

Portside Greenway

Engagement Summary Report | Phase 2



April 2025

Land Acknowledgement

The Portside Greenway is situated on the unceded traditional territories of the xʷməθkʷə́yəm (Musqueam), Skwxwú7mesh (Squamish), and səliłwətał (Tsleil-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.

On June 25, 2024, the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) Action Plan was formally adopted by Vancouver City Council. The UNDRIP Action Plan implements the long-term Vancouver UNDRIP Strategy, endorsed by the City Council in 2022. The co-developed action plan sets the course for the City of Vancouver's work with local Nations over the next five years.

There are a number of resources available to learn about the Nations and their ongoing relationship with the land which is now known as the City of Vancouver:

Musqueam Indian Band: musqueam.bc.ca

Squamish Nation: squamish.net

Tsleil-Waututh Nation: twnation.ca

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

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Executive Summary

The 7 km Portside Greenway connects Gastown to the Ironworkers Memorial Bridge. This project aims to improve safety, accessibility, green space and connections along the way. The Greenway runs through three east Vancouver neighbourhoods: Strathcona, Grandview-Woodland and Hastings-Sunrise.

Phase 1 public engagement (April – August 2023) focused on the whole greenway and in Phase 2, we shared two design options for Wall Street:

Car-Light Street: Quiet two-way shared street with parking on one or both sides. Road closures and traffic diversions will lower vehicle volumes and speeds.

Protected Bike Lane: A two-way protected bike lane on the north side of Wall Street with one-side parking for most blocks. Vehicle access will remain as it is today, with no road closures or traffic calming.

Engagement activities included:

- Notification Letter (3,800+ homes and businesses)
- Survey on Shape Your City (672 responses)
- Two Open Houses, a community workshop and stakeholder meetings (250+ attendees)
- Presentations to the City's Transportation Advisory Committee and Persons with Disability Committee

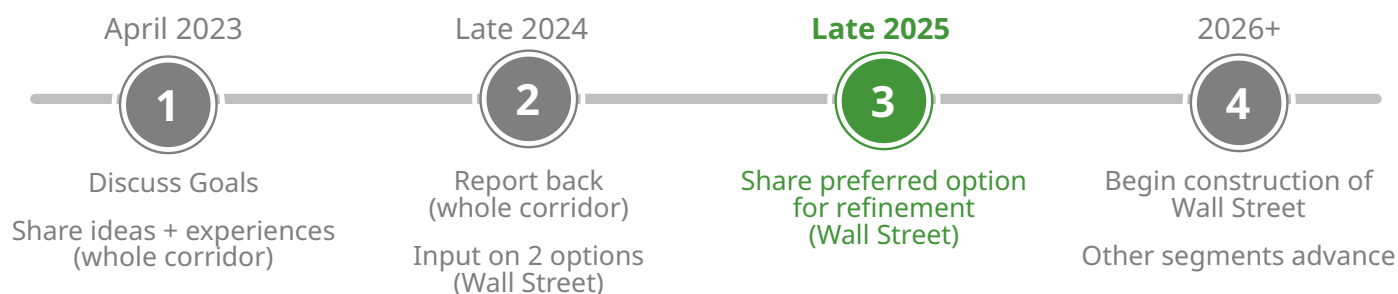
There were **high levels of support for the Car-Light Street option**. **71%** of survey respondents were either “very supportive” or “supportive” of this option. 68% of those that live along Wall Street or in the surrounding neighbourhood were either “very supportive” or “supportive”.

There were **lower levels of support for the Protected Bike Lane option**. **44%** of survey respondents were either “very supportive” or “supportive” of this option. Some groups, including sections of Wall Street residents, were not in support of this option.

Differences in support are likely due to how respondents considered the tradeoffs of each design. The Car-Light Street option retains more parking and allows for more new green spaces and wider sidewalks than the protected bike lane option; however, it can make vehicle access less convenient. The Protected Bike Lane option retains current vehicle access; however it keeps less parking and allows for less new green space. Additionally concerns about driveway conflicts and vehicle speeds were raised for this option.

The following report is a summary of Phase 2 engagement on the Portside Greenway. It includes a summary of activities and findings.

The findings from this phase will help develop the final design. This will be presented to the public in late 2025.



More project information is available at www.shapeyourcity.ca/portside-greenway

Project Overview

The Portside Greenway

The Portside Greenway is a 7 km route along the east Vancouver waterfront. It connects Gastown with the city's eastern border to Burnaby and the North Shore. The greenway is part of the TransCanada Trail and an important cycling route for recreational and commuter trips. The greenway exists today, except for a gap along

Powell Street. Along the greenway poor road and sidewalk conditions create safety issues. Vehicles also use the greenway as a shortcut, leading to high vehicle volumes and speeds. The Portside Greenway project is part of the 2024-2026 Capital Plan.

Five goals are guiding the Portside Greenway project. Phase 1 developed and confirmed them. Below are some ways the goals will be advanced on Wall Street:



1. **Accessibility, safety, & comfort.** Fix missing sidewalks on Wall Street. Address the safety issues caused by high vehicle volumes and speeds.



2. **Direct & intuitive connections:** Maintain the flat route along Wall Street. Ensure All Ages and Abilities (AAA) design.



3. **Public spaces & experience:** Enhance, expand and maintain existing greenspaces on Wall Street. Create new greenspaces where possible.



4. **Nature & rainwater management.** Add new green rainwater infrastructure as sidewalks and greenspaces are added or redeveloped.



5. **Transit, circulation & emergency vehicle movement:** Maintain vehicle access to all properties within the project area and consider neighbourhood circulation needs.

Focus on Wall Street

The Wall Street segment is a local street bikeway. It runs along Wall Street between the Dundas/Semlin Street intersection to the Commissioner Overpass. It extends through the primarily residential neighbourhoods of Cedar Cove and Burrardview, and connects several parks and green spaces. It also links the neighbourhoods to the recreational facilities at New Brighton Park.

The Wall Street segment is notable for green space opportunities. These opportunities were explored with participants in Phase 1 engagement. In Phase 1, participants also identified unsafe conditions along the Wall Street segment. Wall Street has high vehicle volumes and speeds for a local street. There are also over 2 km of missing sidewalks along Wall Street and sections of sidewalks in poor condition.

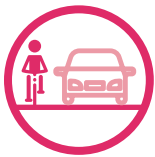
Engagement Approach

Design Options

Phase 2 focused on design options for the Wall Street segment (October 9 - November 28, 2024). We shared two design options with the community for feedback. Phase 1 informed these options including:

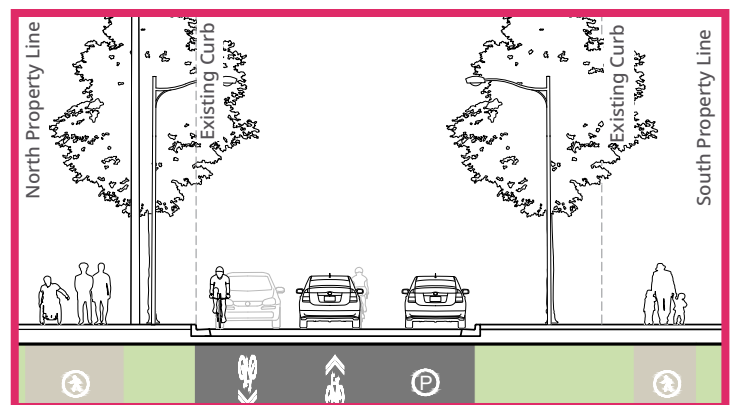
- The project goals.
- Transportation design guidelines for All Ages and Abilities (AAA) Cycling Facilities.
- Green space opportunities.
- Addressing safety challenges of missing sidewalks and vehicle shortcutting.
- Maintaining vehicle access to the mix of apartments and single-family homes.

Each option responds to the context of Wall Street and the project goals in a different way:



Car-Light Street:

A quiet street where people cycling and driving can share the road. There is parking on one or both sides of the street and space for wide sidewalks and new street trees. Road closures and traffic diversions will lower vehicle volumes and speeds. Vehicle access will change, but all residences will remain accessible by vehicle.

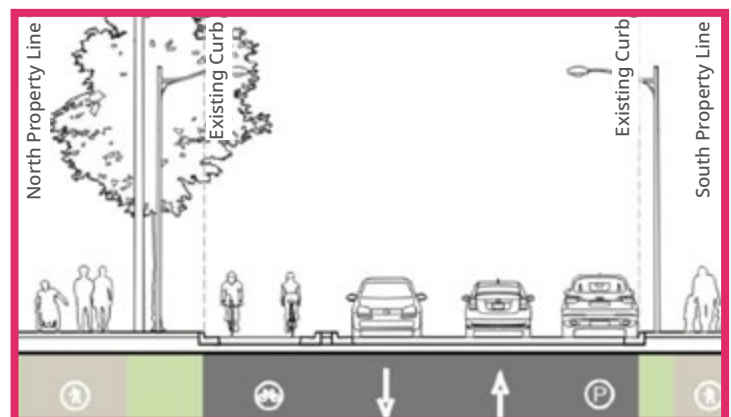


Typical car-light street cross-section (one side parking).



Protected Bike Lane:

A two-way protected bike lane on the north side of Wall Street. There is two-way vehicle traffic with parking on one side of the street for most blocks. Vehicle access will remain as it is today, with no road closures or traffic calming. People cycling are protected from people driving. The bike lane means there is limited space for wider sidewalks, new street trees or expanded green spaces. There will be no on-street parking between Kaslo and Renfrew Streets.



Typical protected bike lane cross-section.

Engagement Approach

We divided Wall Street into three zones: west, central and east. Participants provided feedback on zones of most interest to them. They explored design elements of each zone. They provided input on various tradeoffs including do we have on-street parking or wider sidewalks?

Our engagement objectives were:

- Provide easy to understand materials about the project and each design option.
- Ensure those living on Wall Street and in the neighbourhood were aware of the project.
- Give people different ways to provide input.
- Determine levels of support for each design option. Present findings by demographic categories including by those who live along Wall Street, or in the neighbourhood.

We mailed 3,835 notification letters to all residents and businesses in the project area.

We emailed people on the Portside Greenway project listserv. We also contacted organizations and service providers in the project area.

We raised awareness of the project with focused social media ads. Through the engagement window we continued social media ads and listserv emails. We also placed posters at civic facilities closest to the project area.

The Shape Your City project webpage was an information hub. Visitors could learn about the design options, get details on events, complete the survey and sign-up for updates.

Public input helps us understand community concerns, but it's just one of several data sources we use. We combine this feedback with technical studies, safety data, and engineering requirements to create balanced transportation designs. Community input isn't a vote, but rather helps us identify key issues to address.



Engagement at a Glance

Open House

200 participants over two open houses + 42 submitted comment forms



Interest Holder Discussions

Sessions with HUB Vancouver and Vancouver Urban Food Forest Foundation



Civic Advisory Committees

Transportation Advisory Committee and Persons with Disabilities Advisory Committee presentations.

Shape Your City

4,100 website visits



Neighbourhood Focus

3,835 notification letters delivered



Shape Your City Survey

672 responses



Social Media

2 targeted social media ads
100,741 impressions



Community Association Workshop

17 participants. In partnership with Burrardview Community Association.



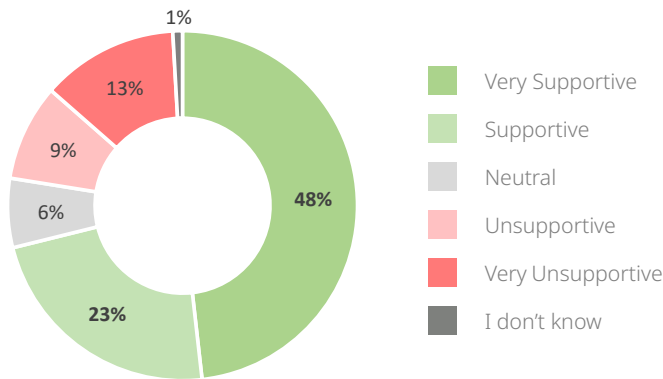
What We Heard

General Feedback

The Car-Light street option was supported by participants across all engagement modes.

Of the 672 survey respondents, most were either **very supportive** or **supportive** of the Car-Light Street option.

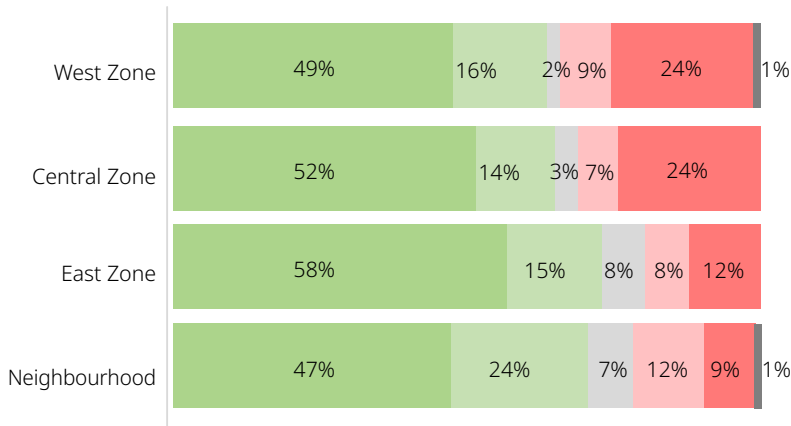
Right: Responses to the survey question “How do you feel about the Car-Light design for Wall Street?”



“Even though this will be the least “convenient” option for me since I am a driver who lives on wall street, I am voting for it because I also have stopped cycling here due to unsafe conditions due to car traffic not respecting cycling space.”

Respondents that live along Wall Street and in the surrounding neighbourhood also supported the Car-Light Street option.

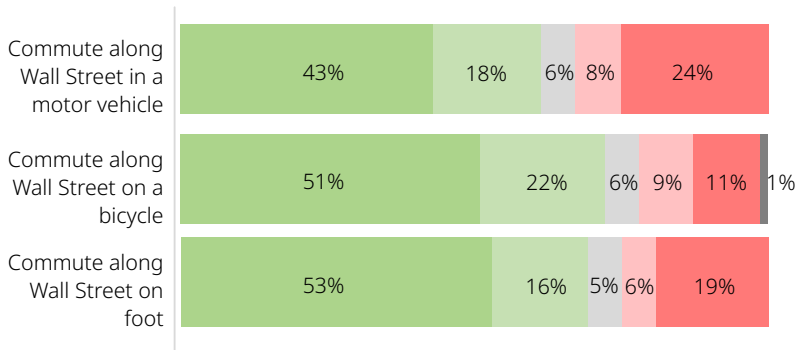
Right: Responses to the survey question “How do you feel about the Car-Light design for Wall Street?” by resident type.



“More green space, slower and less traffic going through Wall St, wider sidewalks will improve livability on Wall Street and in the area.”

Those that commute along Wall Street also supported this option.

Right: Responses to the survey question “How do you feel about the Car-Light design for Wall Street?” by commute type.



What We Heard

Survey respondents shared reasons for supporting the Car-Light Street option. These provide insight into both their priorities and concerns:

- Expanded and improved green spaces, wider sidewalks, new street trees and green infrastructure opportunities
- Addresses vehicle volume and speeding concerns along Wall Street. Still concerns about diverting shortcutting vehicles onto other neighbourhood streets.
- Believe the lower vehicle speeds and volumes will create a safer and more comfortable street for people walking and cycling.
- Concerns about vehicle access to Wall Street. This includes the Dundas and Wall Street intersection and access to properties along Wall Street between the Oxford Street closure and Dundas Street.

Open House attendees supported the Car-Light Street option. **65%** of the 40 submitted comment forms showed **overall support**. Observations and ideas from these sessions included:

- Support for new green spaces, expanded parks and sidewalks. These will create a better experience for everyone.

- Support for people cycling and driving sharing the road because of reduced vehicle volumes and speeds.
- Concerns about changes to on-street parking and vehicle access. Areas of concern for on-street parking changes are along the north side of Wall Street. Areas of concern for vehicle access include the Oxford Street closure and the Dundas/Semlin and Wall Street intersection.

“Parking is at a premium in this neighborhood and most of it, both sides, needs to be preserved.”

Workshop, Advisory Committee meetings and Stakeholder meetings included discussions on each option. Each group identified opportunities and concerns:

- Support for new sidewalks and focus on improving pedestrian safety.
- Concerns about Wall Street access for residents and emergency vehicles because of road closures.
- Concerns about the loss of parking all along Wall Street, but specifically at the West and East Zones.
- Support for addressing vehicle volumes and speeds along Wall Street but concerns about this traffic being diverted throughout the neighbourhood.
- Support for increasing green space and enhancing or improving the existing parks. Priority should be given to planting native vegetation and working with community groups and Indigenous leaders to develop planting plans.

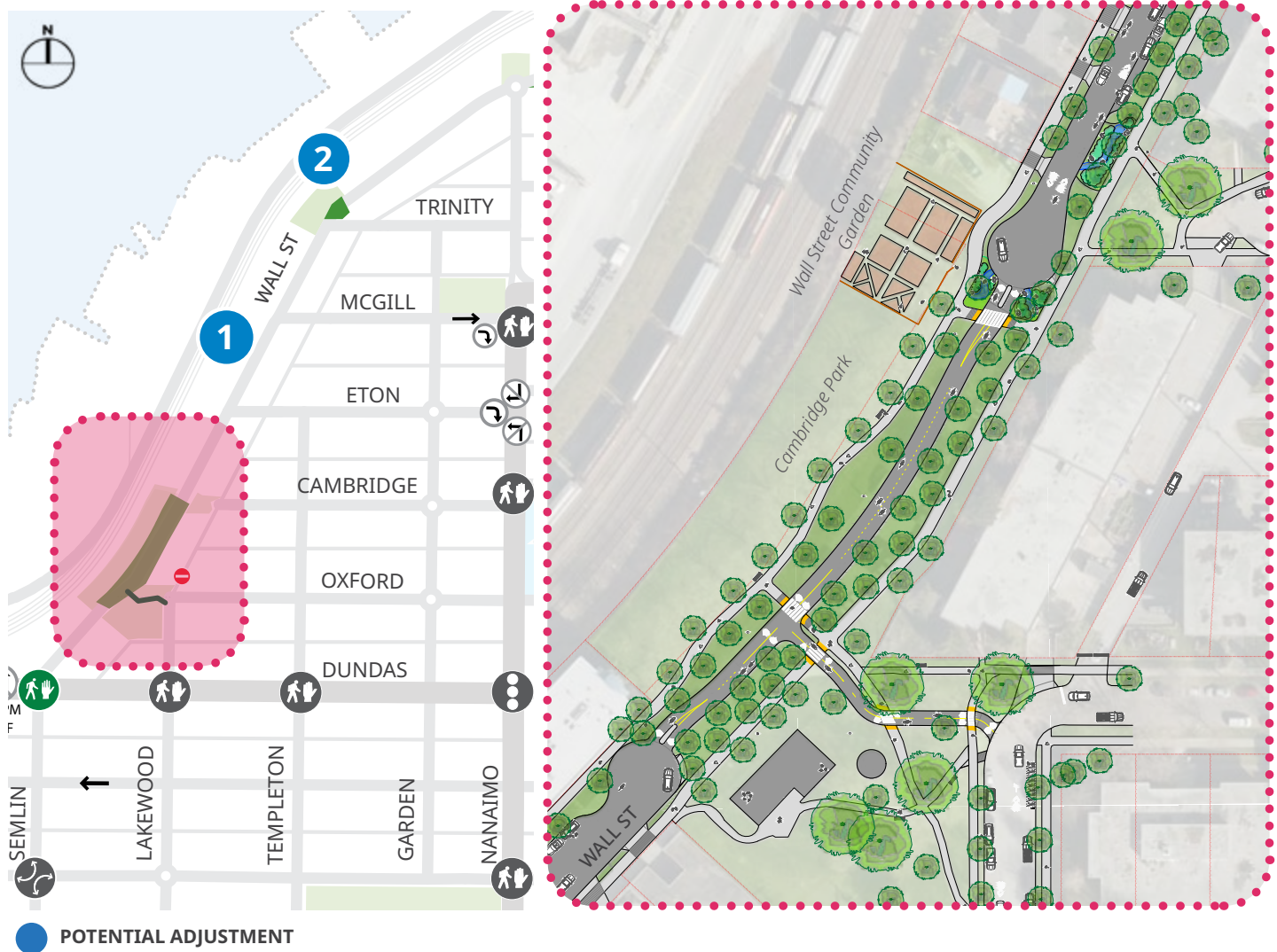


What We Heard

Feedback on Car-Light Street Option by Zone

West Zone: Wall Street between Semlin Drive and Nanaimo Street

The West Zone of the Car-Light Street option included a road closure and expansion of Oxford Park to reduce vehicle traffic along Wall Street. This would lower vehicle volumes and speeds so people cycling and driving can safely share the road.



POTENTIAL ADJUSTMENTS

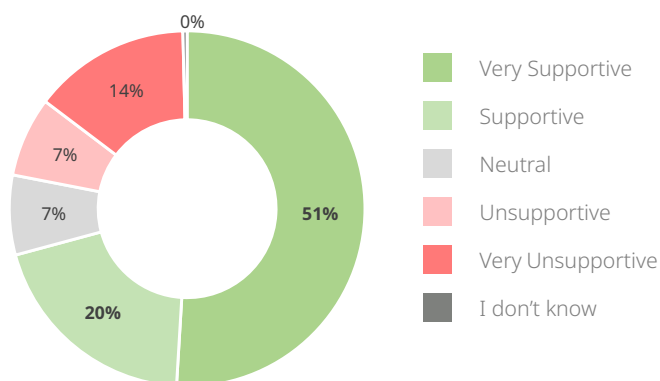
- 1 Retain ~30 on-street parking spaces between Cambridge and Trinity Streets and reduce space for sidewalk widening and street trees.
- 2 Install an additional road closure at Trinity Street to further reduce vehicle traffic along Wall Street and expand Trinity Park.

What We Heard

Zone-specific survey questions were optional.

524 respondents chose to provide input on the West Zone and there was **overall support** for the Car-Light Street option:

Below: Responses to the survey question “How do you feel about the Car-Light design for the West Zone?”



Feedback on the West Zone came from the survey, open houses, and a workshop with the Burrardview Community Association.

Benefits:

- Expanded green space and street trees, including Cambridge Park (due to the Oxford closure).
- Reducing vehicle traffic along Wall Street.
- Road closures will lower vehicle volumes and speeds.

Issues:

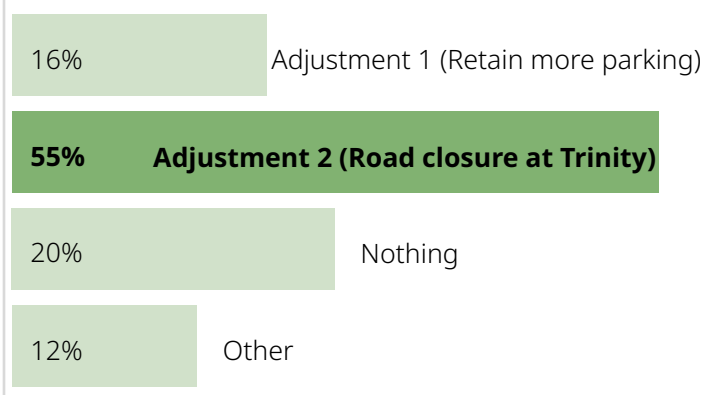
- Vehicle access to homes and businesses along Wall Street. Including the closure at Oxford Street, and left turns from Dundas onto Wall and Wall onto Dundas
- Removal of on-street parking.
- Emergency vehicle access to buildings on Wall Street, or by the Oxford closure.
- Long-term parking in the area. Potential for conflicts between resident and visitor parking.

- Traffic rerouting onto narrow streets; vehicles often travel one at a time due to parked cars.
- Communicating changes before implementation so the community can prepare.

Feedback on Potential Adjustments:

We shared two potential adjustments for the Car-Light Street in the West Zone through engagement. **Adjustment 2 was most supported (55%).**

Below: Responses to the survey question “Which of the potential adjustments to the Car-Light option for the West Zone make this option work better for you? Select all that apply.” (See descriptions of potential adjustments above).



Other suggested design adjustments included:

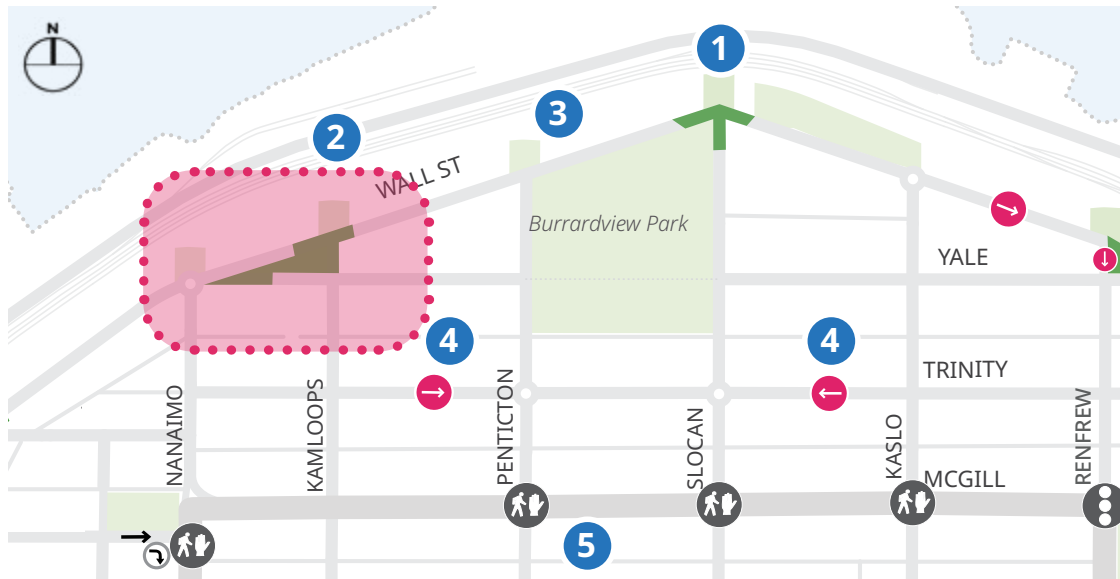
- Address access into and out of the neighbourhood at the intersection of Wall Street and Semlin/Dundas Street.
- Avoid redirecting traffic to Trinity Street and through alleys in the area.
- Make sidewalks wider, expand car-free area to create even more green space.

“I like the proposed joining of Oxford and Cambridge parks and other design proposals associated with this option.”

What We Heard

Central Zone: Wall Street between Nanaimo and Renfrew Streets

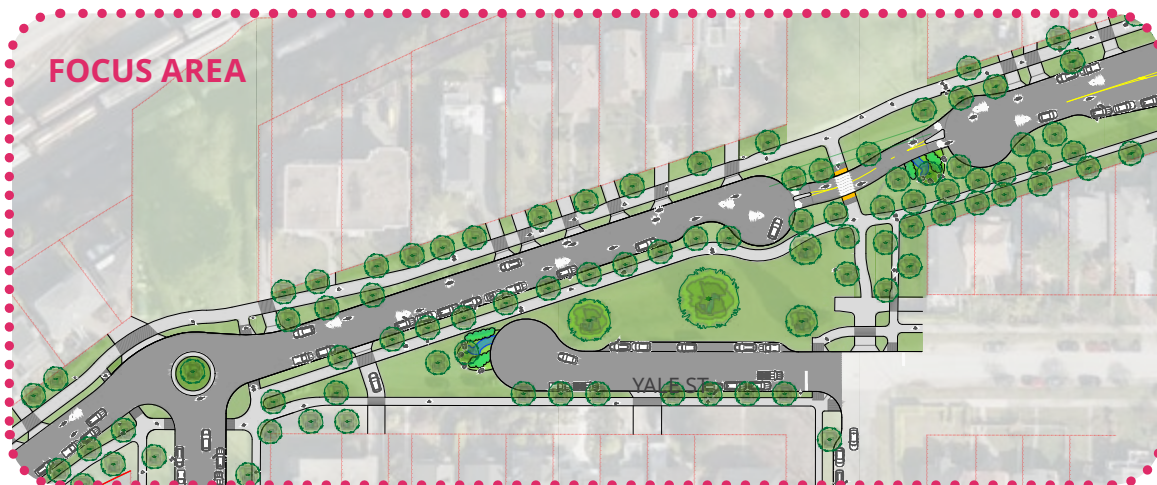
The Central Zone includes closing Wall Street to vehicle traffic between Nanaimo and Kamloops Streets. Wall Street becomes one-way eastbound between Kaslo and Renfrew Streets. It is narrowed for a new, wider sidewalk and new street trees. Some existing on-street parking is maintained.



POTENTIAL ADJUSTMENTS

POTENTIAL ADJUSTMENT

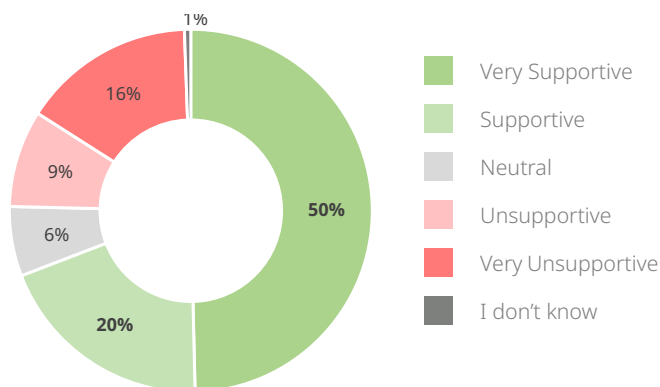
- 1** Maintain vehicle access between Wall and Yale Streets, which will slightly reduce the amount of new green space.
- 2** Install an additional road closure on Wall Street at Slocan Street to reduce vehicle traffic along Wall Street.
- 3** Retain parking on both sides of the street instead of providing more space for sidewalks and street trees.
- 4** Converging one-way streets are proposed along Trinity Street (eastbound only between Kamloops and Penticton Street and westbound only between Slocan and Kaslo Street), to help discourage traffic using Trinity Street, instead of Wall Street to avoid traffic on arterial streets in the neighbourhood.
- 5** Other neighbourhood traffic calming (not on Wall Street).



What We Heard

532 survey respondents chose to provide feedback on the Central Zone. Of these **70%** were in **support** of the Car-Light option for this zone.

Below: Responses to the survey question "How do you feel about the Car-Light design for the Central Zone?"



Feedback came from the survey, open houses, and a workshop with the Burrardview Community Association.

Benefits:

- Expanded green spaces, especially improvements at Dusty Greenwell Park and widened sidewalks.
- Fewer vehicles make it safe for people cycling and driving to share the road.

Issues:

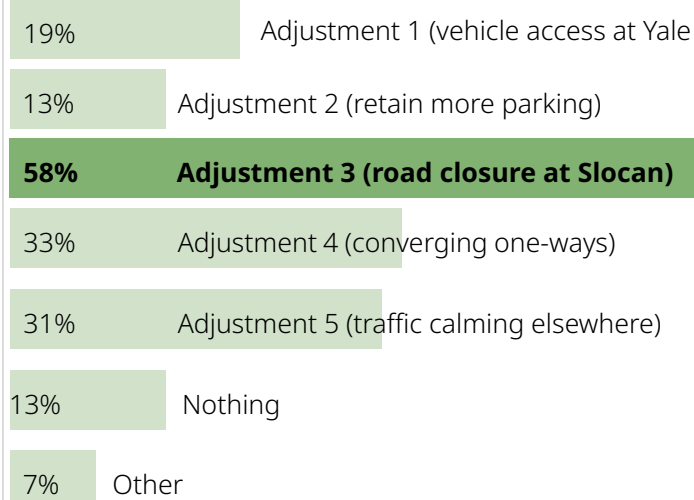
- Access to and from Wall Street during snow and flooding events. If roads close to vehicles, residents must use steep streets (Penticton and Kaslo) that are not priority routes for snow clearing.
- Parking removal between Kaslo and Renfrew Streets. These houses have steep driveways that are hard to use.
- Emergency services access for homes near the proposed road closures to vehicles.

Feedback on Potential Adjustments:

We shared five potential adjustments for the Central Zone through engagement.

Adjustment 3 was most supported (58%).

Below: Responses to the survey question "Which of the potential adjustments to the Car-Light option for the Central Zone make this option work better for you? Select all that apply." (See descriptions of potential adjustments above).



Additional locations for potential adjustments:

45 respondents provided additional locations where parking should be maintained (Adjustment 3). The top two were:

- Everywhere and as much as possible.
- Along both sides for all of Wall Street.

80 respondents provided additional potential locations for traffic calming measures (Adjustment 4). The top two were:

- Everywhere, including on side streets and alleyways.
- McGill and Renfrew Streets.

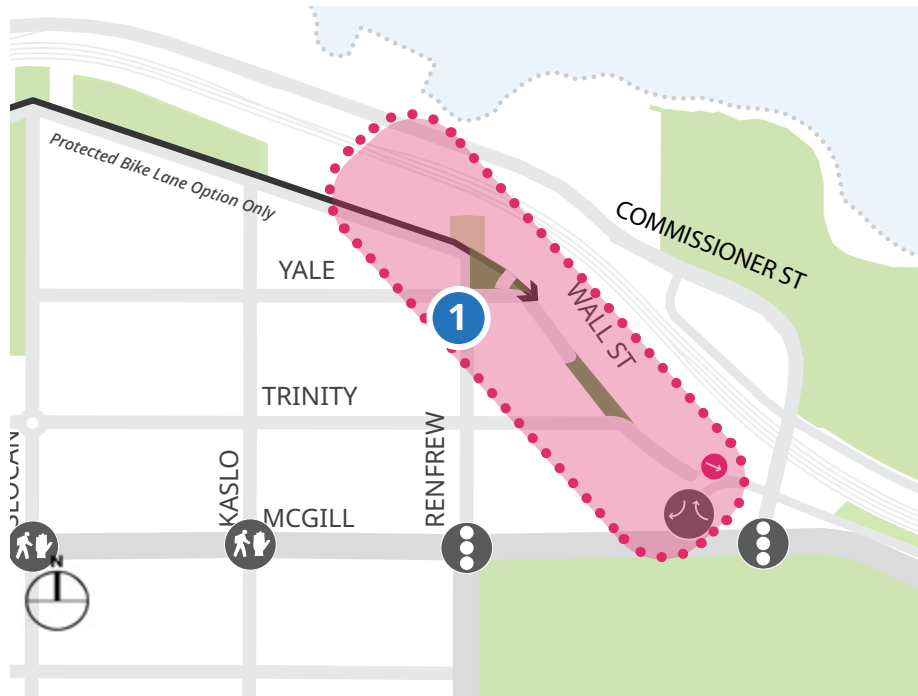
Other suggested design adjustments included:

- Improving safe access to nearby arterials.
- Increasing green space and street trees.
- Improving access to/from McGill Street.

What We Heard

East Zone: Renfrew Street to Commissioner Overpass

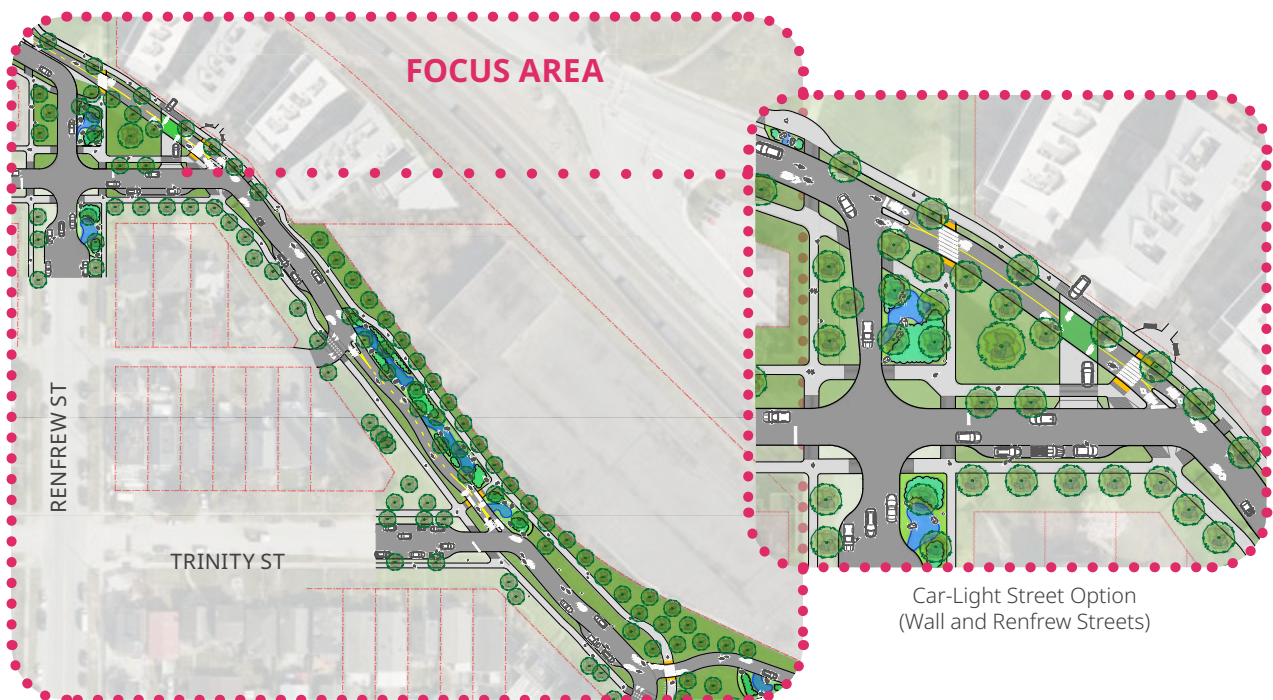
The East Zone had one design option because of expected low traffic volumes east of Renfrew Street. The design is Car-Light Street with two car-free areas along Wall Street. One is between Renfrew and Yale Street and the other is between the lane south of Yale and Trinity Street. A narrowed Wall Street becomes a meandering road with a new widened sidewalk.



POTENTIAL ADJUSTMENT

- 1 Retain additional on-street parking instead of building a new sidewalk on the south side of Wall Street.

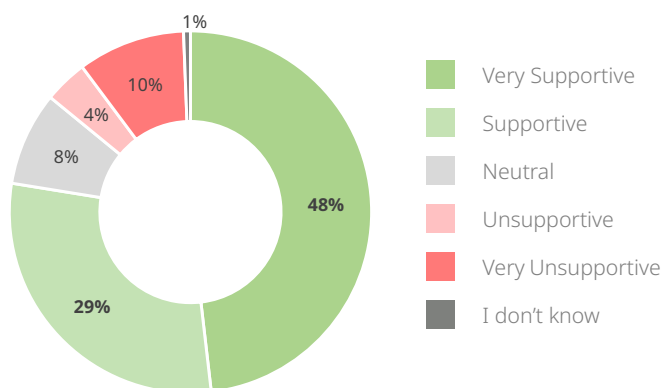
 POTENTIAL ADJUSTMENT



What We Heard

Survey findings showed **77% support** for the proposed design in the East Zone.

Below: Responses to the survey question "How do you feel about the design for the East Zone?"



Feedback on the East Zone came from the survey, open house and a workshop with the Burrardview Community Association.

Benefits:

- Expanded sidewalk along the north side of Wall Street.
- Potential for improved access to New Brighton Park and its recreation facilities.



"I don't mind having a bike lane but not at the expense of parking. I love the idea of one way traffic at the east end of Wall Street. Definitely need more trees and sidewalks to enhance beauty and safety."

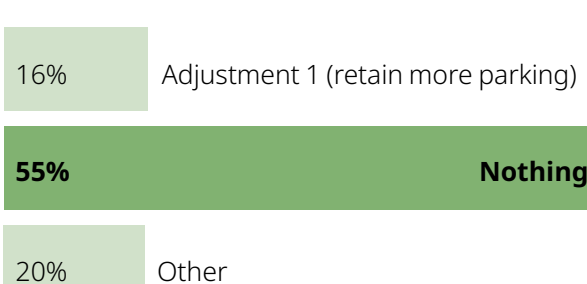
Issues:

- Loss of on-street parking.
- Access to the multi-family buildings for deliveries, taxis and HandyDart pick-ups.

Feedback on Potential Adjustments:

We shared one adjustment to the East Zone through engagement.

Below: Responses to the survey question "Which of the potential adjustments to the car-light option for the East Zone make this option work better for you? Select one." (See the description of the potential adjustment above).



Other suggested design adjustments included:

- Remove more on-street parking to add green space and further widen sidewalks.
- Restrict vehicles from using Maple Leaf Storage's private road.
- Expand the road closure areas to increase green space.

What We Heard

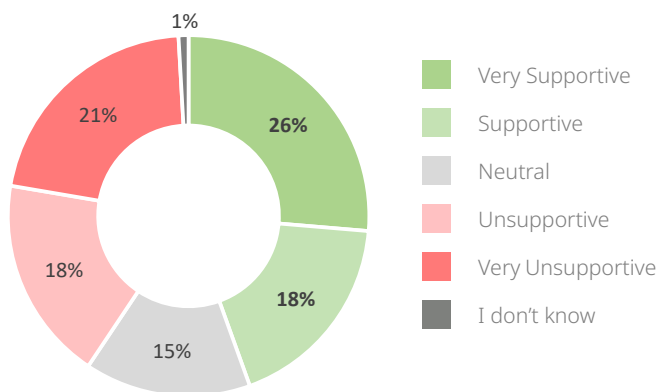
Feedback on Protected Bike Lane Option by Zone

Protected Bike Lane:

A physical barrier protects people cycling from vehicle traffic. The two-way bike lane runs along the north side of Wall Street. There are no road closures or traffic diversions. There is less space to also widen sidewalks, expand green space or add new street trees. On-street parking is retained on one side of the street and there is no on-street parking between Kaslo and Renfrew Streets.

The Protected Bike Lane option had **lower levels of support** than the Car-Light Street Option. Non-residents were the only group of survey respondents in support of this option.

Below: Responses to the survey question "How do you feel about the Protected Bike Lane option for Wall Street?"



Survey feedback on the Protected Bike Lane option:

- Requires too much parking removal.
- Doesn't allow for more green space and street trees.
- Doesn't address high vehicle volumes and speeds along Wall Street.
- Potential conflicts at driveways and intersections between people cycling and people driving.

- Protected bike lane is the safest type of cycling facility and safety should be a priority.

Open house comment forms showed a lack of support with **57%** of respondents **unsupportive** of this option. Comments included:

- Concerns about losing on-street parking for seniors, and First Nations housing developments.
- Concerned about safety issues between people cycling and people driving.
- Driveways are steep and have poor visibility along the bike lane on the north side of Wall Street.
- Approach may be more appropriate for other sections of the Portside Greenway.

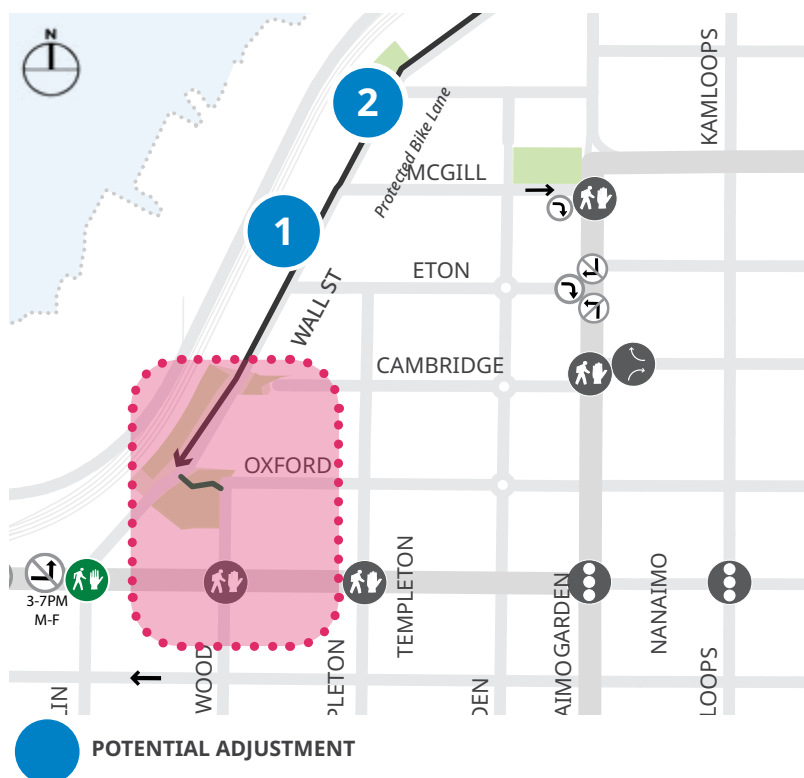
Feedback from Workshop, Advisory Committee meetings and Stakeholder meetings, included:

- Loss of on-street parking may require some residents to use steep driveways.
- The bike lane crosses many driveways. This may increase interactions between people cycling and people driving.
- Doesn't allow for more green space and street trees.

What We Heard

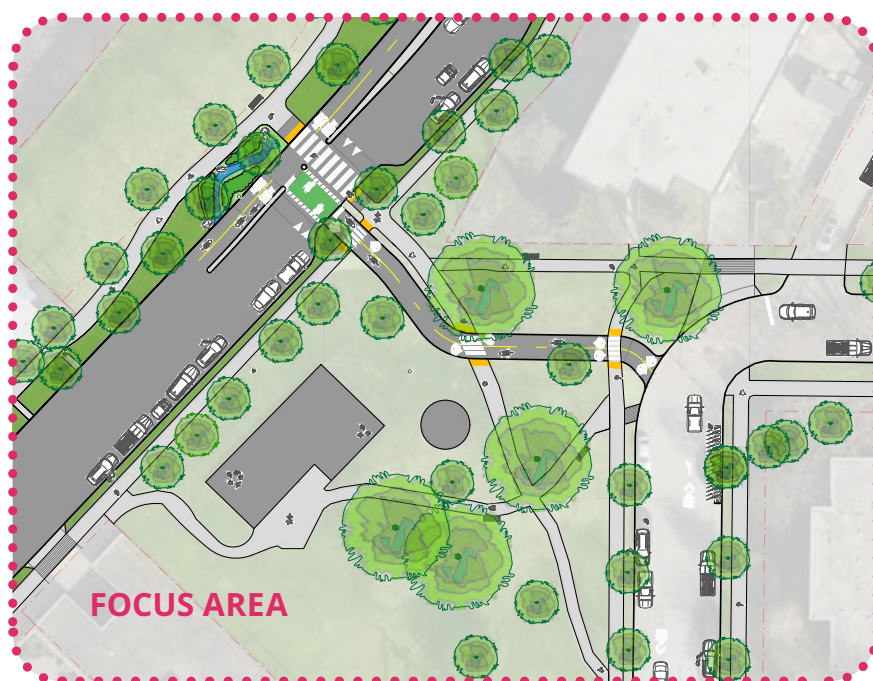
West Zone: Wall Street between Semlin Drive and Nanaimo Street

The West Zone Protected Bike Lane option adds a two-way protected bike lane on the north side of Wall Street. People cycling are physically separated from vehicles. There is less space for on-street parking, sidewalk widening and new street trees. Wall Street remains open to vehicle traffic. It will still experience higher traffic volumes and vehicle speeds.



POTENTIAL ADJUSTMENTS

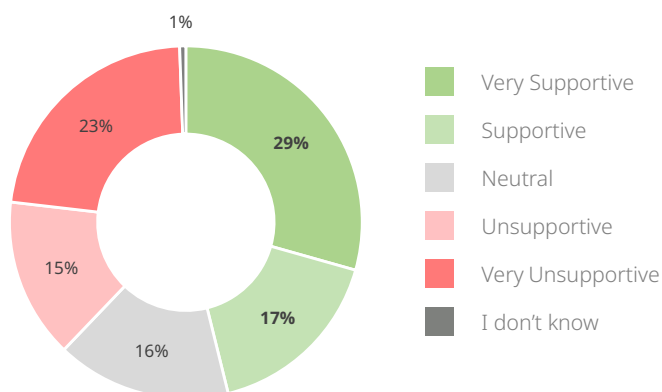
- 1** Retain parking along one side of the street and reduce space for sidewalk widening and street trees.
- 2** Remove more parking to increase space for sidewalk widening and street trees on the south side.



What We Heard

525 respondents chose to provide input on the West Zone. **48%** were in **support** of the Protected Bike Lane option.

Below: Responses to the survey question “How do you feel about the Protected Bike Lane option for the West Zone?”



Feedback on the West Zone came from the survey, open house and a workshop with the Burrardview Community Association:

Challenges:

- Continued high vehicle volumes along Wall Street.
- Removal of parking in an area with a majority of multifamily buildings.
- Doesn't expand green space, like the Car-Light option.
- High vehicle volumes and speeds will continue, making it unsafe for pedestrians.

Benefits:

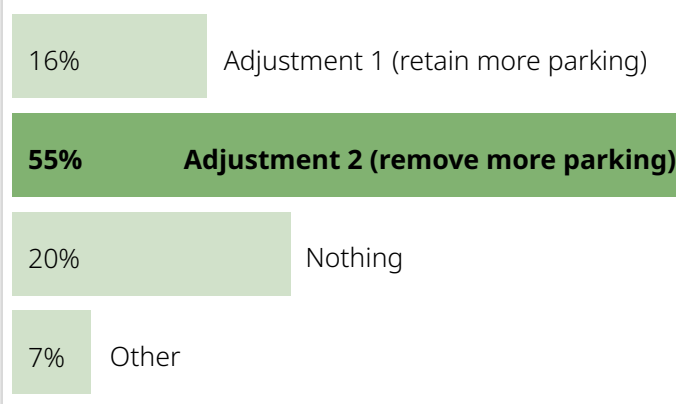
- Maintains on street parking.
- Keeps more eyes on the street and limits the creation of new green spaces that may not be maintained.
- Protected bike lane is the safest option for cycling facilities. It is necessary if vehicle volumes are not reduced.

“I think having separation would be helpful, and maintaining access for motorized transport is important to me.”

Feedback on Potential Adjustments:

We shared two potential adjustments for the West Zone of the Protected Bike Lane through engagement. **Adjustment 2** was the **most supported (55%)**.

Below: Responses to the survey question “Which of the potential adjustments to the Protected Bike Lane option for the West Zone make this option work better for you? Select one.” (See descriptions of potential adjustments above).



Other suggested design adjustments included:

- Support for maintaining parking.
- Restricting Wall Street access from Dundas/Semlin Street.
- Ensuring safe protected bike lane width.

“To be clear, while I’m unsupportive, it’s still much better than doing nothing. The conflicts at intersections are just not worth it. Having bikes off the road will only encourage cars to go faster.”

What We Heard

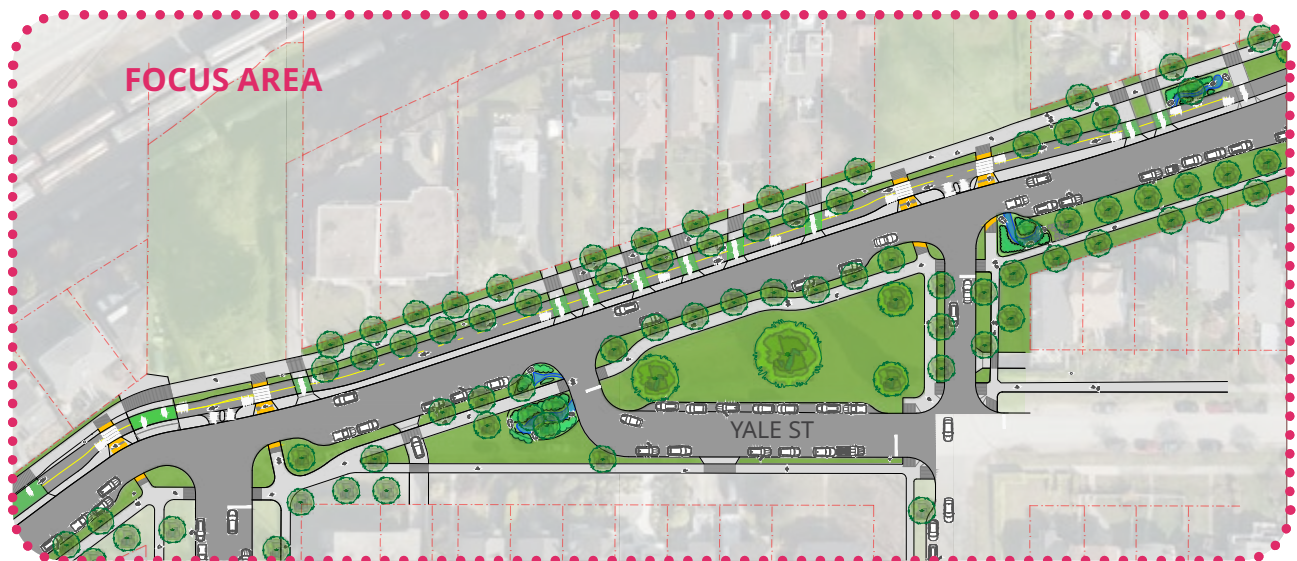
Central Zone: Wall Street between Nanaimo and Renfrew Streets

The Protected Bike Lane option for the Central Zone maintains two-way vehicle traffic on Wall Street. There is only enough space to fit the protected bike lane and on-street parking on one side of the street. There will be no parking between Kaslo and Renfrew Streets.



POTENTIAL ADJUSTMENTS

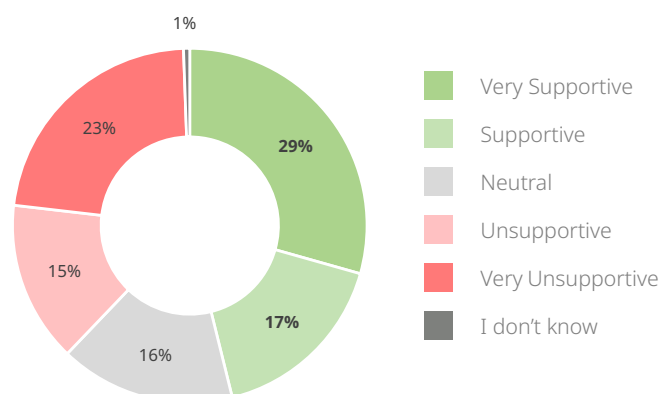
- 1 Retain parking on both sides of the street instead of providing space for sidewalks and street trees.
- 2 Make Wall Street one-way eastbound between Kaslo and Renfrew to retain parking on one-side of the street.



What We Heard

525 respondents chose to provide input on the Central Zone. **48%** were in **support** of the Protected Bike Lane option.

Right: Responses to the survey question “How do you feel about the Protected Bike Lane option for the Central Zone?”



Feedback on the Central Zone came from the survey, open house and a workshop with the Burrardview Neighbourhood Association:

Challenges:

- Parking removal along Wall Street between Kaslo and Renfrew Streets.
- People backing vehicles out of steep driveways have low visibility. This may create dangerous conflicts with people cycling.
- Slower cyclists (like children learning to ride) may have conflicts with faster cyclists.
- Some felt this option feels more car centric, or car focused. This is less about creating a community amenity or supporting the neighbourhood.

Benefits:

- New sidewalks along Wall Street and increased pedestrian safety.

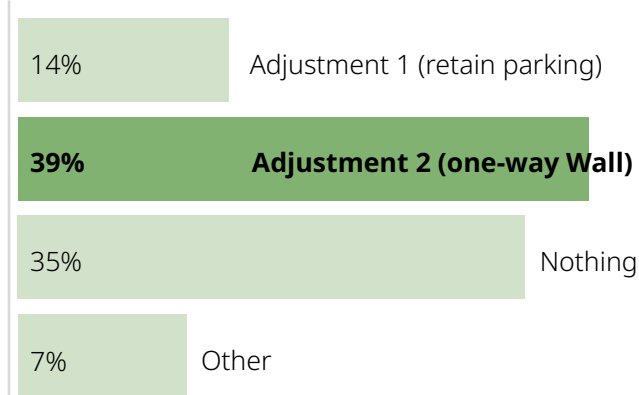
“Not enough parking is retained to service residents of the area.”

Feedback on Potential Adjustments:

We shared two potential adjustments for the Central Zone through engagement.

Adjustment 2 was most supported (39%).

Below: Responses to the survey question “Which of the potential adjustments to the Protected Bike Lane option for the Central Zone make this option work better for you? Select one.” (See descriptions of potential adjustments above).



Additional locations for potential adjustments:

Respondents provided locations where they want more parking (Adjustment 1). The top two responses were:

- Everywhere and add as much parking as possible.
- Along Wall Street, specifically on the north side.

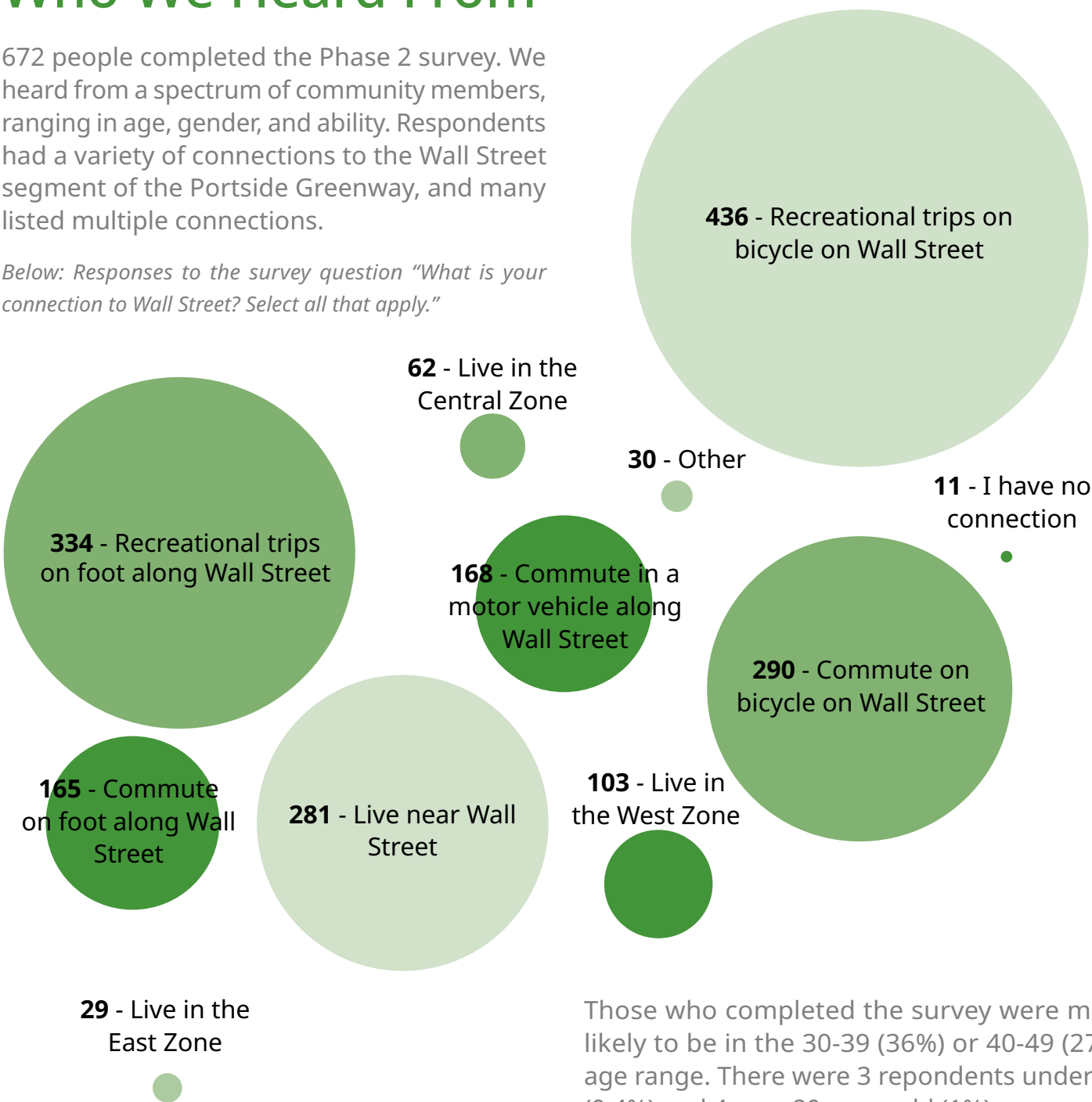
Other suggested design adjustments included:

- Support for expanding green spaces and car-free areas.
- Add more traffic calming around Nanaimo and Wall Street.
- Maintain as much on-street parking as possible.
- Make Wall Street one-way to accommodate more parking and green space.

Who We Heard From

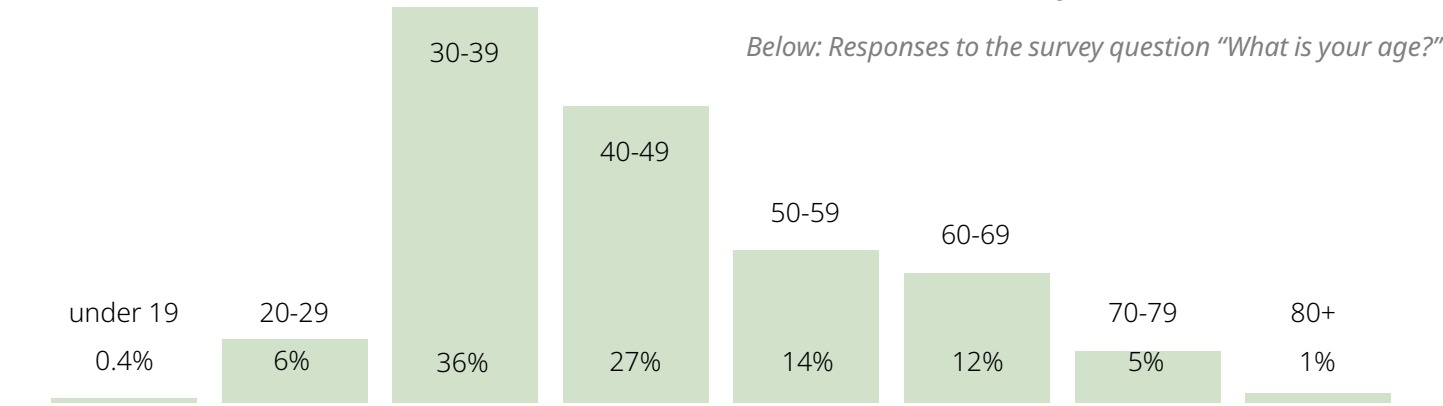
672 people completed the Phase 2 survey. We heard from a spectrum of community members, ranging in age, gender, and ability. Respondents had a variety of connections to the Wall Street segment of the Portside Greenway, and many listed multiple connections.

Below: Responses to the survey question "What is your connection to Wall Street? Select all that apply."



Those who completed the survey were most likely to be in the 30-39 (36%) or 40-49 (27%) age range. There were 3 respondents under 19 (0.4%) and 4 over 80 years old (1%).

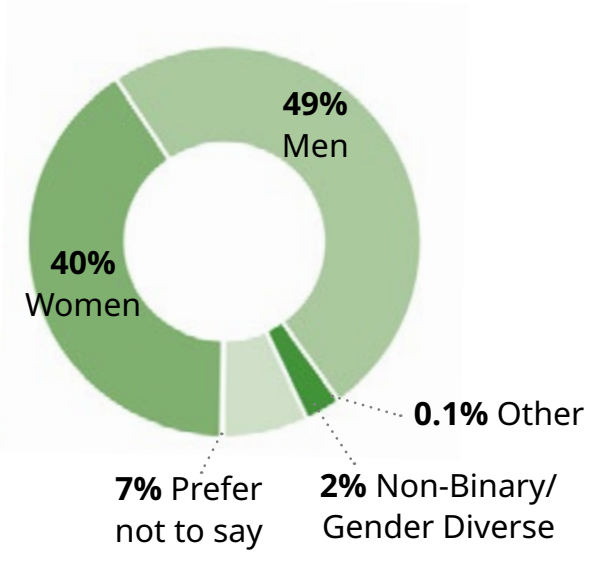
Below: Responses to the survey question "What is your age?"



Who We Heard From

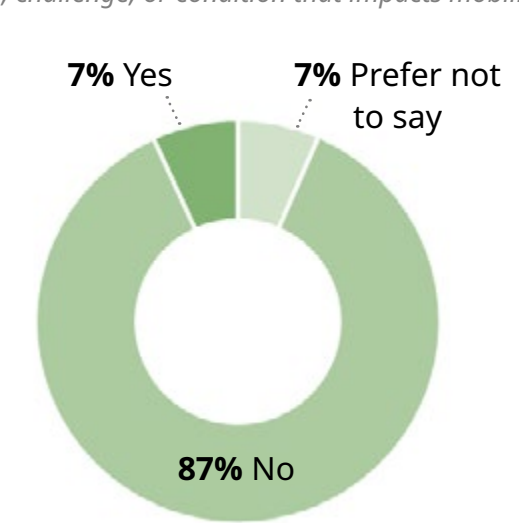
Nearly half of all survey respondents identify as men (49%).

Below: Responses to the survey question “What is your gender identity?”



The majority of survey respondents (87%) did not indicate the presence of a challenge that impacts mobility.

Below: Responses to the survey question “Do you have a disability, challenge, or condition that impacts mobility?”



Staff reached out to groups representing residents, community organizations, transportation, sustainability, public space, and equity. We invited them to connect through virtual meetings, in person meetings, and/or site visit as they preferred.

From October through December 2024, staff held 6 stakeholder sessions with 60 participants.

Organization	Date	Engagement
Burrardview Community Association	Oct 8 2024	Stakeholder meeting - 29 attendees
Transportation Advisory Committee (TRAC)	Oct 16 2024	Presentation - 10 attendees
Burrardview Community Association	Oct 29 2024	Stakeholder workshop - 17 attendees
Persons with Disabilities Advisory Committee (PDAC)	Nov 7 2024	Presentation - 7 attendees
Vancouver Urban Food Forest (VUFF)	Dec 3 2024	Stakeholder meeting - 2 attendees
HUB Cycling	Dec 4 2024	Stakeholder meeting - 2 attendees

Conclusions + Next Steps

In conclusion, public engagement for Phase 2 of the Portside Greenway project included a range of activities and ways for participants to provide input. Engagement events focused on residents along Wall Street and in the Burrardview neighbourhood. There were also opportunities for those interested in improving cycling facilities to participate.

Each demographic group connected to Wall Street (residents and those that use Wall Street to commute or for recreational trips) supported the **Car-Light Street Option**. Participants supported the increased greenspace, new sidewalks, and traffic calming that are key elements of this option.

The **Protected Bike Lane Option** was only supported by those with no connection to Wall Street. Participants expressed concerns about the loss of parking, the lack of new greenspaces and sidewalks and safety concerns over conflicts at driveways between people cycling and people driving.

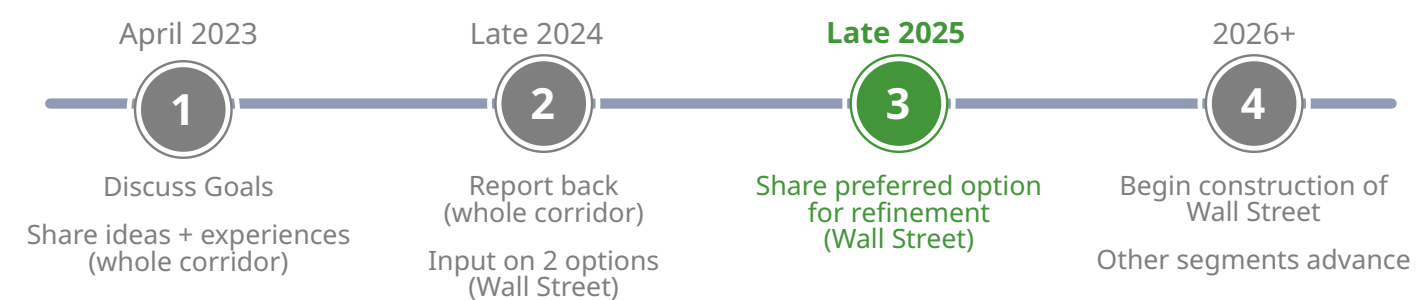
There was less agreement around the potential adjustments. While there was clear support for the Car-Light Street design option in each zone, only two of the related adjustments to the base concept were

supported by the majority of respondents. For the Protected Bike Lane, one adjustment to the base concept was supported by the majority of respondents. There was lower support for this option in each zone. This indicates that the potential adjustments were not enough to change support for the Protected Bike Lane option.

When looking at the overall feedback on the potential adjustments, the levels of support highlight some tension between the tradeoffs proposed by each design. There was support for potential adjustments that created more parking, and for others that created more greenspace.

As we move forward with developing the preferred option, the engagement feedback from Phase 2 will be a key input. We will be doing additional analysis and design work to help fully realize the preferred option. In late 2025 the community will have the opportunity to see the design for Wall Street. A final phase of engagement focused on refining the design will launch then. Once public engagement is complete the Wall Street segment of the Portside Greenway will shift into detailed design and implementation.

The findings from this phase will help develop the final design. This will be presented to the public in late 2025.



More project information is available at www.shapeyourcity.ca/portside-greenway