488 (biking with someone less confident), and 589 (reasons for feeling uncomfortable) survey responses.

Vehicle Ownership for People Living Along Wall Street

Of the 707 respondents who provided feedback on the Wall segment, 149 said they lived on Wall Street. Of these 149 respondents, 139 (93%) indicated their household owned at least one motor vehicle. Of these 139 respondents whose households owned at least one vehicle, 67 (48%) indicated they usually park on the street.

Prioritizing Street Space on Wall Street

Respondents were asked to rank their street space priorities for Wall Street, as shown in *Table 3*. When all responses are considered, the order of preference from highest to lowest priority was: (1) walking and cycling, (2) urban nature, (3) gathering or relaxing, (4) rainwater management, (5) car movement, and (6) car parking.

A more detailed analysis was conducted by looking at responses from (a) people living on Wall Street and (b) people living on Wall Street who indicated they usually park on the street. For these groups, the top three priorities remained the same: (1) walking and cycling, (2) urban nature, and (3) gathering or relaxing. However, car parking (ranked 4) and car movement (ranked 5) became relatively more important than rainwater management.

Table 3. How do you want street space prioritized on Wall Street?

How do you want street space prioritized on Wall Street?						
Space for...	All responses (n = 703)		People living on Wall St (n = 149)		People living on Wall St who usually park on the street (n = 67)	
	Rank		Rank		Rank	
	absolute	weighted	absolute	weighted	absolute	weighted
Walking & cycling	1	2.0	1	2.6	1	2.7
Urban nature	2	2.8	2	2.9	2	3.1
Gathering or relaxing	3	3.4	3	3.4	3	3.4
Rainwater management	4	3.8	6	4.2	6	4.6
Car movement	5	4.3	5	3.9	5	3.8
Car parking	6	4.6	4	3.8	4	3.4

Hopes, Ideas, and Concerns for the Wall Segment

The online survey had 401 comments relating to hopes and ideas for the Wall segment, and 262 comments relating to concerns. Comments were also submitted to the project website ideas sharing tool, and at in-person events through dotting exercises and conversations. Some stakeholders shared thoughts on the segment as well, like HUB and the Burrard View Community Association. Key ideas, and concerns are summarized below.

Concerns for this section related to the incomplete sidewalks, poor paving quality, and motor vehicle speeds.

There is agreement that the sidewalks need to be improved and completed, and pavement needs to be smoothed out. Specific ideas included:

- Make the sidewalks continuous, wider where possible, and level across driveways and intersections to prioritize people walking and jogging

- Consider a rubberized sidewalk surface treatment for jogging, noting it is a very popular running route already due to the lack of friction at intersections

Most comments expressed a desire to transform this section of the greenway into a slow speed, low volume, linear ‘park street’, often referencing the traffic-calmed portion of Point Grey Road as a good example. This would generally allow for people cycling to share the street with local motor vehicle traffic. People in the area would still be able to drive to their homes and destinations, but through traffic would be discouraged. Comments and ideas around this concept included:

- Expand green space and reduce motor vehicle traffic with green traffic diverters or ‘modal filters’ that allow for walking and biking but restrict through car traffic; specific locations referenced included:
 - Cambridge/Oxford Parks, with many suggestions for a full diversion by linking the parks together
 - Trinity Park, which many noted as a special place with swings and excellent views of the downtown, Port, and North Shore
 - Meditation/‘Triangle’/Portside View Park, with some suggesting full or partial traffic diversions
 - Burrard View Park, with some suggesting the park be extended north into Wall Street, potentially making the corresponding block between Penticton and Slocan one way for motor vehicles
 - Dusty Greenwell Park, with suggestions that the park be extended south into Wall Street, potentially making the corresponding block between Slocan and Kaslo one way for motor vehicles
 - Green space expansion on the 2900 block of Wall Street

Some comments reflected concerns about the ‘park street’ approach noted above, including potential parking loss, complicating traffic circulation, and/or increasing traffic on parallel routes such as Trinity and Eton Street. Some comments did not support a ‘park street approach’ while others supported it with conditions, e.g., by extending slow street treatments onto parallel streets. It was noted that if car traffic is rerouted from Wall Street via a diverter at Oxford-Cambridge Park, traffic calming or diversionary measures will also be needed in the parallel lanes to keep drivers from shortcutting.

Alternate ideas to the ‘park street’ approach noted above included:

- Provide a physically protected cycling path, separate from the sidewalk or roadway, which would potentially have less impact on vehicle circulation but greater impact on parking
- Limit changes to sidewalk improvements, repaving, and speed humps

There were also suggestions provided in the survey comments and during the in-person walk-through with Burrard View Community Association members, including green space improvements, intersection details, a segment where steep driveways make it challenging for residents to park off-street, and traffic calming ideas for Renfrew north of McGill.

There is a general desire for more green space, and support for green infrastructure such as rain gardens. There were also ideas for improving existing assets, such as:

- Improve accessibility to street end parks with expanded accessible pathways to lookouts and other amenities
- Improve the walking and cycling connections through Oxford Park, which link the Lakewood local street bikeway with Portside Greenway
- More and better play spaces for children and adults
- Expand upon well-loved infrastructure such as swings, and adding new amenities such as ping pong tables, bike racks, improved furniture, water fountains, garbage/recycling bins, and washrooms
- Provide more trees and landscaping, using native species if possible
- Ensure street end park views are maintained by regularly trimming vegetation on the north side of the fence

Segment 4: Bridgeway

Overview

This section is between Wall Street (east of Renfrew) and the Ironworkers' Memorial (Second Narrows) Bridge, as shown in *Figure 21*.

From west to east, it transitions awkwardly through a green space next to Maple Leaf Storage. It then passes through a parking lot for New Brighton Park, which is quiet during the winter, but busy in summer months when the pool is open; people are generally expected to walk and cycle behind parked cars. It then continues along New Brighton and Creekway parks as a relatively high-quality multi-use path (MUP). East of the parks, it becomes a narrow and bumpy MUP next to a wide Bridgeway Street; Many people cycling in the eastbound direction choose to use the roadway rather than the path due to the poor conditions. At the eastern end of Bridgeway, it connects back onto a narrow sidewalk which provides access to and from the Ironworkers' Memorial Bridge. There is also a path under the bridge linking with Burnaby's MUP trail system, however this is temporarily closed due to slope instability.

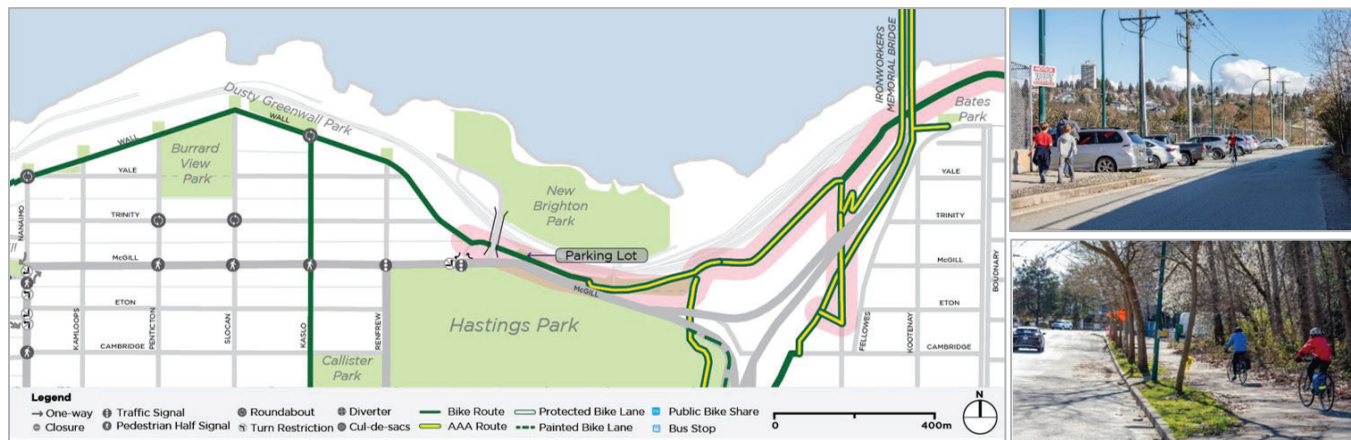


Figure 21. Bridgeway segment overview.

Walking and Cycling Comfort Today

Figure 22 and *Figure 23* show survey respondent levels of comfort walking or biking along the Bridgeway segment, and if applicable, the reasons for feeling uncomfortable.

The top reasons for feeling uncomfortable walking are narrow, uncomfortable, or missing sidewalks (48%), bumpy or narrow shared paths (43%), and discomfort mixing with people cycling on a shared path (35%).

The top reasons for feeling uncomfortable cycling are bumpy or narrow shared paths (65%), discomfort sharing a lane with car traffic (51%), discomfort mixing with pedestrians on a shared path (47%), and motor vehicle speeds (38%).

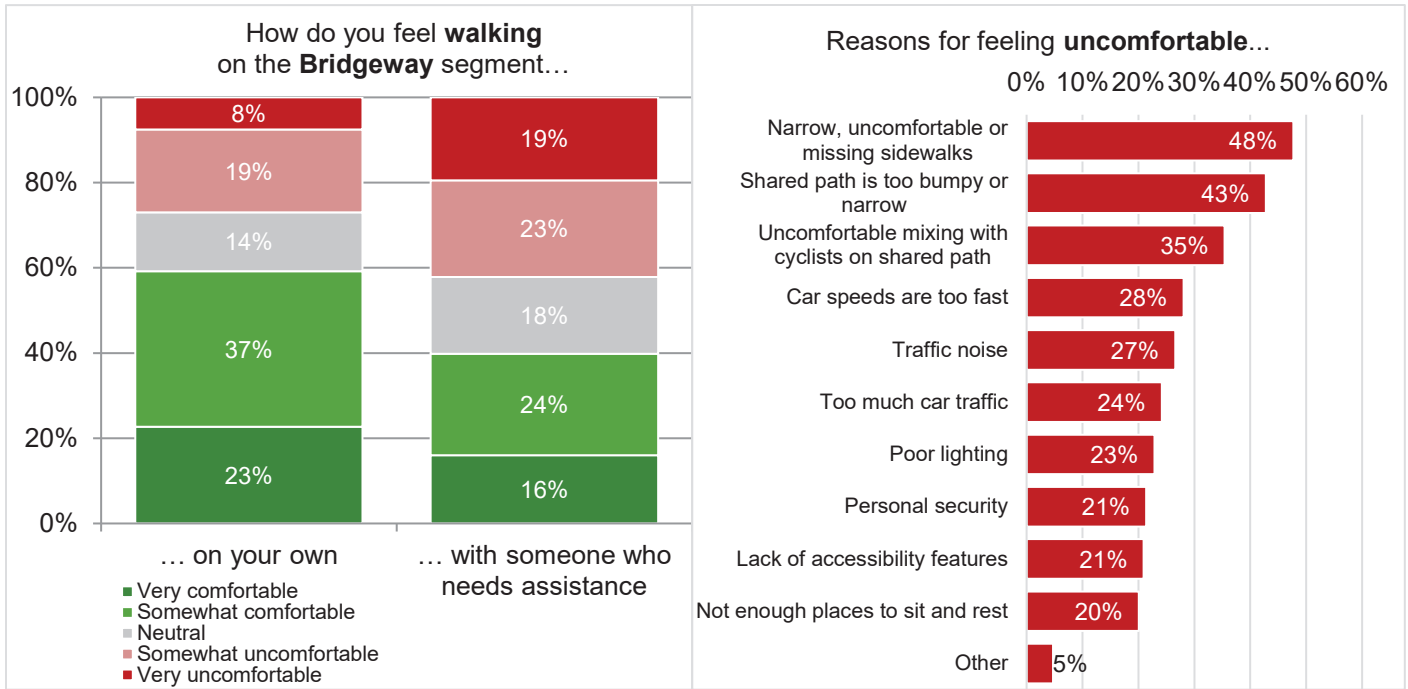


Figure 22. Comfort walking on Bridgeway segment¹⁴.

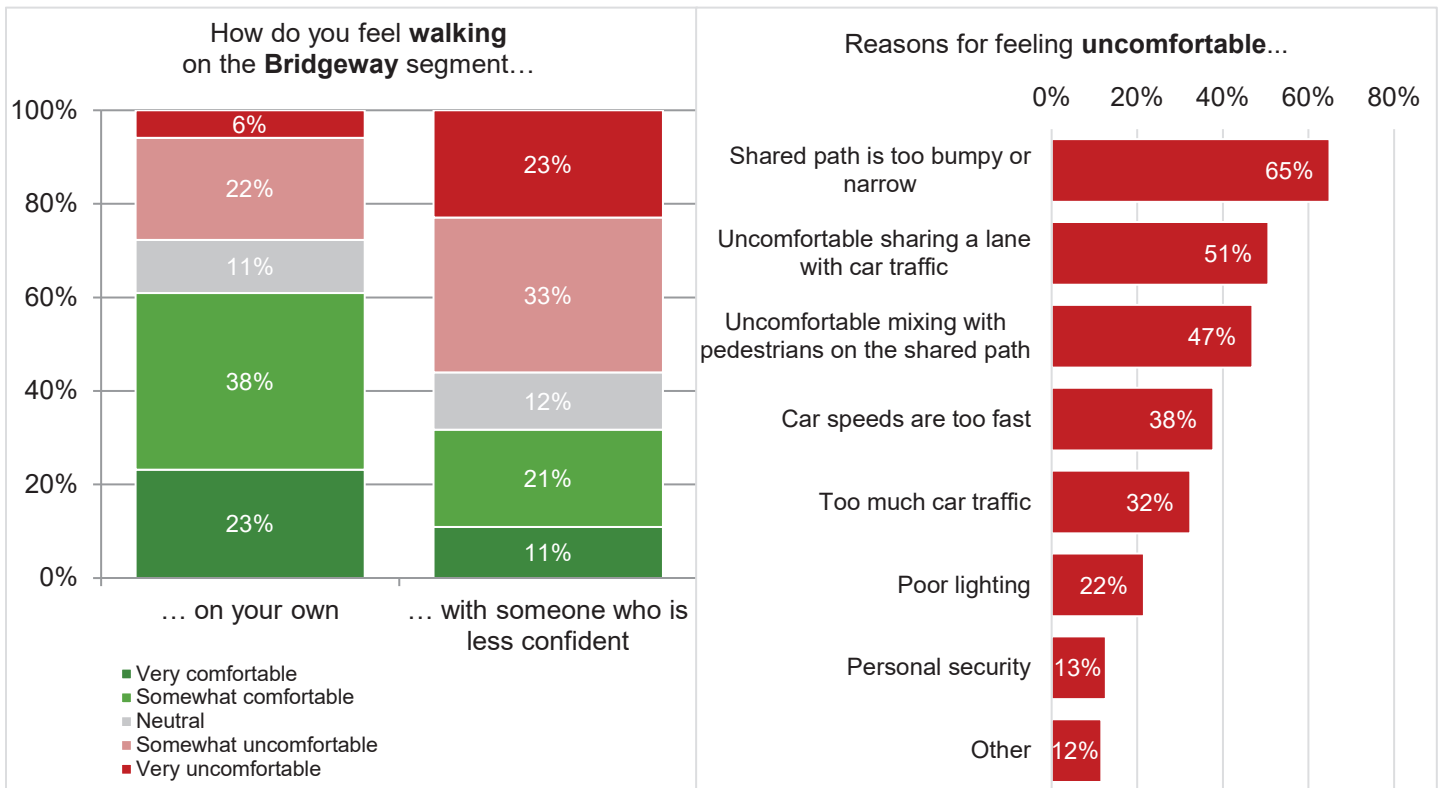


Figure 23. Comfort biking on Bridgeway segment¹⁵.

¹⁴ Based on 463 (walking on your own), 344 (walking with someone needing assistance), and 463 (reasons for feeling uncomfortable) survey responses.

¹⁵ Based on 509 (biking on your own), 375 (biking with someone less confident), and 482 (reasons for feeling uncomfortable) survey responses.

Hopes, Ideas, and Concerns for the Bridgeway Segment

The online survey had 298 comments relating to hopes and ideas for the Bridgeway segment, as well as 179 comments relating to concerns. Comments were also gathered via the project website ideas sharing tool, email submissions, and at in-person events through dotting exercises and conversations. Stakeholder groups including HUB, Binners' Project, and Strathcona BIA shared feedback. Key themes, ideas, and concerns are summarized below.

Some key ideas and comments are highlighted below:

- Improve the connection just west of Commissioner Overpass, where the route transitions between residential Wall Street and the New Brighton Park Parking lot; many comments noted the awkward linkage, with many people cycling taking the Maple Leaf Self Storage access driveway rather than the official path, and people walking or jogging using informal dirt paths
- Improve the path through the New Brighton Park parking lot if possible, with ideas including creating space for a protected path by adjusting the perpendicular parking to angled or parallel parking
- Address the bumpy multi-use path (MUP) east of New Brighton Park, with ideas including:
 - Repaving the path to make it smooth and accessible
 - Designating the path pedestrians only, and creating an adjacent protected bi-directional bike route on the north side of the road by narrowing the wide motor vehicle lanes
- Plant large indigenous trees, such as confers between the greenway and McGill Street/highway, to provide a buffer from high-speed traffic
- Improve connections with Burnaby, with ideas including:
 - Re-opening the multi-use path under the Ironworkers' Memorial Bridge to connect the greenway with Burnaby's path system
 - Working with the City of Burnaby to extend the project into Burnaby to a high quality all ages and abilities standard
- Improve connections to and from the Ironworkers' Memorial Bridge, with ideas including:
 - Widening shared sidewalk approaches on Skeena
 - Restricting motor vehicle access to the Skeena tunnel (under Hwy 1), e.g., by making it one lane only (with alternating directions using signals) or car-free altogether
 - Creating new paths under the bridge, e.g., connecting the path off the west side of the bridge underneath to Fellowes Street on the east side
- Improve connections with neighbourhoods and destinations to the south, with ideas including:
 - Linking the project with Hastings Park / PNE, e.g., via the future north-south Eastside Crosscut Greenway
 - Improving connections with existing greenways, e.g., Kaslo/Sunrise
- Providing clear, consistent wayfinding

Overall Comments

Survey participants were invited to share overall comments that they hadn't already shared via questions on specific segments. There were 429 'hopes and ideas' comments and 247 'concerns' comments. Common themes are noted below:

- Many commenters voiced strong support and excitement for the project as a whole, often referencing ideas captured in the project goals, and sometimes further noting the potential for the project to help address climate action, increase sustainable transportation mode share, reduce dependence on driving, improve access to existing public spaces and create new ones, address equity, increase nature and tree canopy in the city, etc.
- A smaller number of comments expressed opposition to the project, mostly citing concerns around making driving and parking more difficult, and/or increasing traffic on nearby streets
- Many comments noted the importance of prioritizing the Powell network 'gap' to unify the route, which would increase usage overall and address safety and comfort concerns for people walking, rolling, and cycling on the route today

There were also suggestions for ideas that could/should apply to the route as a whole, and/or were non-location specific, including:

- Ensure a consistent "All Ages and Abilities" experience, with minimal stops or detours, and using car-free, car-light, and/or protected lane design approaches
- Provide clear, consistent wayfinding
- Provide complementary infrastructure such as bike parking, repair stations, restrooms, and water fountains
- Create interesting and fun public spaces for people of all ages and abilities
- Add skateboard-friendly features or 'dots' along the way
- Increase tree canopy, create pollinator and rain gardens, and use native plantings when possible
- Consider an Indigenous name for the greenway, and any new public spaces that are created
- Consider the project in the context of the larger network, in particular stressing the importance of connections through Gastown, connecting with the downtown AAA network and Seawall
- Complement transportation and public space infrastructure with supportive land use and activities, e.g., cafes and food trucks

Who We Heard From

The survey included a handful of demographic questions to get a sense of who in the community participated.

Connection to the Portside Greenway

About three quarters of survey participants live near the greenway. Over 60% use the greenway for recreation, between 42 and 48% travel through for school, work, shopping, or entertainment, and over 40% shop or use services nearby. Five percent reported owning a business nearby.

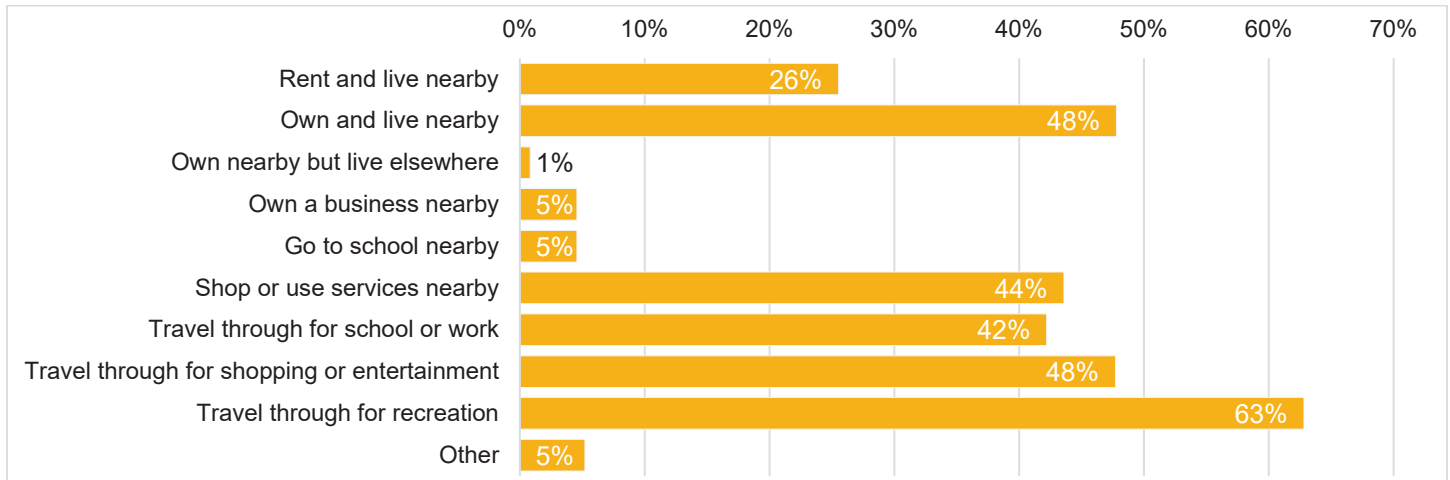


Figure 24. What is your connection to the Portside Greenway?¹⁶

Responses by Age, Gender, and Ethnic Origin

People under 30 and over 60 were under-represented relative to the city’s population. People between 30 and 49 were over-represented. Most (71%) identified themselves as having a European background.

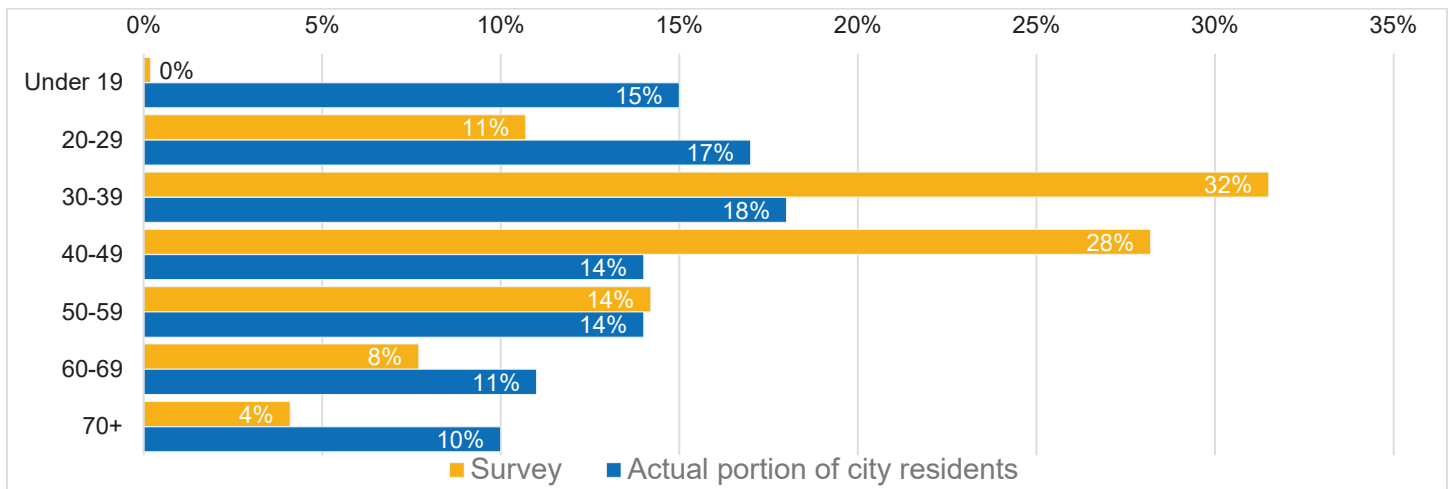


Figure 25. Responses by age¹⁷.

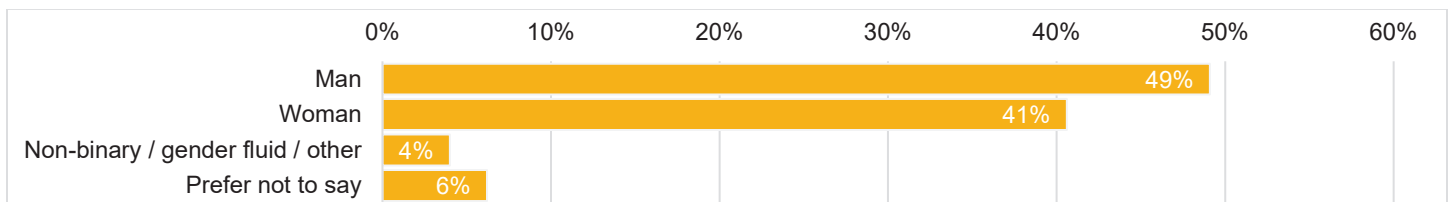


Figure 26. Responses by gender¹⁸.

¹⁶ Based on 1,092 responses (6 skipped)

¹⁷ Based on 1,054 survey responses, not including 36 'prefer not to say' (8 skipped).

¹⁸ Based on 1,076 survey responses (22 skipped). Not including 1,608 'prefer not to say' or 'other' responses. Citywide statistics from 2016 Census.

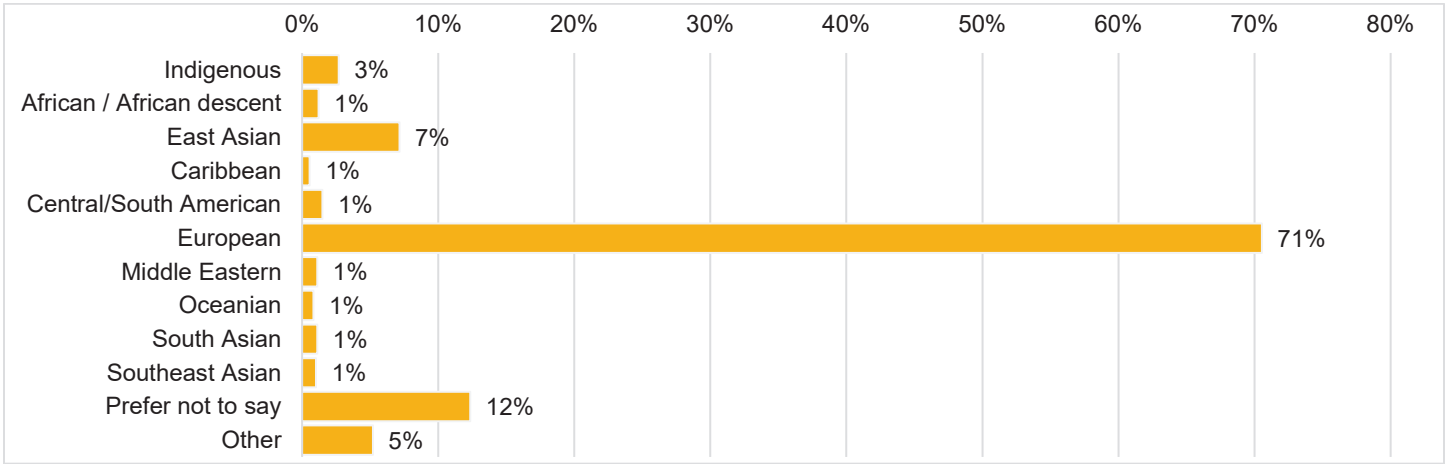


Figure 27. Responses by ethnic origin of ancestors¹⁹.

Responses by Household Income

On average, survey respondents had a higher household income when compared to actual citywide numbers.

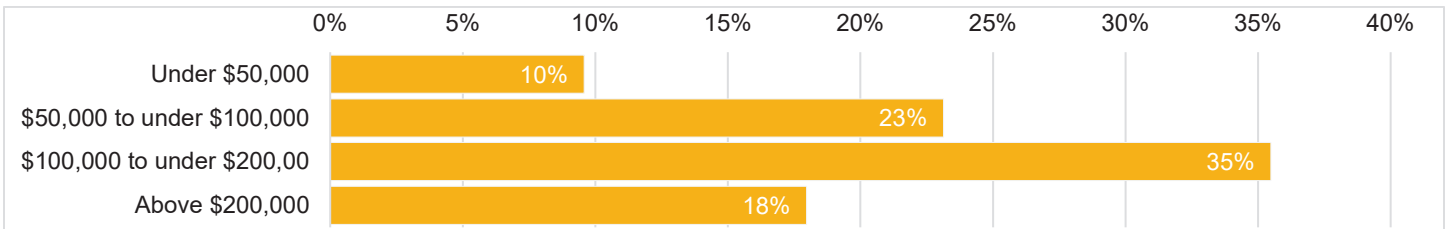


Figure 28. Responses by income²⁰

Responses by Primary Mode of Transportation

The most common modes of transportation for respondents are cycling (including shared bikes and e-bikes), motor vehicles (as driver or passenger), and walking (including those using assistive devices).

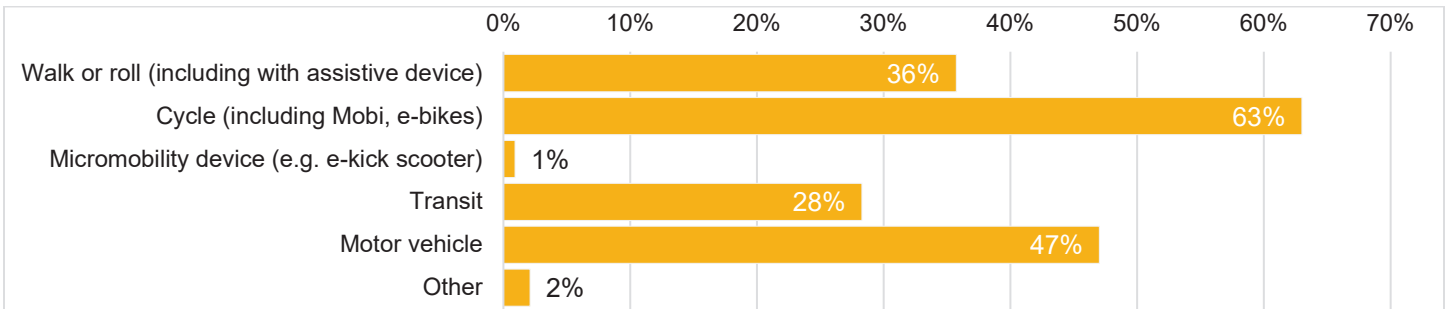


Figure 29. What is your primary mode of transportation? (select up to two responses)²¹.

Responses by Disability

About 9% of respondents self-identified as having a disability.

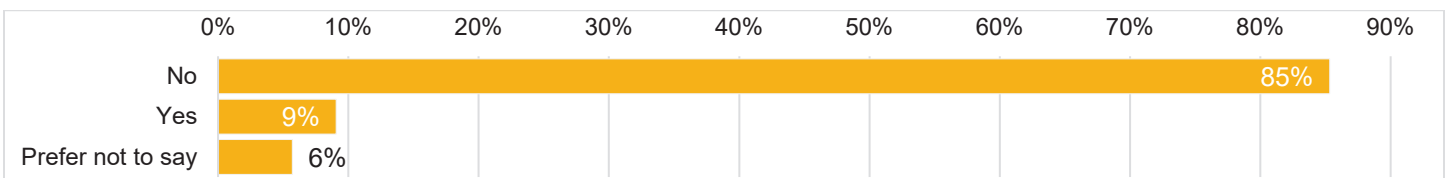


Figure 30. Do you identify as a person with a disability?²²

¹⁹ Based on 1,076 survey responses (22 skipped).

²⁰ Based on 1,085 survey responses (13 skipped).

²¹ Based on 1,089 survey responses (6 skipped).

²² Based on 1,070 survey responses (28 skipped).

Next Steps

Staff are currently evaluating priorities and developing design options for various segments of the greenway and engagement will depend on each one. In more complex areas, staff will present detailed concepts to stakeholders and the broader public for review and feedback will be used to further refine the concepts. In other areas where improvements are more straightforward, 'quick wins' may be implemented with local stakeholder engagement and public notifications. This work is being informed by feedback received in Phase 1 engagement and highlighted in this report.

To stay informed about upcoming phases, join the email distribution list at shapeyourcity.ca/portside-greenway.