

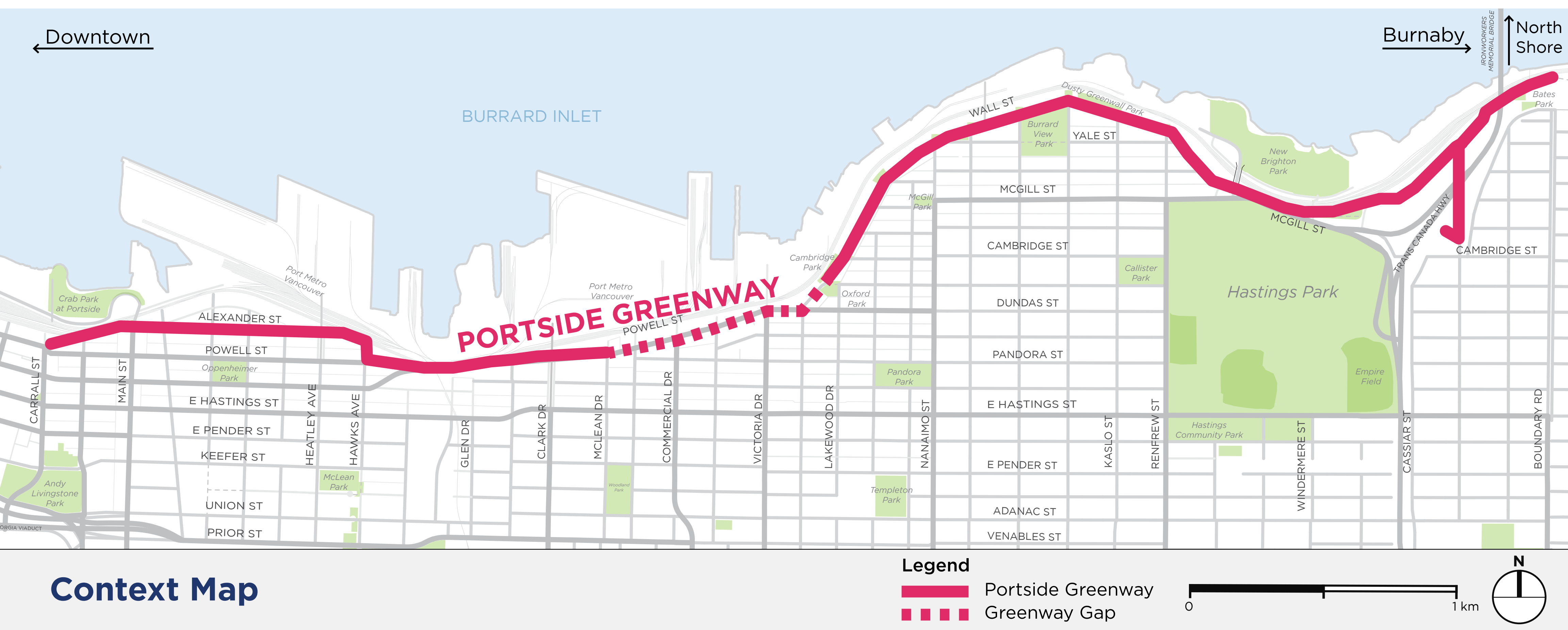
1 WELCOME

PORTSIDE GREENWAY - PHASE 1

OVERVIEW

The City is planning to upgrade the Portside Greenway. The project will create a high quality greenway that prioritizes safe, comfortable walking, biking and rolling with great public spaces along the way.

Portside has been identified in numerous plans over the years, including the **Greenways Plan** (1995), **Transportation 2040** (2012) and the **Vancouver Plan** (2022). It also supports key civic priorities including **equity** and **climate action**.



PROJECT GOALS

1	ACCESSIBILITY, SAFETY, and COMFORT	<ul style="list-style-type: none"> ■ for walking, biking and rolling ■ for people of all ages, abilities and backgrounds
2	DIRECT and INTUITIVE CONNECTIONS	<ul style="list-style-type: none"> ■ to destinations ■ to the city's broader walking and cycling networks
3	PUBLIC SPACES and EXPERIENCE	<ul style="list-style-type: none"> ■ increase public space and celebrate views ■ provide moments for rest and play ■ respond to local community needs ■ respect and draw inspiration from local stories and histories
4	NATURE and RAINWATER MANAGEMENT	<ul style="list-style-type: none"> ■ provide opportunities to connect with nature ■ improve rainwater management and local ecology
5	TRANSIT and MOTOR VEHICLES	<ul style="list-style-type: none"> ■ ensure efficient transit and emergency access ■ consider neighbourhood circulation

Your input will help us better understand local challenges and opportunities, and generate ideas for the greenway. Later this year there will be opportunities to review and help refine different concepts.

All engagement material is available online at shapeyourcity.ca/portside-greenway.

2 PROJECT TIMELINE

PORTSIDE GREENWAY - PHASE 1

A **multi-phased engagement process** is taking place.

Public and stakeholder feedback will inform recommendations in early 2024.

WE WANT TO HEAR FROM YOU!

WE
ARE
HERE

APRIL 2023



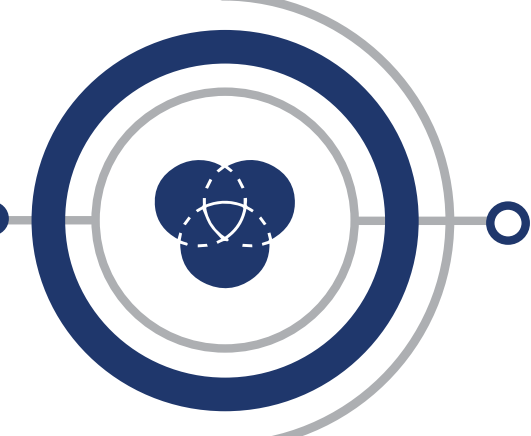
PHASE 1

Discuss Goals | Share Ideas & Experiences

- Discuss project goals and how you use Portside today
- Share specific ideas and concerns for each section

Staff will use this input to inform phasing and develop concepts

FALL 2023



PHASE 2

Review Initial Concepts

- Learn what was heard in Phase 1
- Review initial concepts

Staff will use this input to further evaluate and develop concepts

EARLY 2024



PHASE 3

Review Refined Concepts

- Learn what was heard in Phase 2
- Review refined concept(s)

Staff will use this input to further refine and evaluate concepts

2024



DETAILED DESIGN

2025
AND BEYOND



CONSTRUCTION

NOTE:

There are distinct sections along the route, with different challenges and opportunities.

Following Phase 1, individual sections may advance at their own pace.

SHARE YOUR INPUT



Visit shapeyourcity.ca/portside-greenway for more information

- Submit a survey by May 25, 2023
- Visit an open house on April 27, April 29 or May 1
- Sign up for the newsletter

3 GREENWAYS OVERVIEW

PORTSIDE GREENWAY - PHASE 1

WHAT IS A GREENWAY?

Car-light to car-free corridors

- Prioritize active transportation
- Provide recreation for all ages and abilities
- Connect diverse neighbourhoods

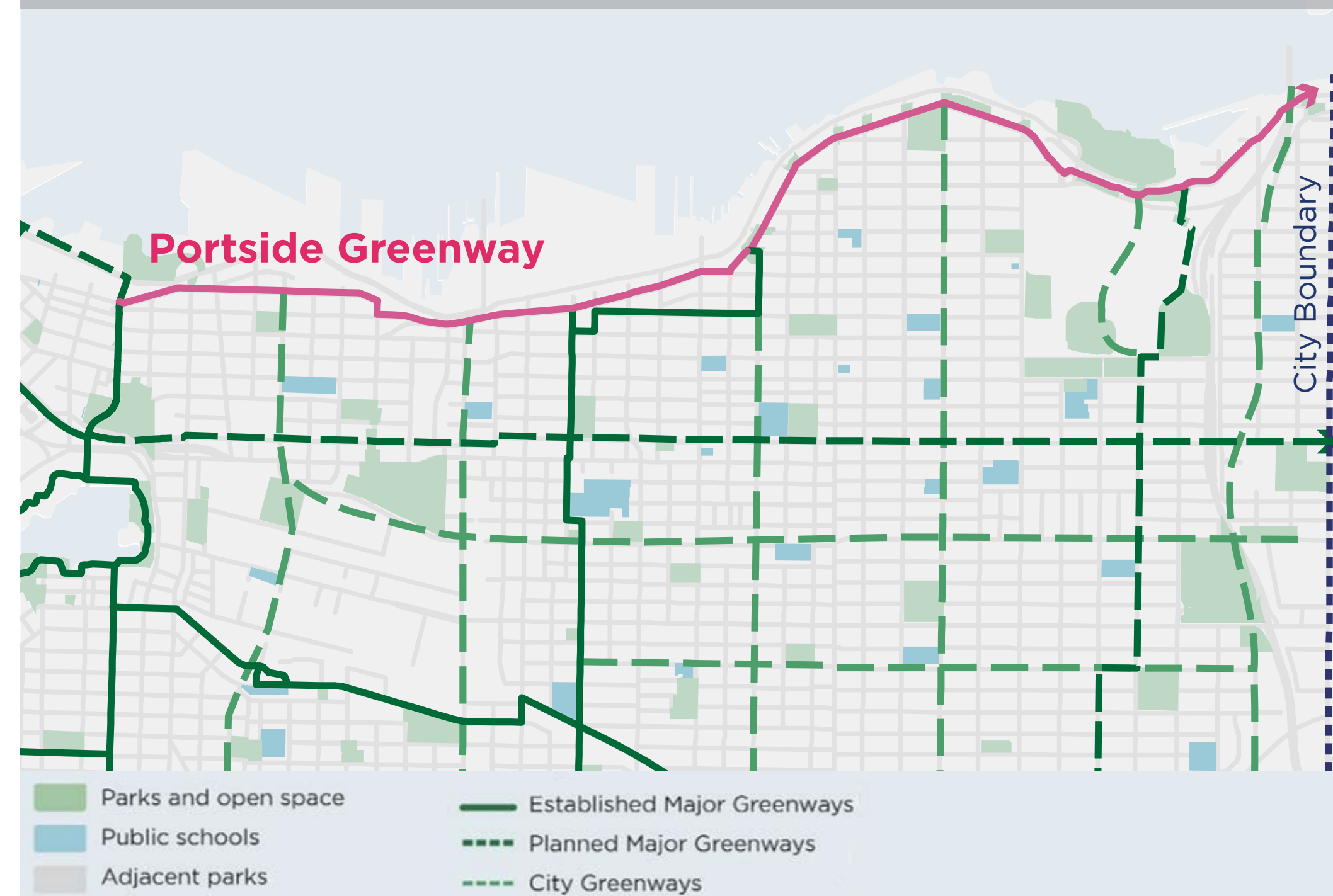
High-quality continuous public spaces

- Provide equitable access to key destinations
- Experience nature in the city
- Provide welcoming and safe spaces for gathering

Align with citywide priorities

- Advance equity and reconciliation
- Build community relations and stewardship
- Improve natural systems and public life

VANCOUVER PLAN - GREENWAYS MAP



The Portside route is identified as a major greenway in Vancouver Plan.

DESIGNING FOR ALL AGES AND ABILITIES (AAA)

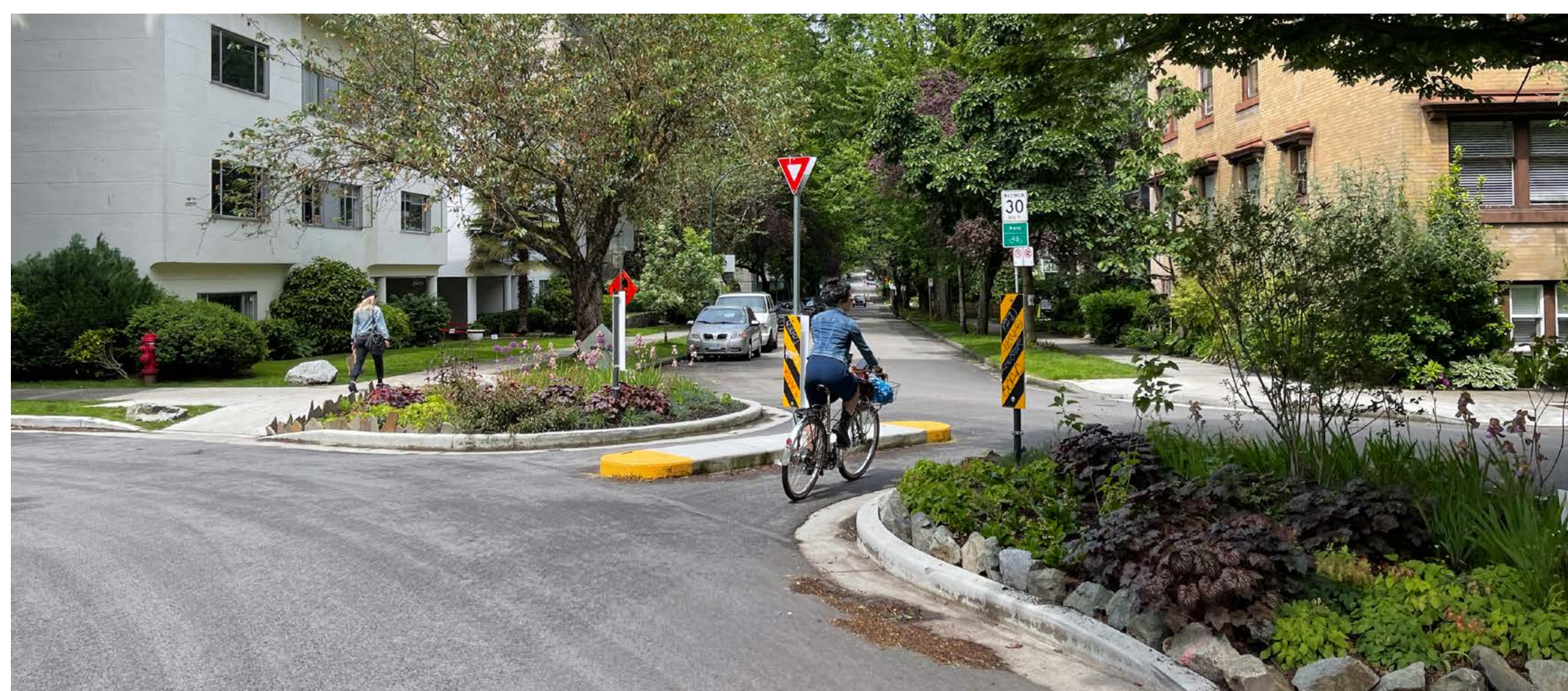
There is no 'one-size-fits-all' approach to designing safe, comfortable biking and rolling routes for all ages and abilities. Motor vehicle volumes and speeds are a big factor. A general rule of thumb is to provide physical protection when motor vehicle speeds are over 30 km/hour and/or volumes are over 500 vehicles/day.

Other design details are important to ensure that paths are accessible for people with a wide range of abilities, including those using assistive devices.



PHYSICAL PROTECTION ON BUSY STREETS

- On streets where motor vehicle volumes or speeds will remain high, separated paths are required to protect people biking and rolling



CAR-LIGHT STREETS THROUGH TRAFFIC DIVERSION

- A shared street is possible when motor vehicle speeds and volumes can be made very low through traffic calming and diversion



CAR-FREE PATHS & PUBLIC SPACE

- Car-free greenways are possible where general traffic access is not needed
- Traffic diverters create opportunities for more public space, such as parks, landscaping, rain gardens and urban plazas, depending on the surrounding land use
- Emergency vehicle access is maintained

4

PORTSIDE OVERVIEW

FOUR DISTINCT AREAS

PORTSIDE GREENWAY - PHASE 1

OVERVIEW

The Portside Greenway is a 7 km route following the city's northern edge, spanning between Gastown and the city's eastern boundary where it connects to the regional network. It is a key regional connector, with links including:

- The North Shore (via Ironworkers Memorial Second Narrows Crossing)
- Burnaby (via paths to the east)
- Downtown active transportation network (via Carrall Street, Water Street, and Crab Park)

While much of the route exists today, there are a number of issues. For example:

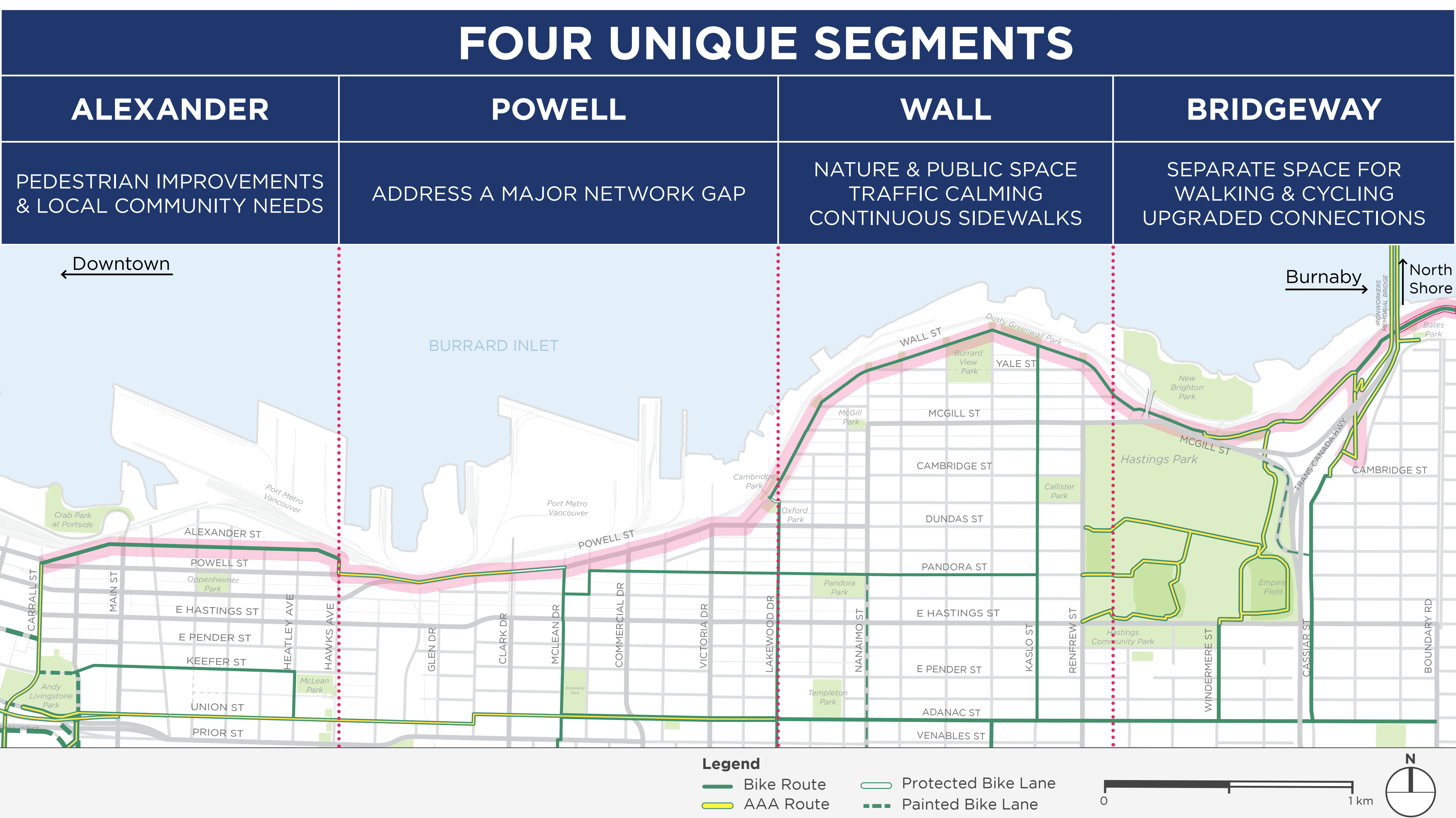
- The route is not continuous, with a major cycling gap between McLean and Lakewood Drive
- Some sections lack pedestrian amenities or accessibility features (e.g. missing sidewalks)
- Some areas are uncomfortable for many people to bike or roll on, e.g. because of motor vehicle volumes or speeds, narrow shared paths, etc.
- Some areas lack public space, green infrastructure, seating or other amenities

FOUR UNIQUE SEGMENTS

The greenway has unique segments, each with its own challenges and opportunities.

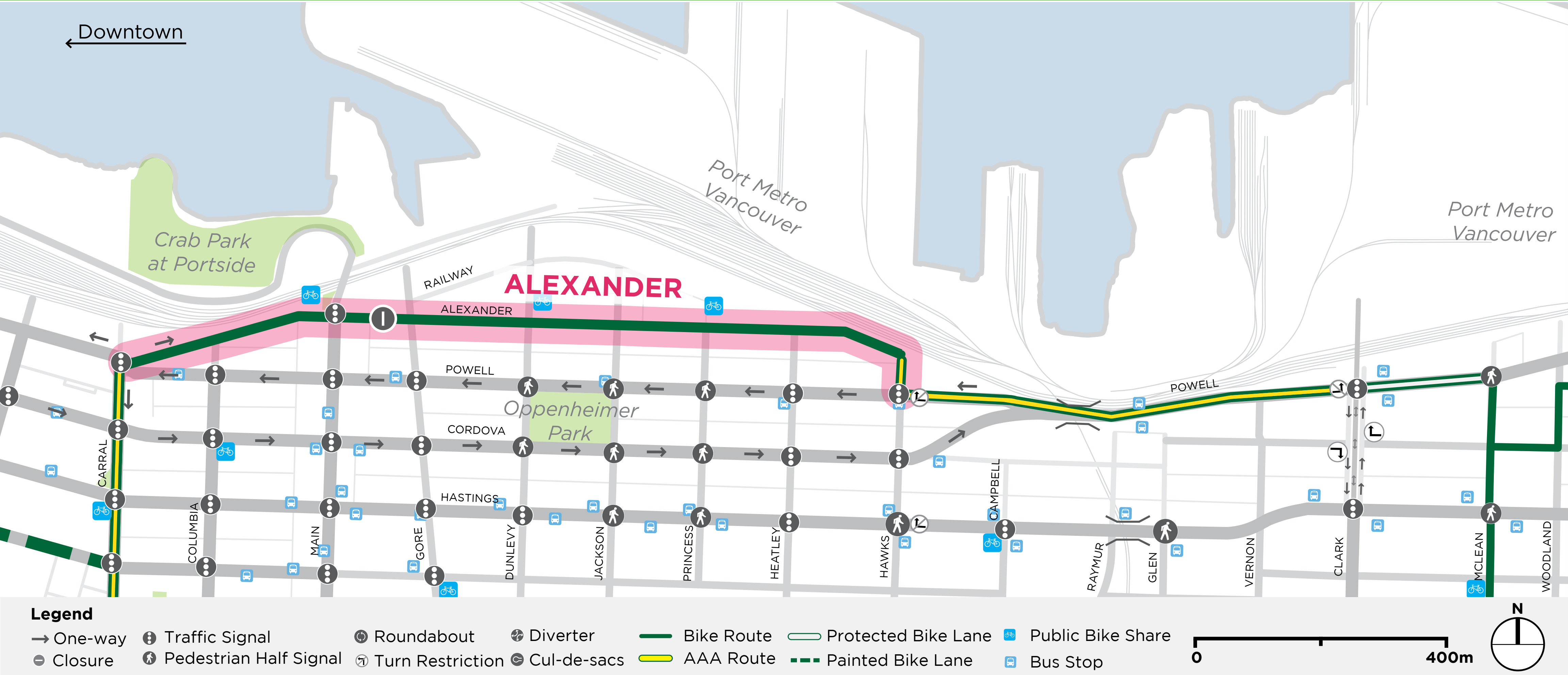
Following this phase of engagement, each section could advance at its own pace. Minor improvements could be delivered quickly, while major changes could take more time. Interim designs may be put in place where permanent designs must be coordinated with other work in the area (e.g. utility upgrades).

The sections are highlighted below, alongside core areas of focus.



5 ALEXANDER CARRALL - HAWKS

PORTSIDE GREENWAY - PHASE 1



OVERVIEW

- Connects historically and culturally rich communities including Gastown, the Downtown Eastside, Strathcona, Railtown and Paueru Gai (historic Japantown)
- Diverse mix of low income housing, social services and industrial uses along route
- Many people experience homelessness in the area; street plays an important role as an outdoor social space
- Local bikeway established in 2018 with repaving and traffic calming; this significantly reduced vehicle shortcutting and improved cycling safety, but vehicle volumes still exceed AAA guidelines (*see Board #15 for more information on motor vehicle volumes*)
- Some sidewalks and crosswalks are inaccessible due to missing curb ramps and uneven surfaces



Traffic calming and repaving implemented in 2018 has made Alexander Street much safer for people walking, biking and rolling

6 ALEXANDER CARRALL - HAWKS

PORTSIDE GREENWAY - PHASE 1

SOME OPPORTUNITIES & EARLY IDEAS



UPGRADE TRAFFIC CALMING

- This traffic diverter east of Main Street helps keep car volumes low, but is often run over and damaged
- It will be upgraded this year to be more durable and improve access for emergency vehicles



SPACES TO SIT & SOCIALIZE

- Social service parklets like the one above on the left provide space for locals to socialize and enjoy the outdoors
- Community partnerships are essential



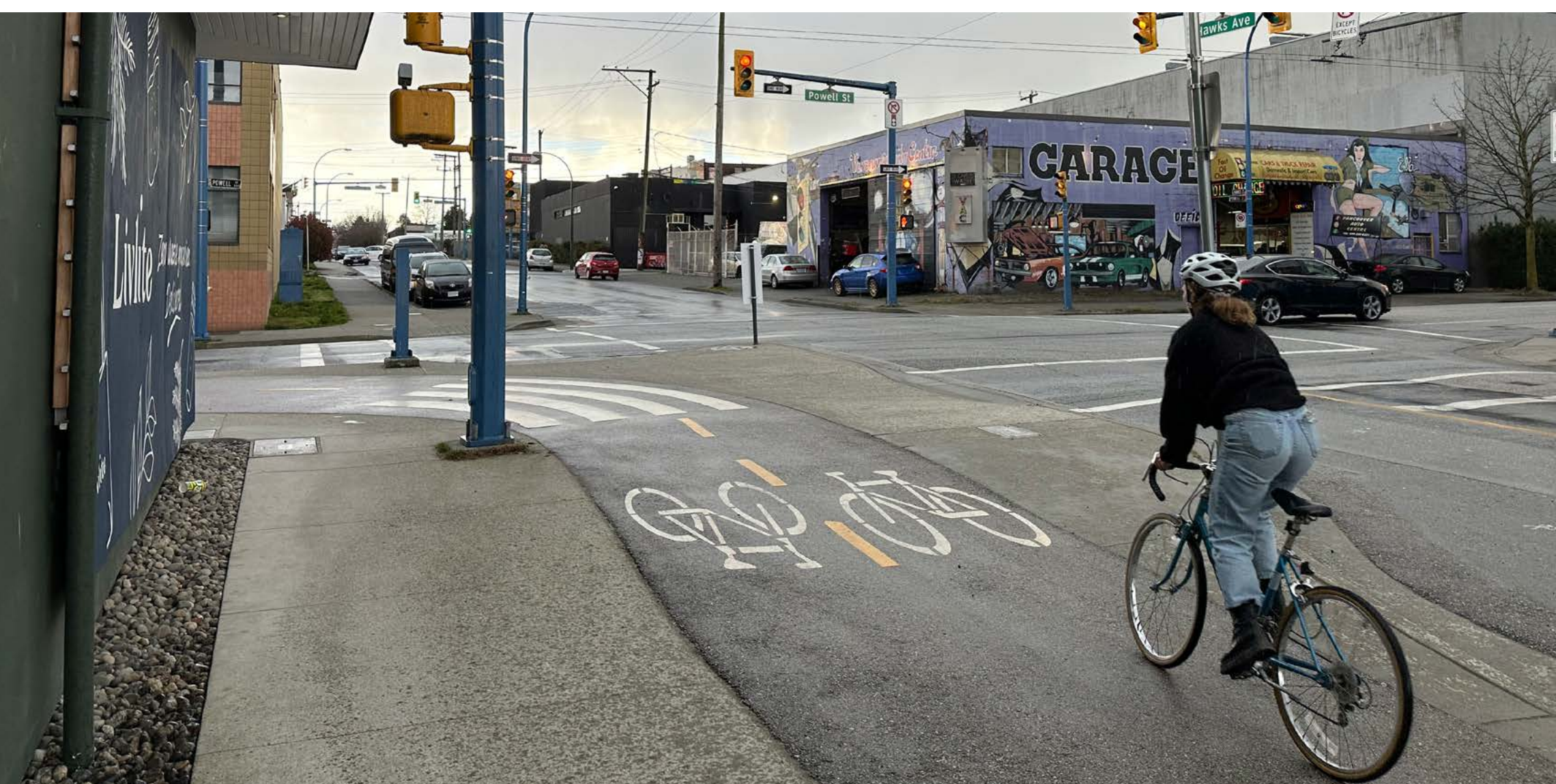
IMPROVE SIDEWALKS & CROSSWALKS

- Some sidewalks and crosswalks are in poor condition or lack basic accessibility features
- Curb ramps, smooth surfaces and shorter crossings make it easier for people to get around



COMMUNITY-SERVING AMENITIES

- Amenities like water fountains and benches could benefit locals and other people using the greenway



IMPROVE NEIGHBOURHOOD CONNECTIONS

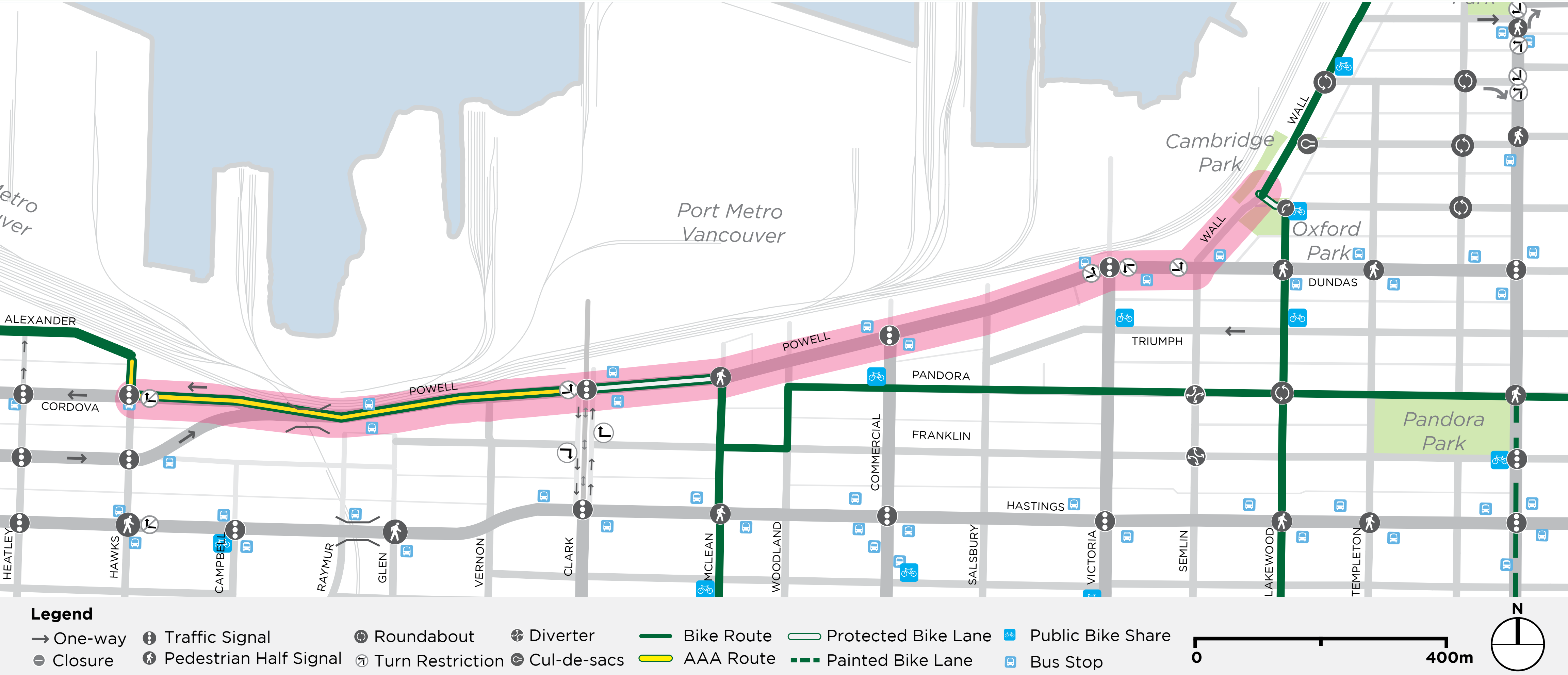
- Safer and more comfortable connections with Strathcona, Chinatown, Downtown and Crab Park would improve access to and from the greenway



HEATLEY AVENUE RECONSTRUCTION

- The Heatley overpass was removed in 2022
- Heatley Ave will be restored to align with the section further south, with wider sidewalks on both sides and a treed median on the west side
- Interim public spaces may emerge and we will work with community partners to determine the long term future of these spaces

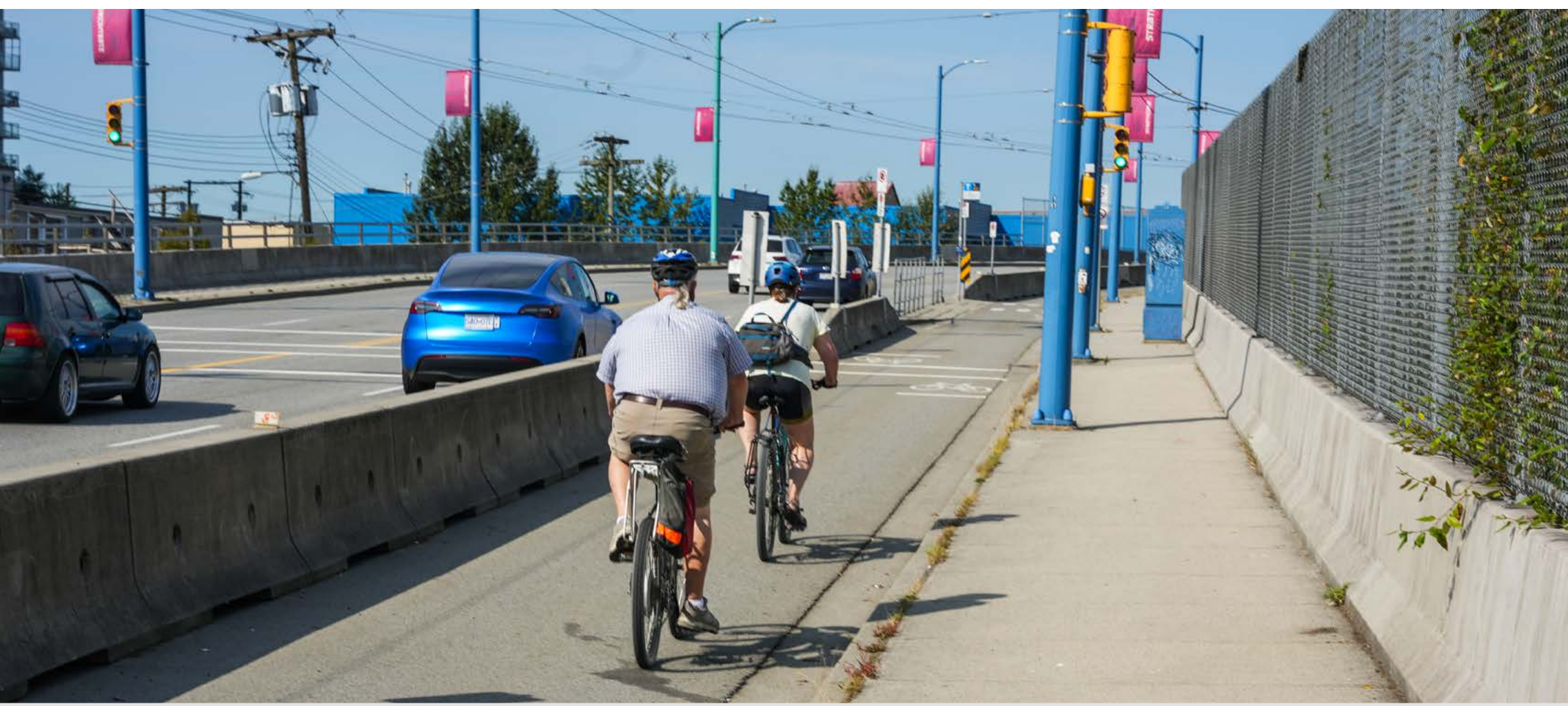
PORTSIDE GREENWAY - PHASE 1



OVERVIEW

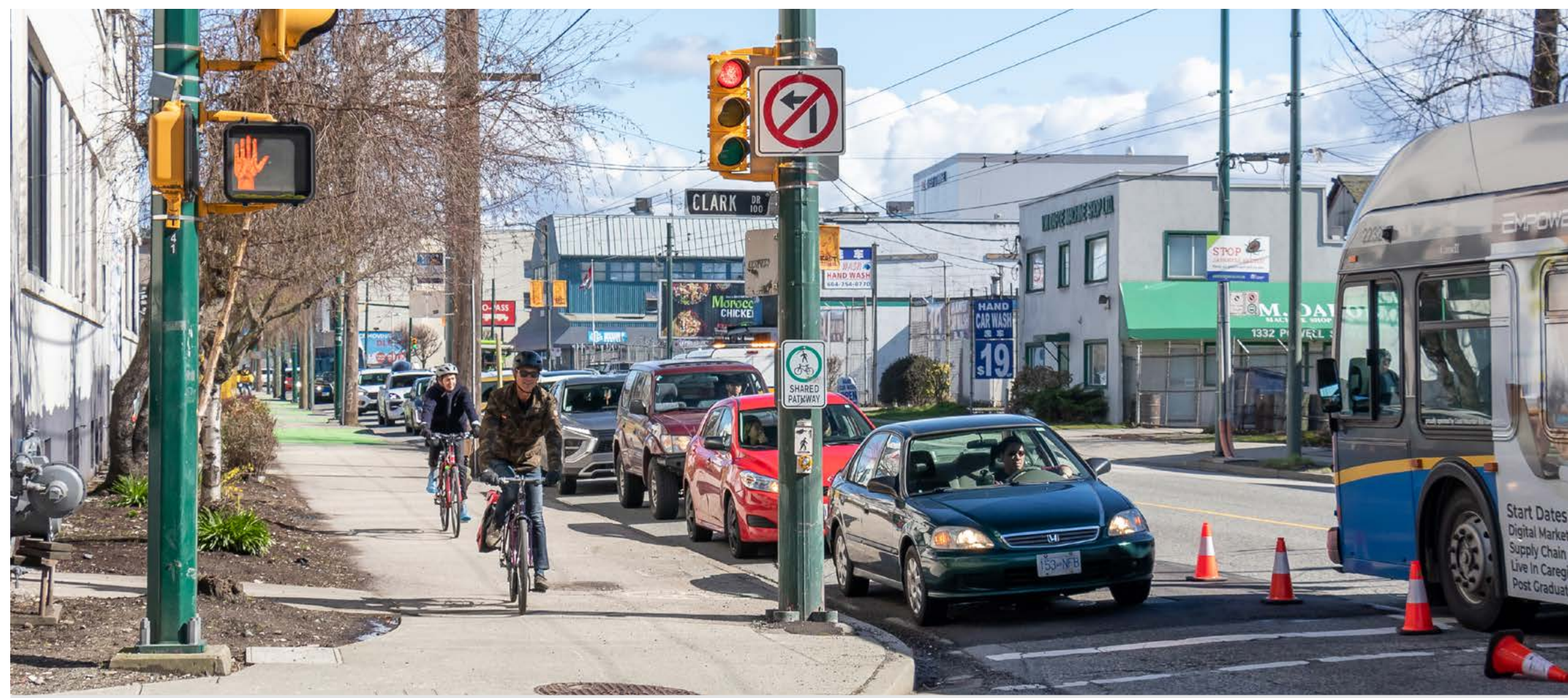
The Powell Overpass provides safe space for walking, biking and rolling west of Clark. Our primary focus is **addressing the greenway network gap** east of the overpass:

- Narrow sidewalks, poles and lack of cycling facilities creates safety and comfort issues
- High volume arterial and truck route, with two travel lanes in each direction during peak periods, going down to one lane with curbside parking during off-peak periods
- Transit route experiences delays during peak periods; few or no bus stop amenities
- Commercial area with many destinations



HAWKS - CLARK

- Protected bike path and sidewalk on overpass



CLARK - McLEAN

- Shared sidewalk and bike path ends at McLean

McLEAN - LAKEWOOD

- About three-quarters of people ride on the sidewalk because they don't feel safe mixing with car traffic, and because the bypass is longer and misses their destinations
- This makes the sidewalk uncomfortable for people walking or waiting for the bus



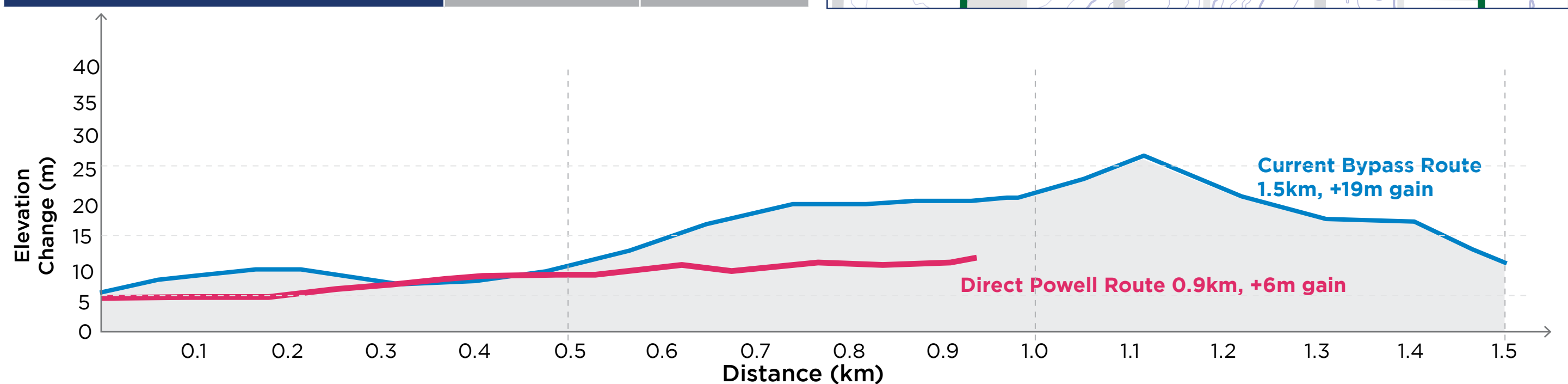
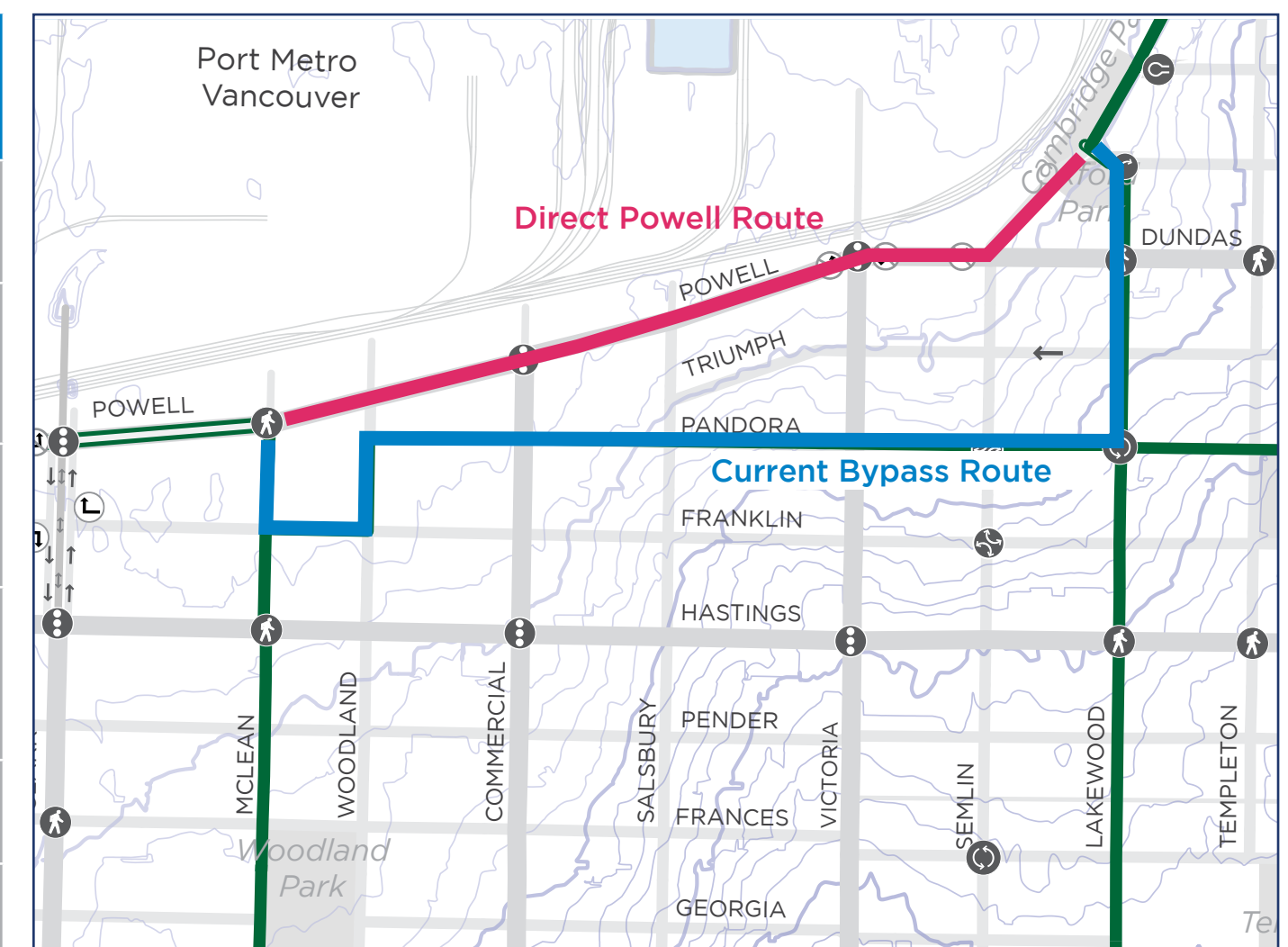
SOME OPPORTUNITIES & EARLY IDEAS

ADDRESSING A MAJOR GAP IN THE CYCLING NETWORK

Powell Street is a strong desire line.

- It is **shorter, flatter, more direct**, and serves many **more destinations** than the current bypass.
- However **space is limited**, and **transit and traffic impacts** must be considered.

	Direct route	Bypass
Distance	0.9 km	1.6 km
Number of major arterials to cross	0	3
Number of turns	0	6
Restaurants and retail destinations	Many	Few
Elevation change	6 m	19 m
Maximum grade	1%	2.9%



Elevation profile from McLean to Lakewood

Source: Ride with GPS app

NEXT STEPS

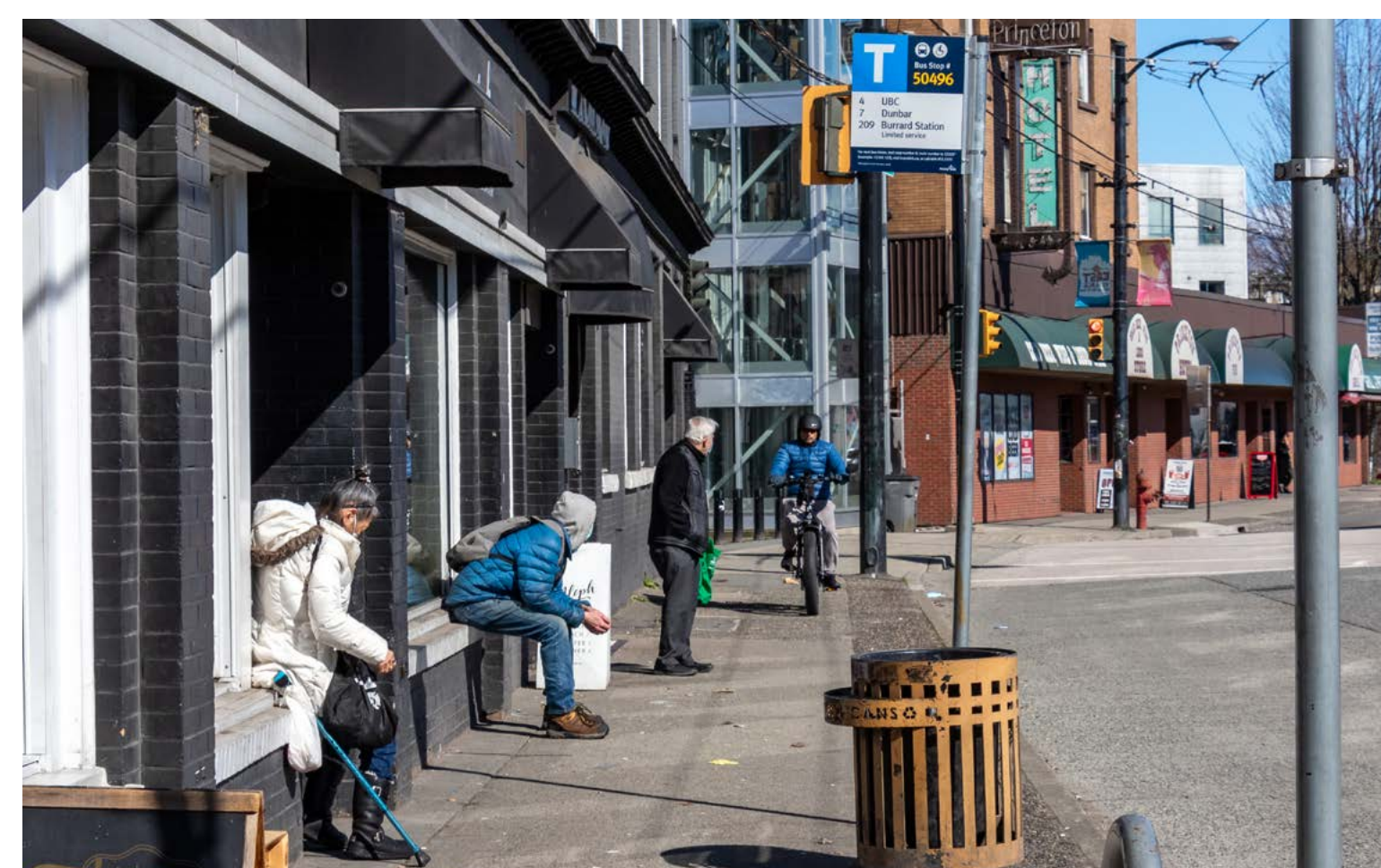
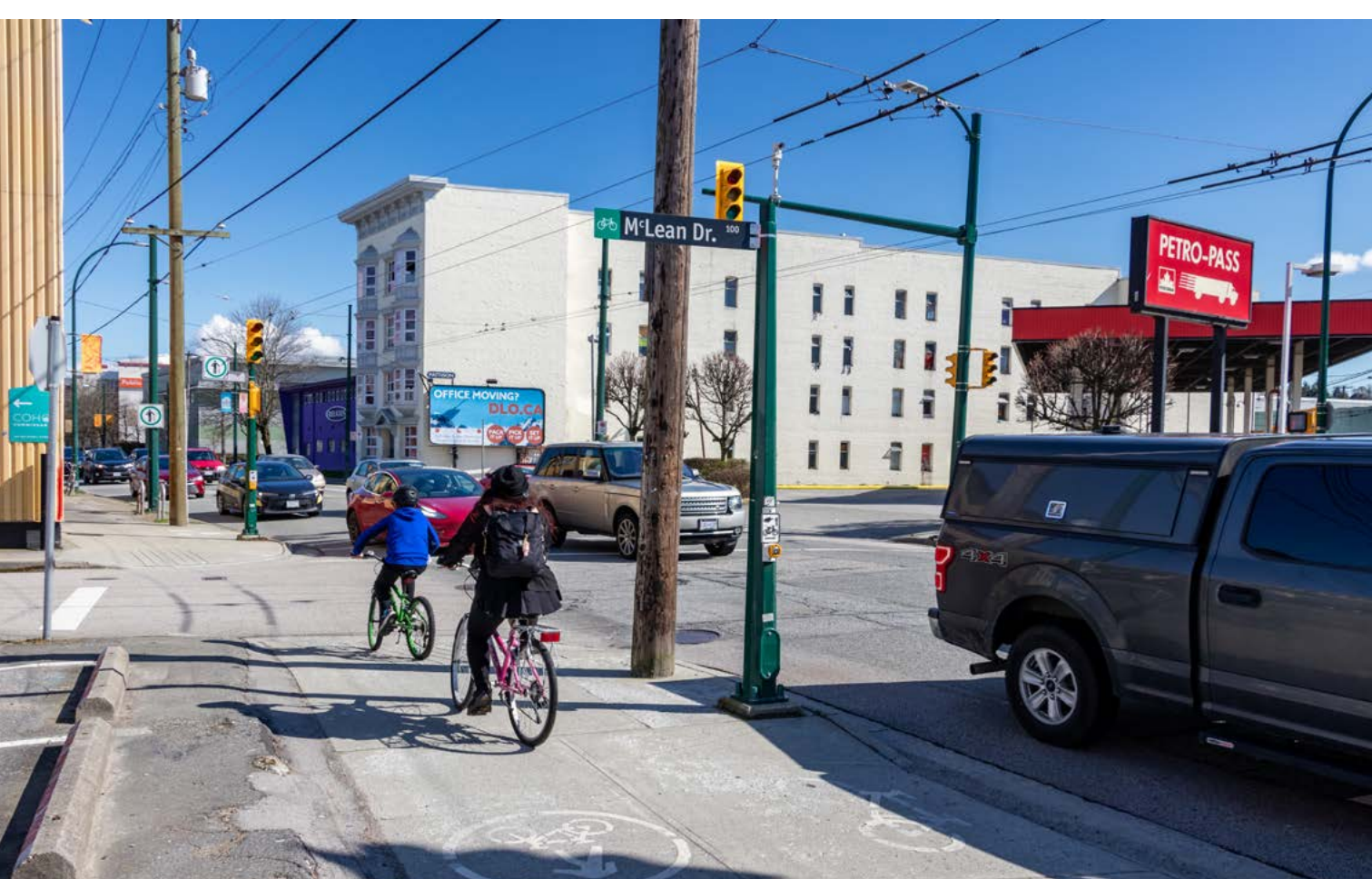
We are investigating:

- **Timing on the direct protected route**, considering factors like **safety, comfort** and **impacts to transit and general traffic**. We will report back in future phases.
- **Interim improved bypass route(s)** depending on project phasing.



CURRENT BYPASS (McLean - Franklin - Woodland - Pandora - Lakewood)

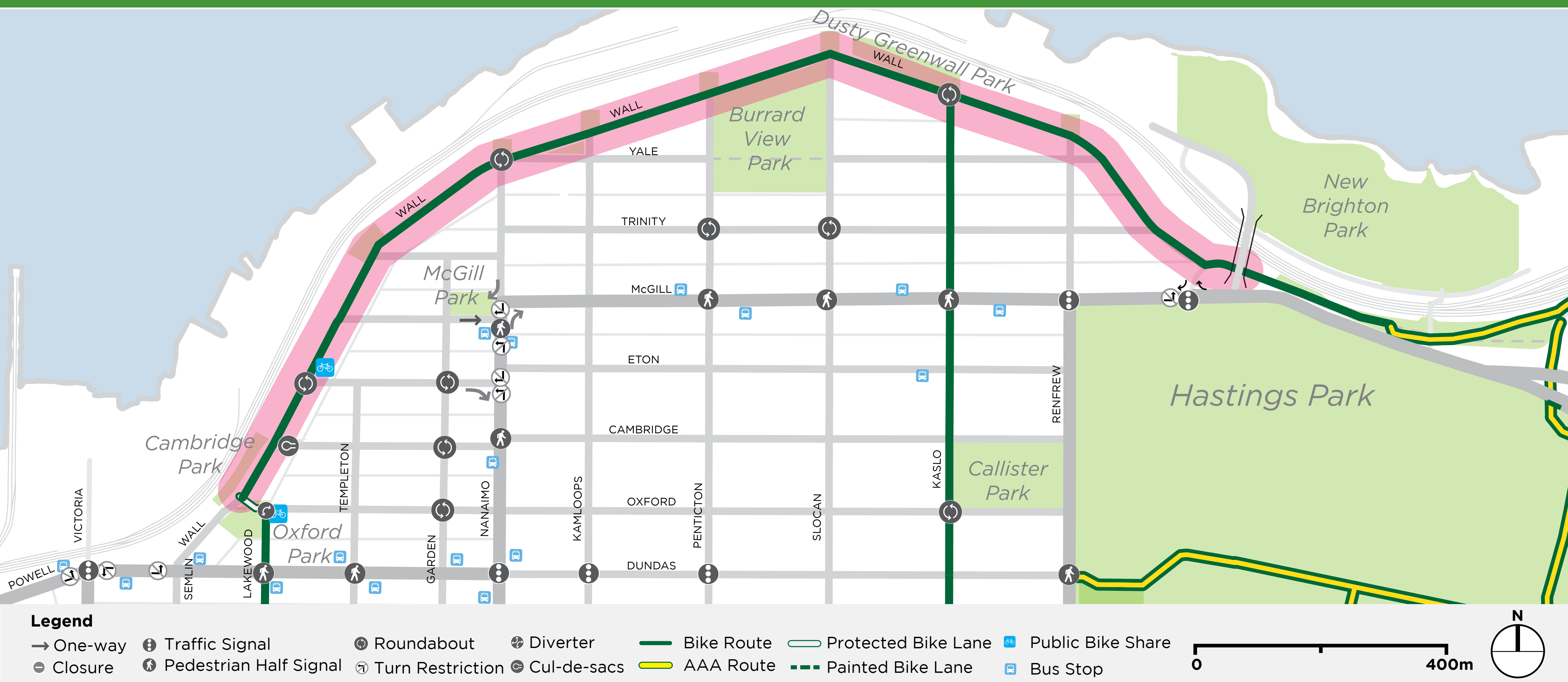
- The bypass route is longer and more hilly, with multiple turns and busy street crossings
- An improved bypass would include clear wayfinding, new signals, and potentially a more direct alignment



DIRECT ROUTE (Powell)

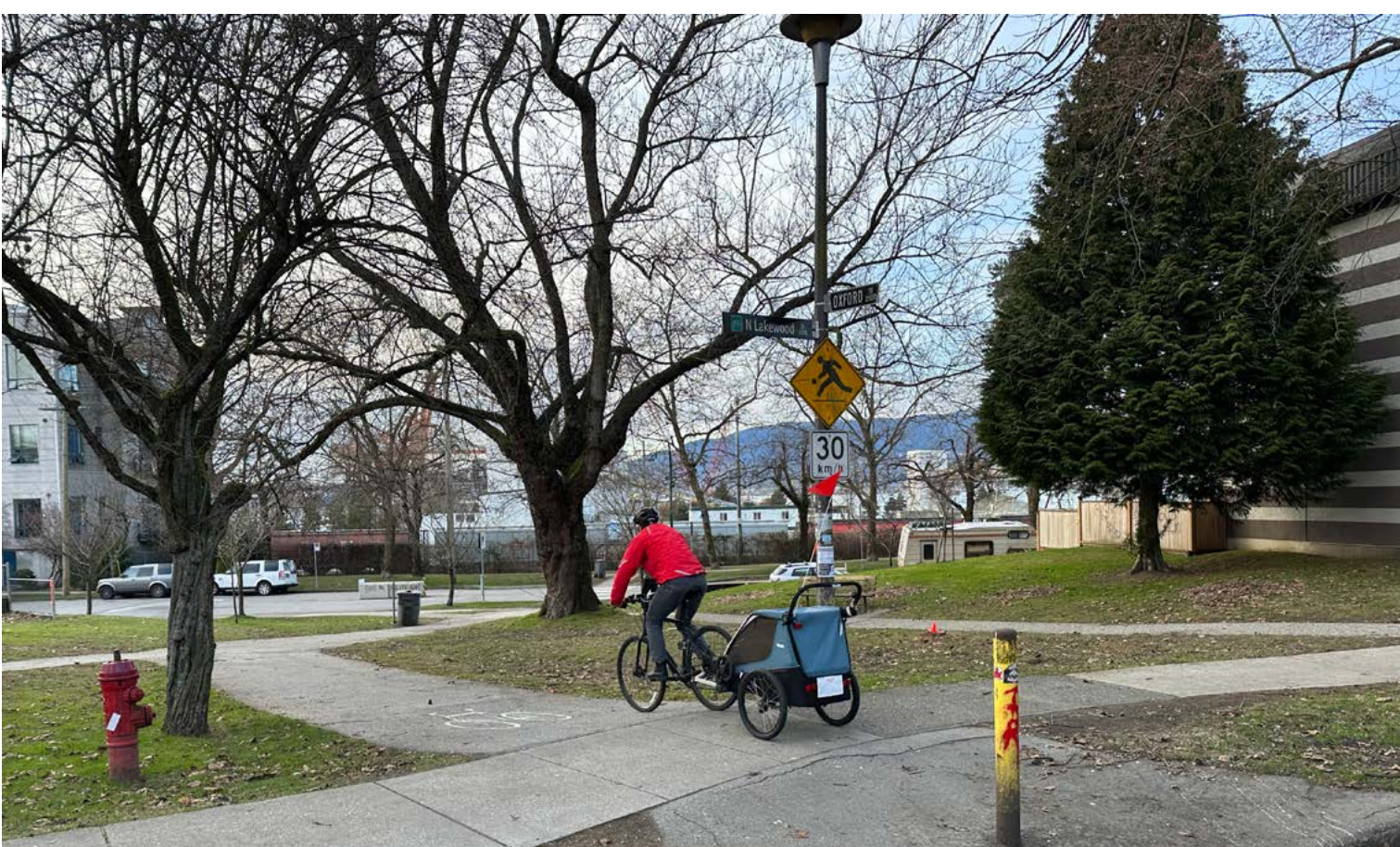
- People riding on Powell are forced to mix with high speed traffic or share a narrow sidewalk with pedestrians
- A direct, protected route would improve comfort and safety for people walking, biking, rolling and driving

PORTSIDE GREENWAY - PHASE 1



OVERVIEW

- Local street bikeway in residential area with high traffic volumes and speeds during peak periods (see Board #15 for more information on motor vehicle volumes)
- Some traffic circles and temporary concrete barriers to slow traffic
- Narrow or missing sidewalks create comfort and accessibility issues
- Generally wide street in poor condition, with gravel shoulders in places
- Special views at parks and street ends
- Opportunity to coordinate public space and greenway improvements with utility work



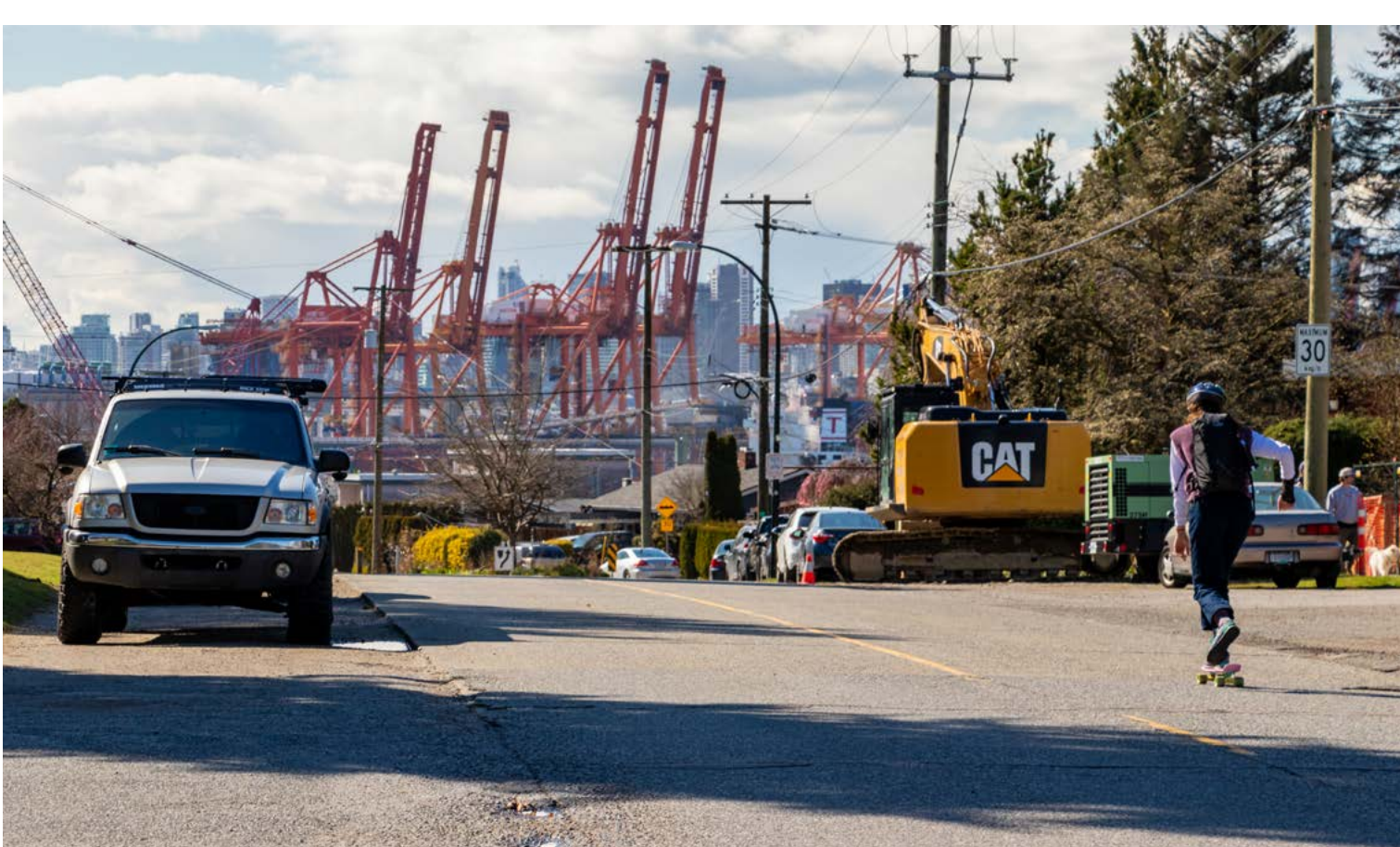
Access via Lakewood / Oxford Park



Slow street traffic calming



Street end park



Much of this section features wide streets with no sidewalk or curb



PORTSIDE GREENWAY - PHASE 1

SOME OPPORTUNITIES & EARLY IDEAS

TRAFFIC CALMING TO INCREASE SAFETY AND CREATE NEW PUBLIC SPACE

Prior to the pandemic, the City received many complaints from local residents about high motor vehicle volumes and shortcutting in the neighbourhood. Motor vehicle volumes on Wall Street are up to six times higher than the City's All Ages and Abilities standard.

Traffic calming measures such as diverters, street closures, and one way streets help decrease motor vehicle volumes and speeds:

- Improving safety and comfort for people walking, biking and rolling
- Creating opportunities for more space for people and nature

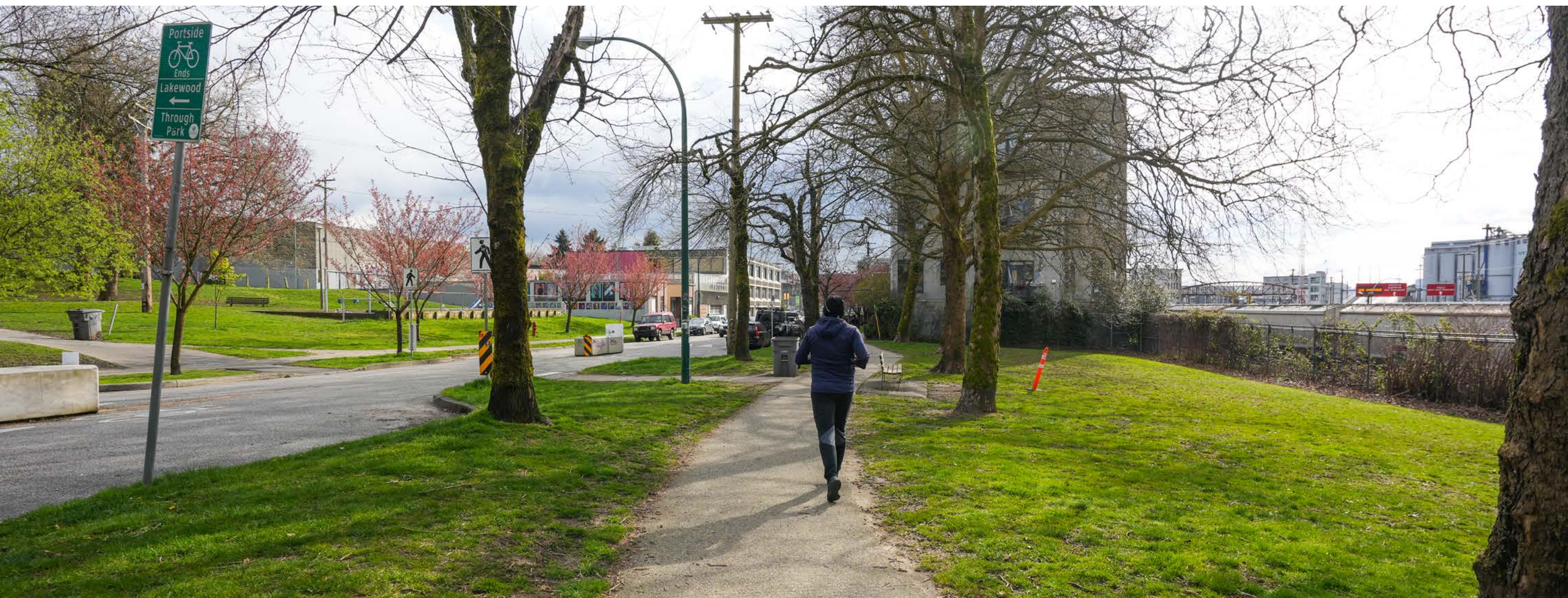
The City will explore options with residents to ensure that local access is maintained, and considering impacts to parking and neighbourhood circulation.

See Boards #13 and #14 for precedents from other parts of the city.



IMPROVING SAFETY AND COMFORT

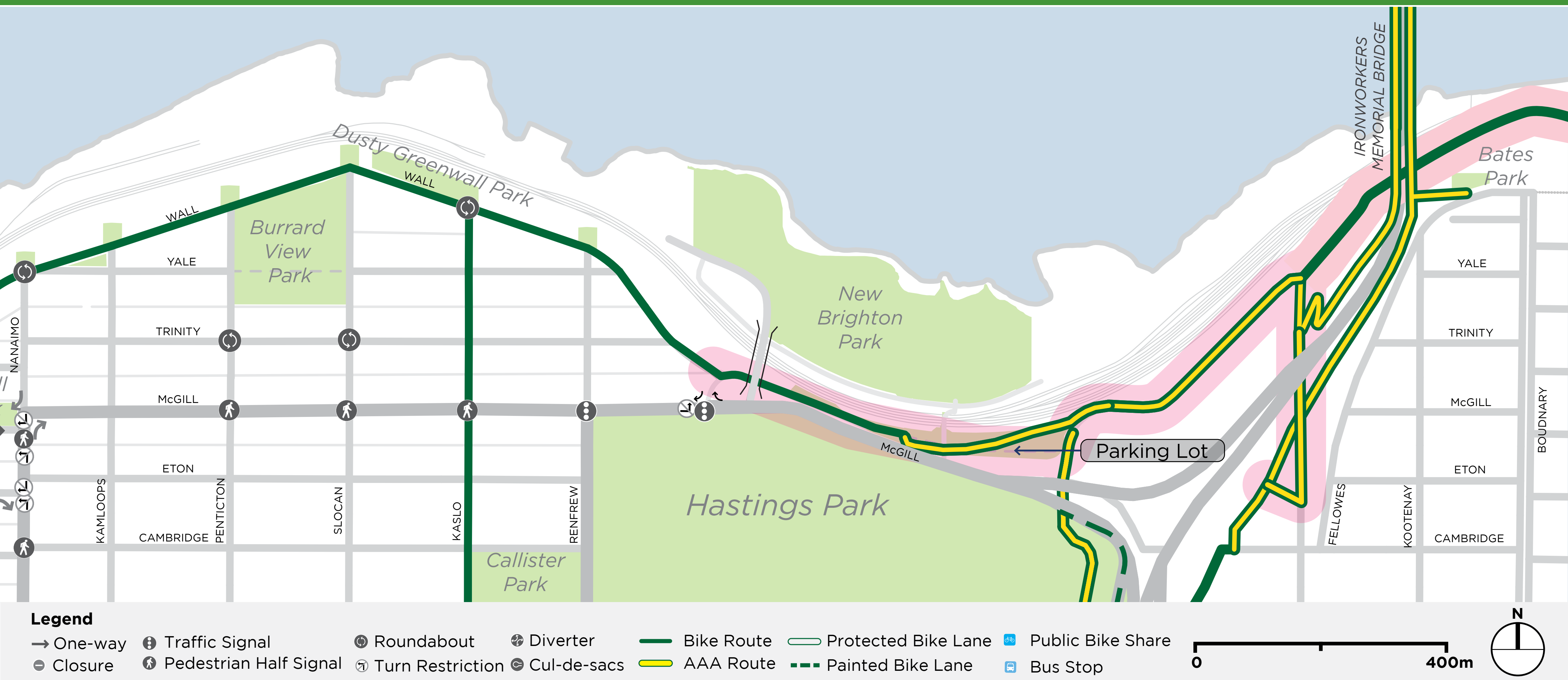
- Street improvements could include wide, continuous sidewalks to improve accessibility and safety for people walking, rolling and jogging
- AAA bike routes can be achieved through a mix of traffic calming and physical protection; local street bikeways, protected bike lanes, and off-street paths will be considered based on community feedback and traffic calming measures



MORE SPACE FOR PEOPLE AND NATURE

- Traffic calming can create more room for green space, rain gardens and other public places
- Other amenities could include pedestrian lighting, places to sit, water fountains and public art

PORTSIDE GREENWAY - PHASE 1



OVERVIEW

This area has distinct sections, described below.



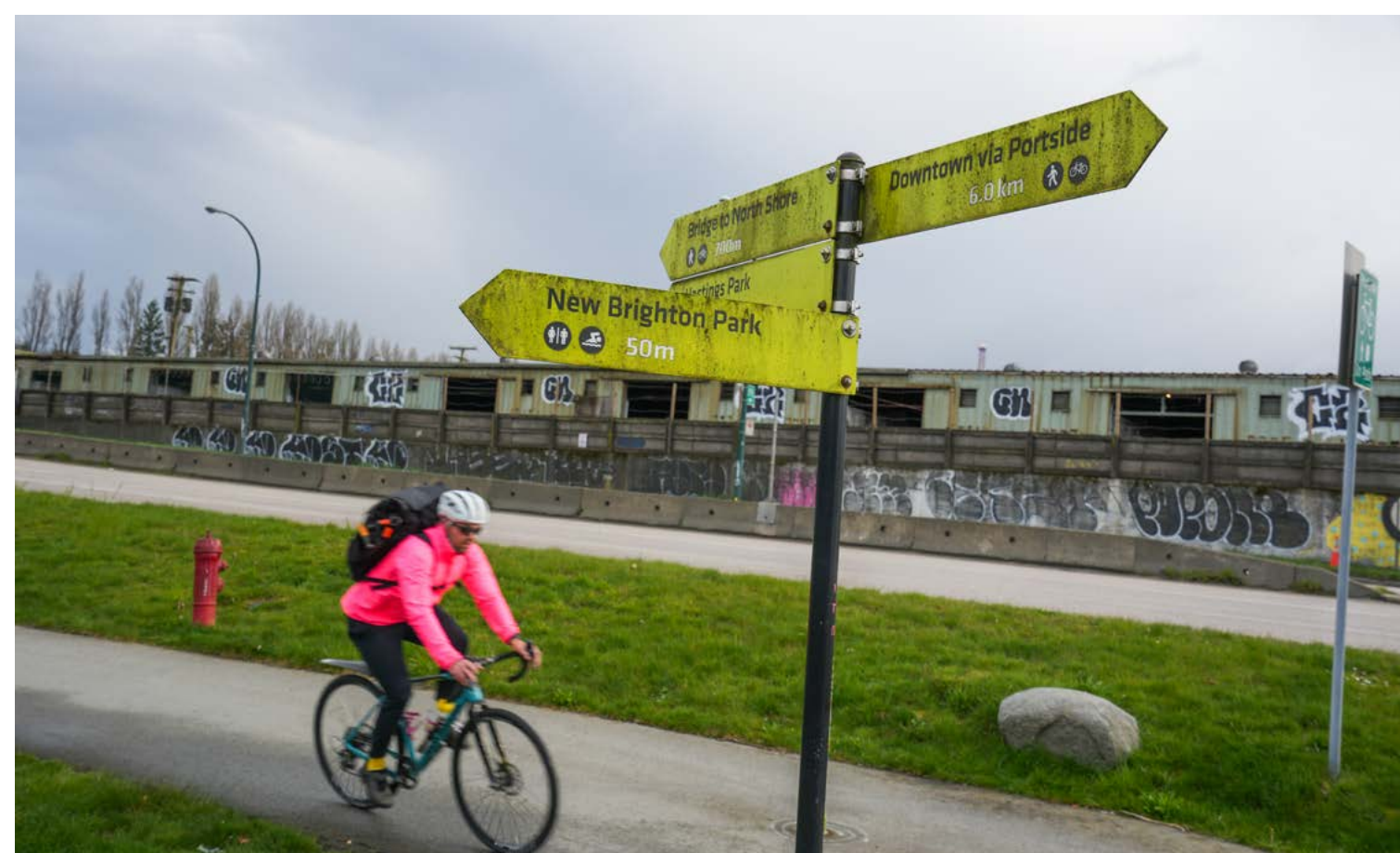
WEST: landscaped Wall Street transition and New Brighton parking lot



TO BURNABY: via multi-use path under Second Narrows Bridge



CENTRAL: shared multi-use path (MUP) along Creekway Park



EAST: narrow and sometimes bumpy MUP; very wide road with higher speed motor vehicle traffic



TO NORTH SHORE: via Second Narrows Bridge

PORTSIDE GREENWAY - PHASE 1

SOME OPPORTUNITIES & EARLY IDEAS



IMPROVE WALL STREET TRANSITION

- Current connections are confusing
- Provide intuitive walking, biking and rolling connections through the Wall Street transition



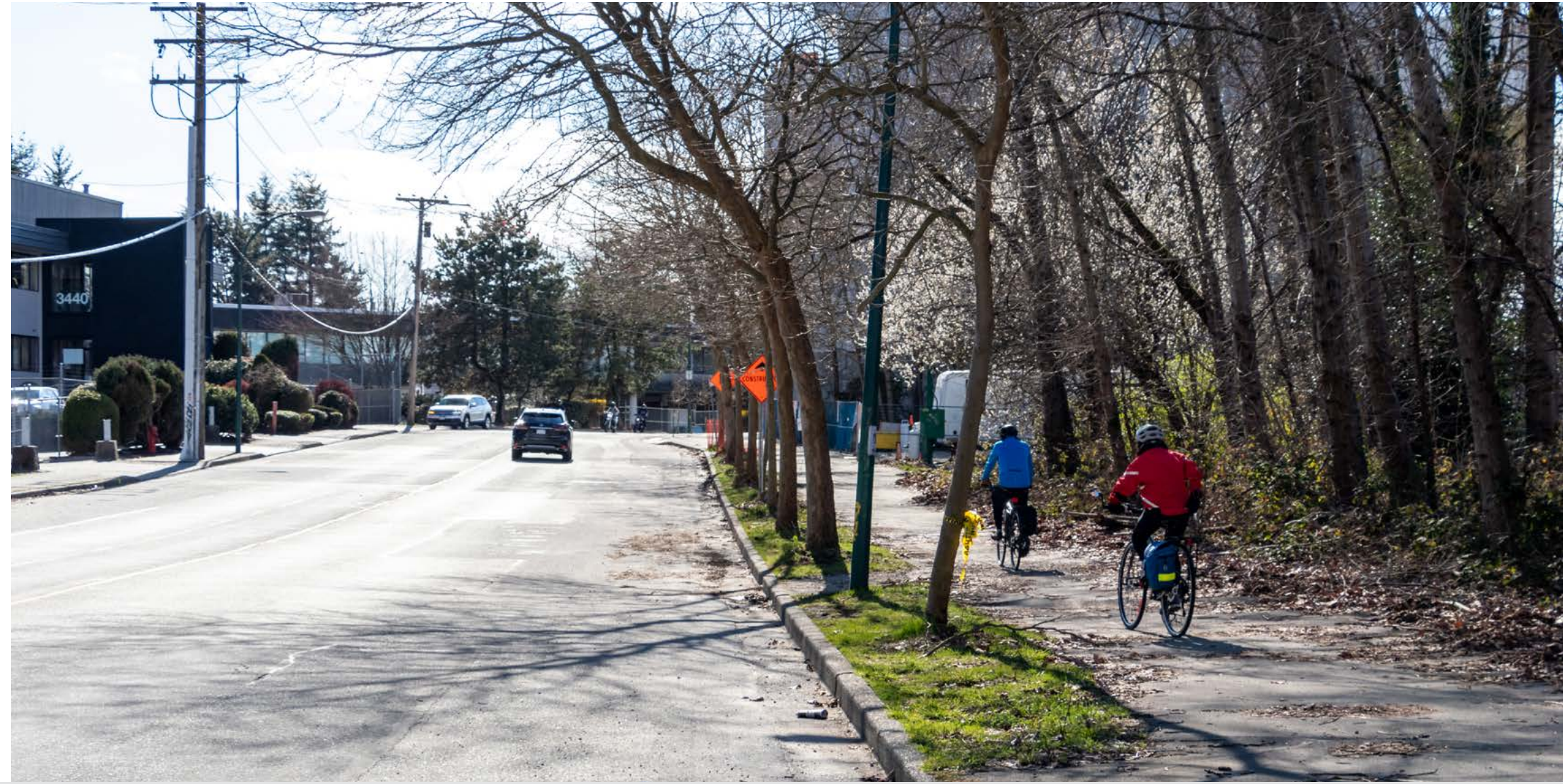
NEW BRIGHTON PARK PARKING LOT

- Work with stakeholders to explore the potential for safer, protected walking and cycling connections through the parking lot



ACCESSIBLE SIDEWALKS & PROTECTED ROLLING/CYCLING PATHS

- Currently, people walking and cycling share a narrow, bumpy multi-use path (MUP); many people choose to cycle in the wide roadway instead, mixing with high speed car traffic
- The MUP could be upgraded to a high quality pedestrian space, and a separate protected cycling facility could be provided by narrowing the roadway



NORTH SHORE CONNECTION

- This connection is narrow and awkward
- Work with the BC Ministry of Transportation to improve connections to the North Shore via the Ironworkers Memorial Second Narrows Bridge



BURNABY CONNECTION

- This connection has been disrupted by utility work
- Work with the City of Burnaby and other stakeholders to ensure a high quality connection with the Burnaby path network

PORTSIDE GREENWAY - PHASE 1

PHYSICAL PROTECTION ON BUSY STREETS

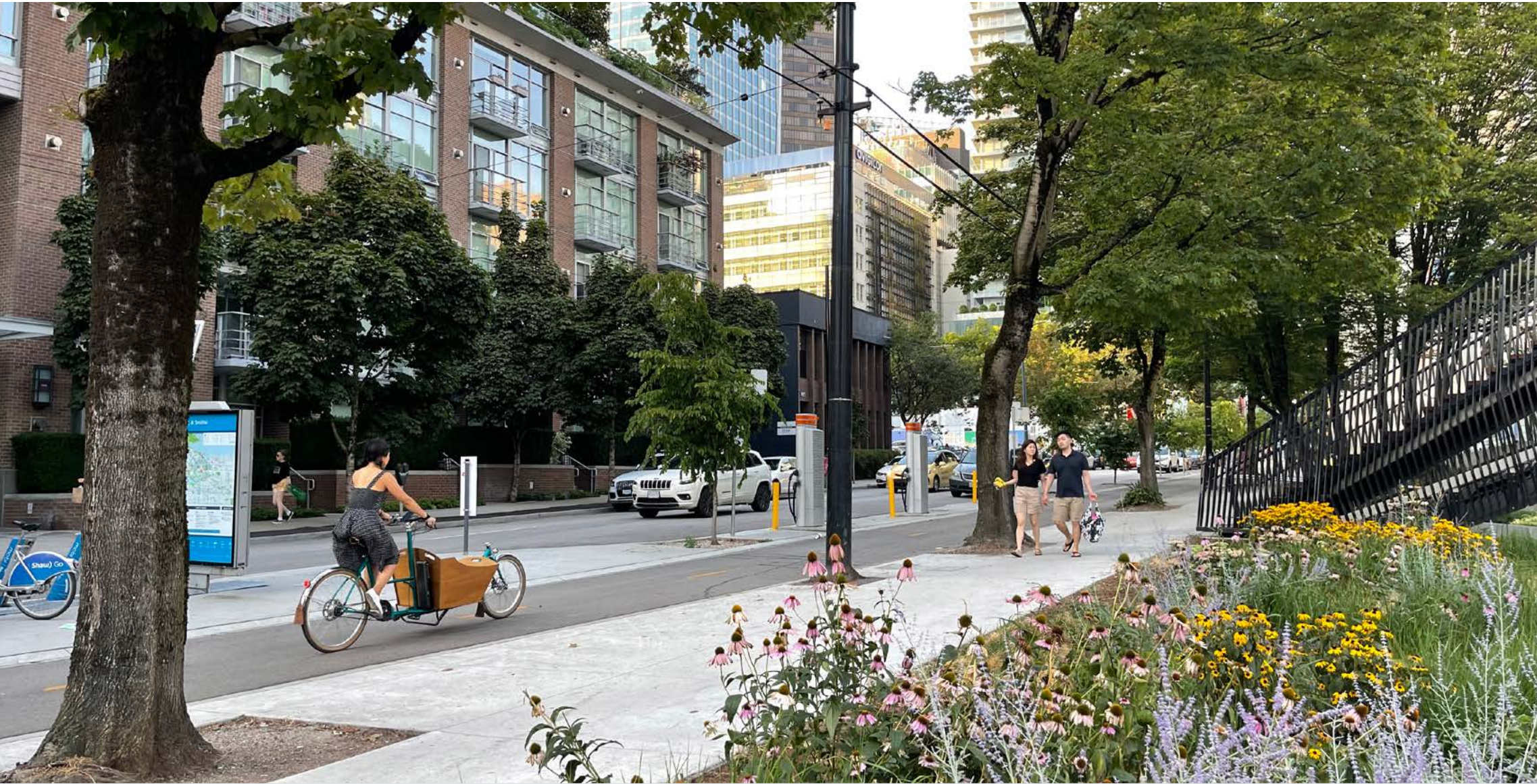
- Separated paths are required to protect people biking and rolling on streets where motor vehicle volumes or speeds will remain high



Richards Street, Vancouver



Richards Street, Vancouver



Richards Street, Vancouver



Esplanade Street, North Vancouver



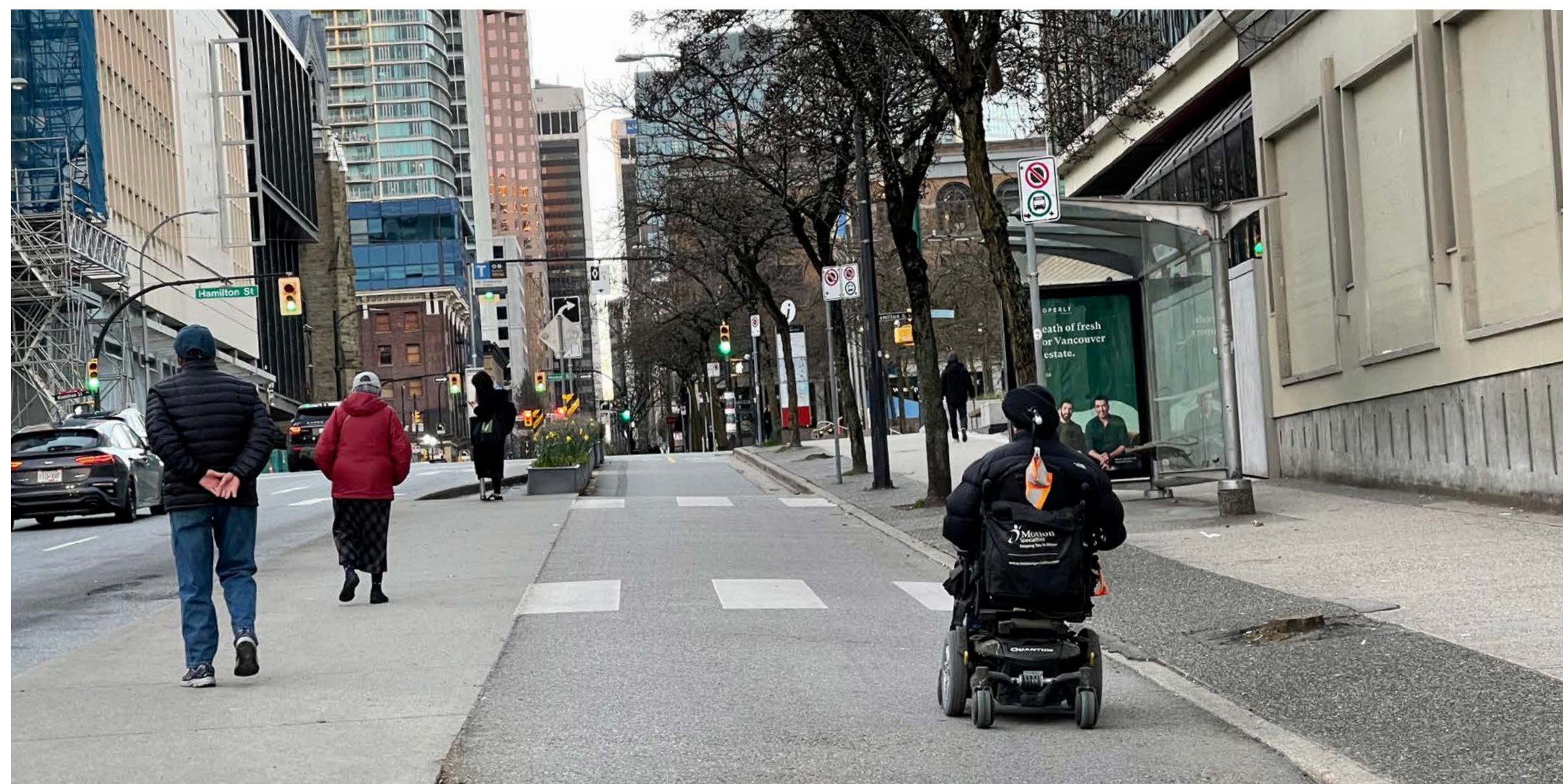
Hornby Street, Vancouver



Carrall Street, Vancouver



Beach Avenue, Vancouver



Dunsmuir Street, Vancouver

14

INSPIRATIONS

TRAFFIC CALMING | SHARED STREETS & SPACES

PORTSIDE GREENWAY - PHASE 1

CAR-LIGHT & CAR-FREE STREETS

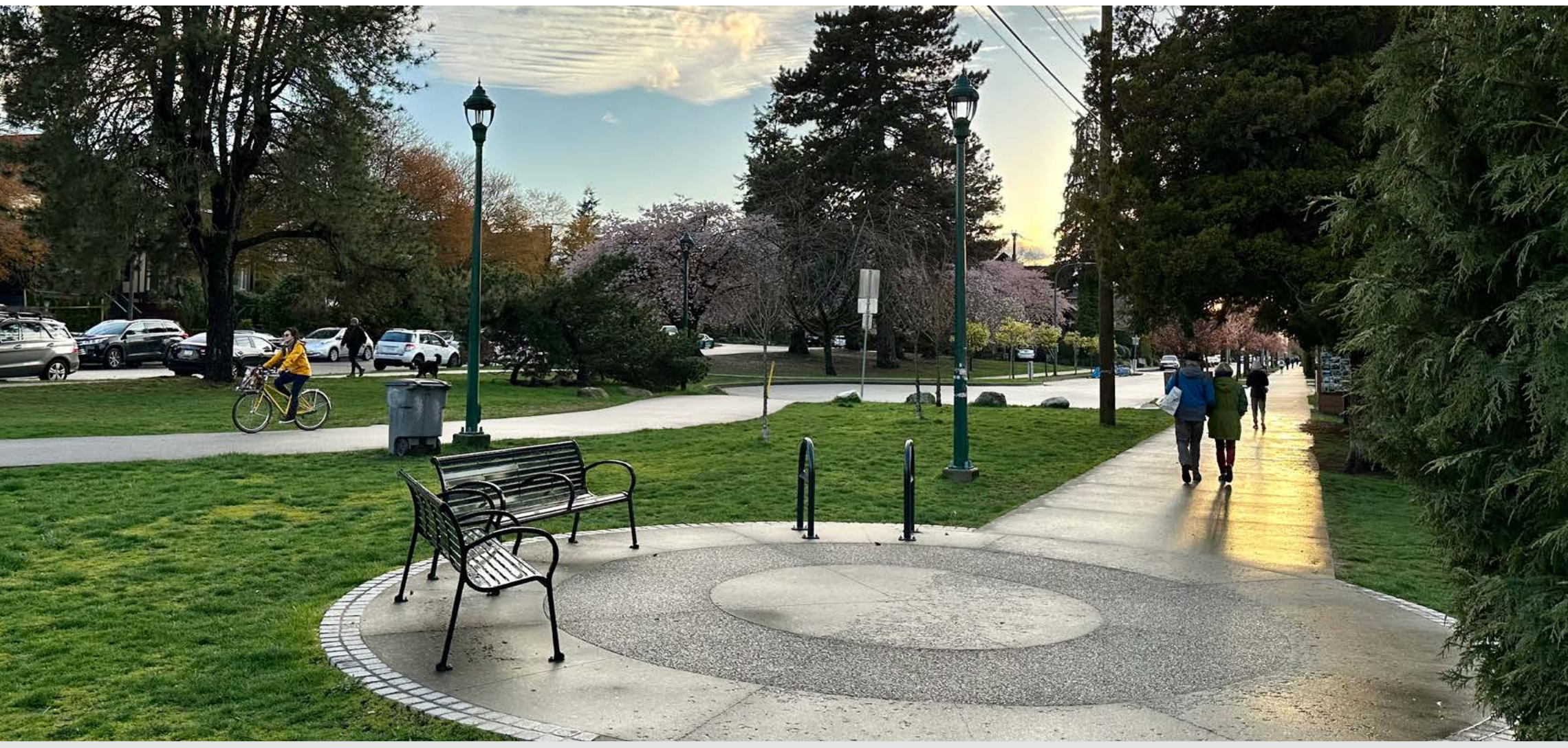
- A shared street is possible when motor vehicle speeds and volumes can be made very low through traffic calming and diversion
- Car-free greenways are possible where motor vehicle access is not needed
- Traffic diverters create opportunities for more public space, such as parks, landscaping, rain gardens and urban plazas, depending on the surrounding land use



Point Grey Road, Vancouver



Point Grey Road, Vancouver



Point Grey Road, Vancouver



Adanac Street at Hawks Avenue, Vancouver



Haro Street, Vancouver



Woodland Drive, Vancouver



Arbutus Greenway, Vancouver

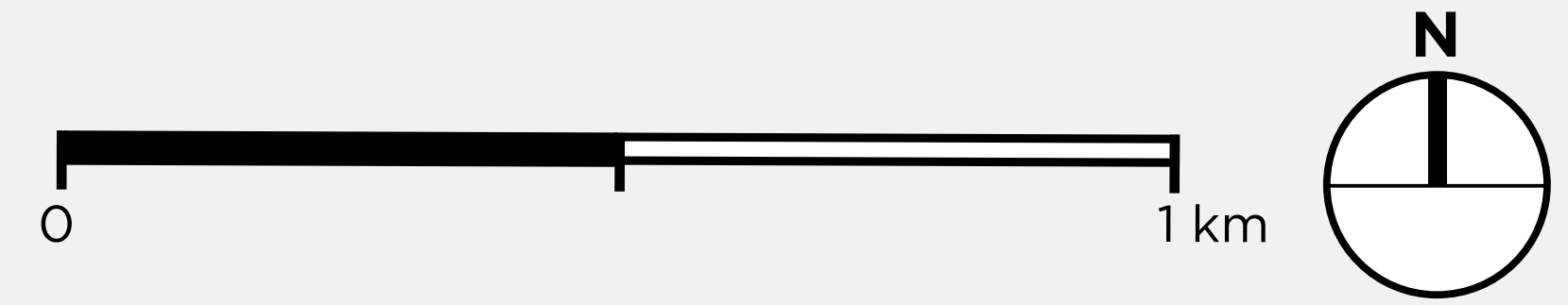
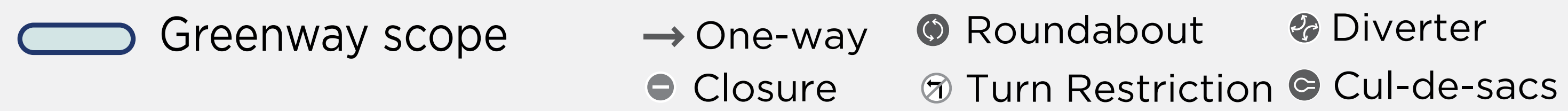
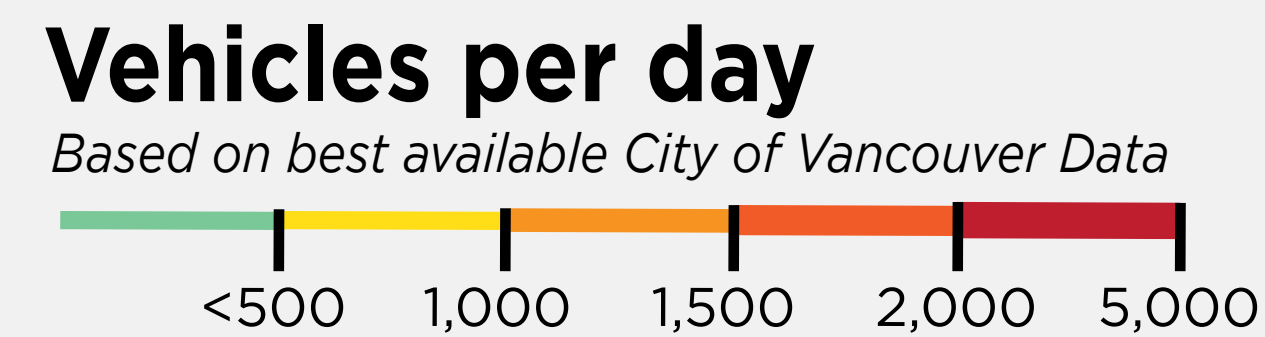
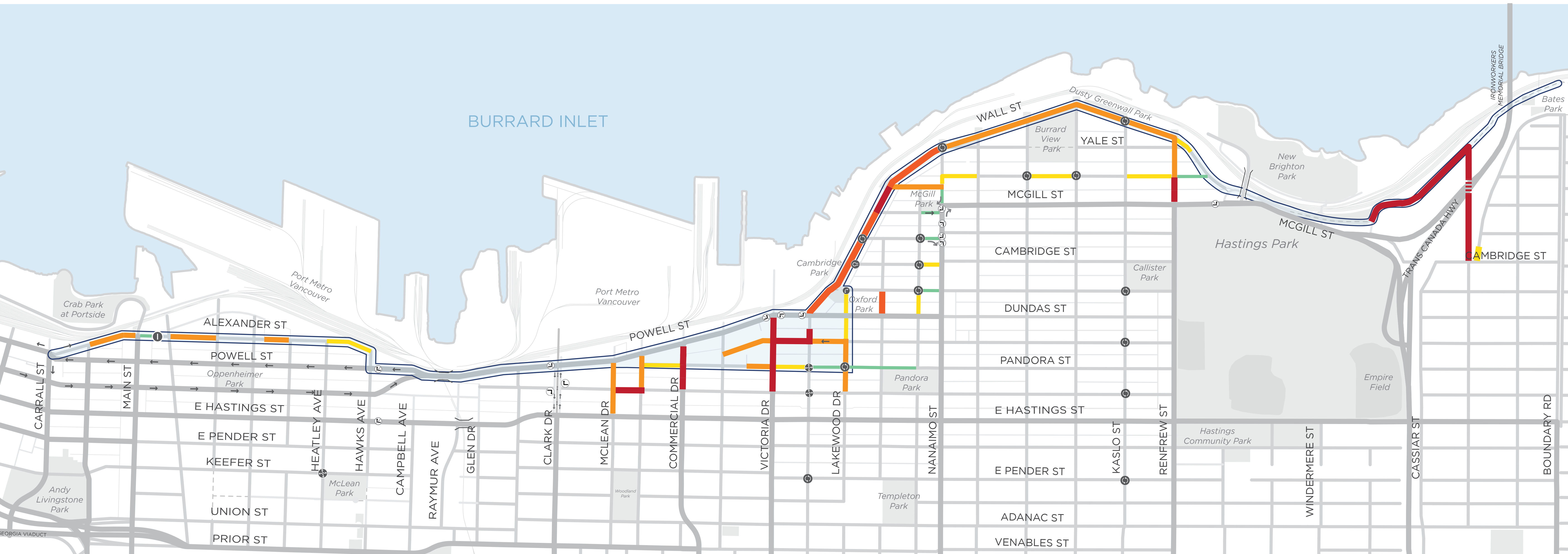


Seawall in Olympic Village, Vancouver

DESIGNING FOR ALL AGES AND ABILITIES (AAA)

There is no 'one-size-fits-all' approach to designing safe, comfortable biking and rolling routes for all ages and abilities.

- A general rule of thumb is to keep motor vehicle volumes under 30 km/hour and volumes under 500 vehicles/day
- Traffic diverters can help keep volumes and speeds low, but neighbourhood circulation and access must be considered
- Where volumes and/or speeds will remain high, routes should be physically protected



16 NEXT STEPS

PORTSIDE GREENWAY - PHASE 1



HAVE YOUR SAY

This is Phase 1 of a multi-phase engagement process.

We're looking for input on the project goals, a better understanding of how you use the route today, and any specific ideas or concerns you may have. We also want to hear your big ideas!

Your input will help us better understand local challenges and opportunities, and generate ideas for the greenway. Later this year there will be opportunities to review and help refine different concepts.

Remember to fill out a survey here today or online by Thursday, May 25.

Get involved in other ways:



Sign up for the email list to stay informed

For more information:



shapeyourcity.ca/portside-greenway



portsidegreenway@vancouver.ca

**Scan here to
learn more**

