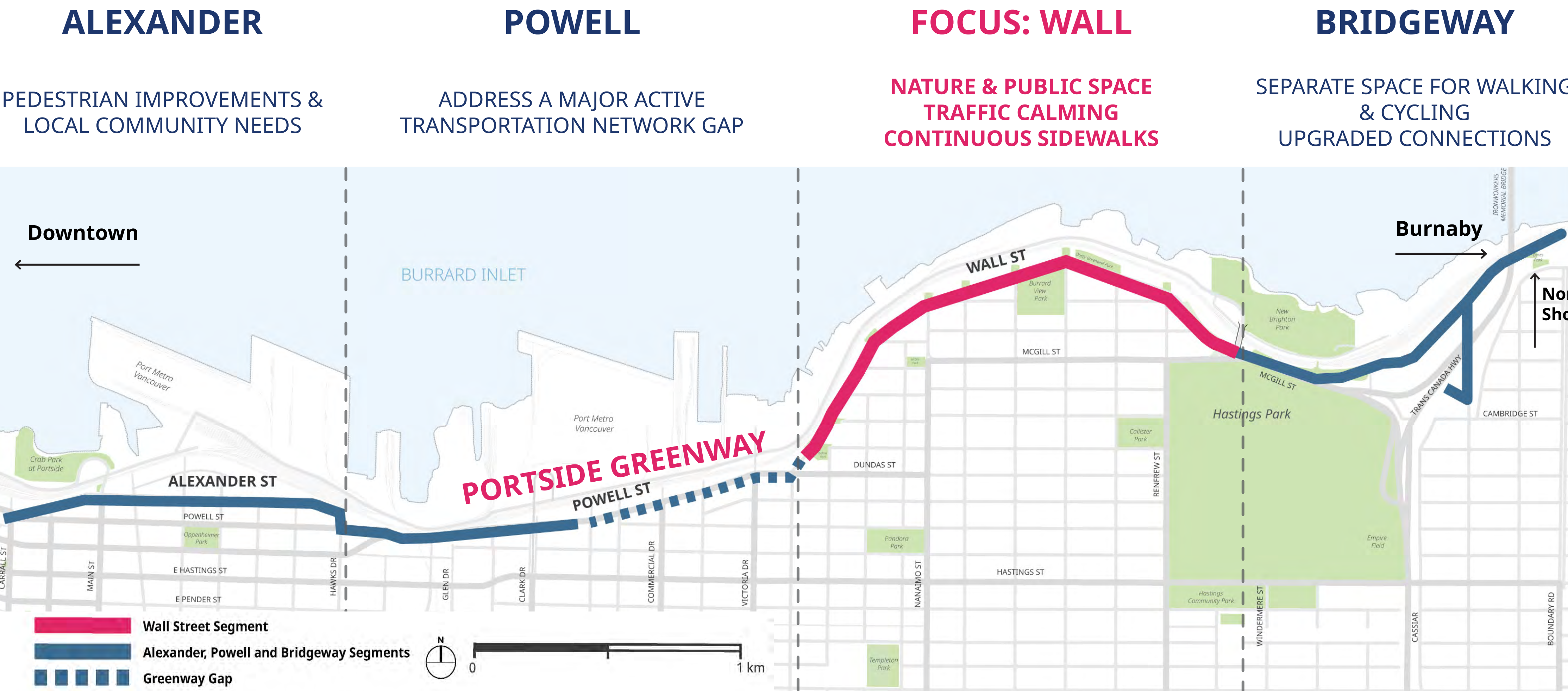


Overview

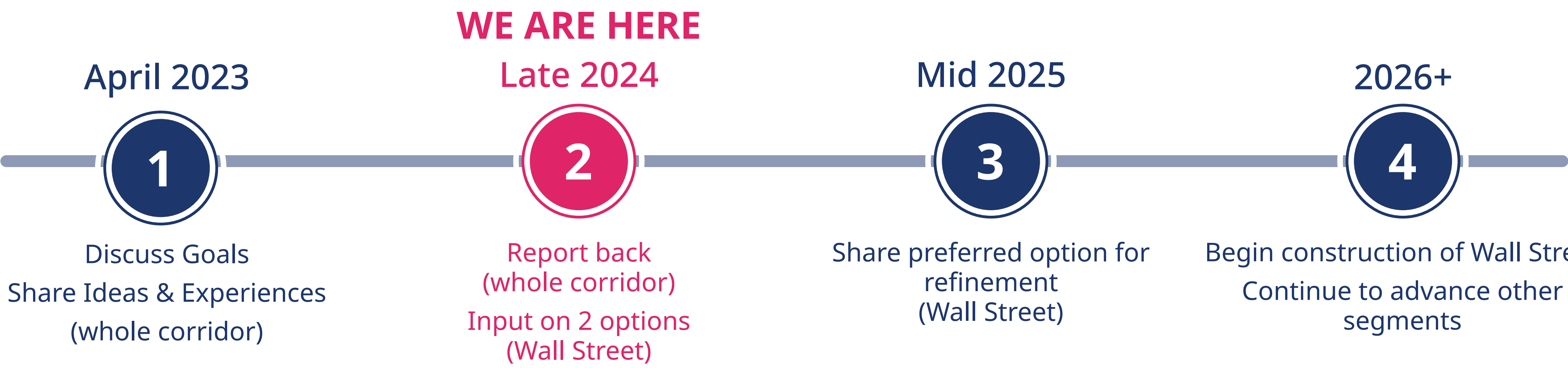
The City is planning to upgrade the Portside Greenway. The project will create a high quality greenway that prioritizes safe, comfortable walking, biking and rolling with great public spaces along the way. Portside has been identified in numerous plans over the years, including the **Greenways Plan** (1995), **Transportation 2040** (2012), and the **Vancouver Plan** (2022). It also supports key civic priorities including equity and climate action.

The greenway has unique segments, highlighted below. Each segment has its challenges and opportunities. We are focusing on the Wall Street segment this fall.



Why we are here

A multi-phased engagement process is taking place. In this phase, we are sharing **two concepts for the Wall Street segment** that have been shaped by ideas we heard in Phase 1. Your feedback will help us refine a final design. Planning and analysis continues on the other segments with future engagement anticipated in 2025/2026.



Share your input

Visit shapeyourcity.ca/portside-greenway for more information

Submit a survey by November 22, 2024
Visit an open house: October 26 or 29
(See the website for times & locations)
Sign up for the newsletter



2

WHAT IS A GREENWAY?

PORTSIDE GREENWAY - WALL STREET OPTIONS

What is a greenway?

- A high quality active transportation corridor.
- Prioritizes walking, biking, and rolling for people of All Ages and Abilities (AAA).
- Advances City priorities - equity, reconciliation and climate action.

Designing for all ages and abilities (AAA)

- We have a vision to make cycling safe, convenient, comfortable and fun for All Ages and Abilities (AAA) including families with children, seniors and new riders.
- Our AAA guidelines focus on either lowering motor vehicle speeds and volumes on local streets or by providing physical separation on busy streets that have speeds over 30 km/hour and/or volumes of over 500 vehicles/day.

AAA design guidelines



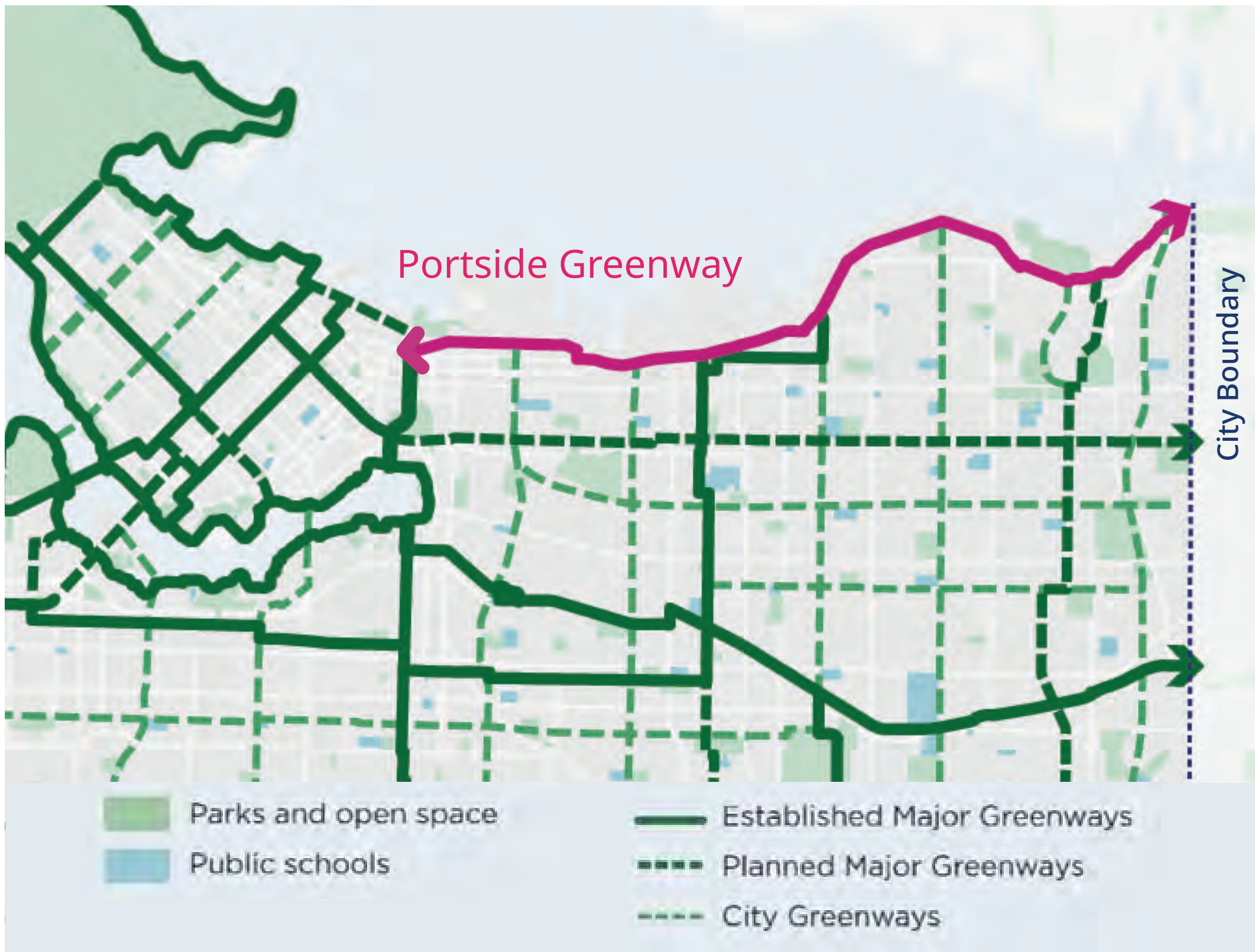
Protected bike lanes on busy streets

- On streets where vehicle volumes or speeds will remain high, separated paths protect people biking and rolling.



Vancouver Plan greenways map

- Portside is identified as a major greenway in the Vancouver Plan and is part of the Trans-Canada Trail.



Car-light streets through traffic diversion

- A shared street is possible when vehicle speeds and volumes are low through traffic calming and diversionary measures.

Car-free paths and public space

- Car-free greenways are possible where general traffic access is not needed.
- Closing streets to vehicle traffic (emergency vehicle access is maintained) creates the opportunity to reallocate street space to create more parks, green rainwater infrastructure and urban plazas.

3

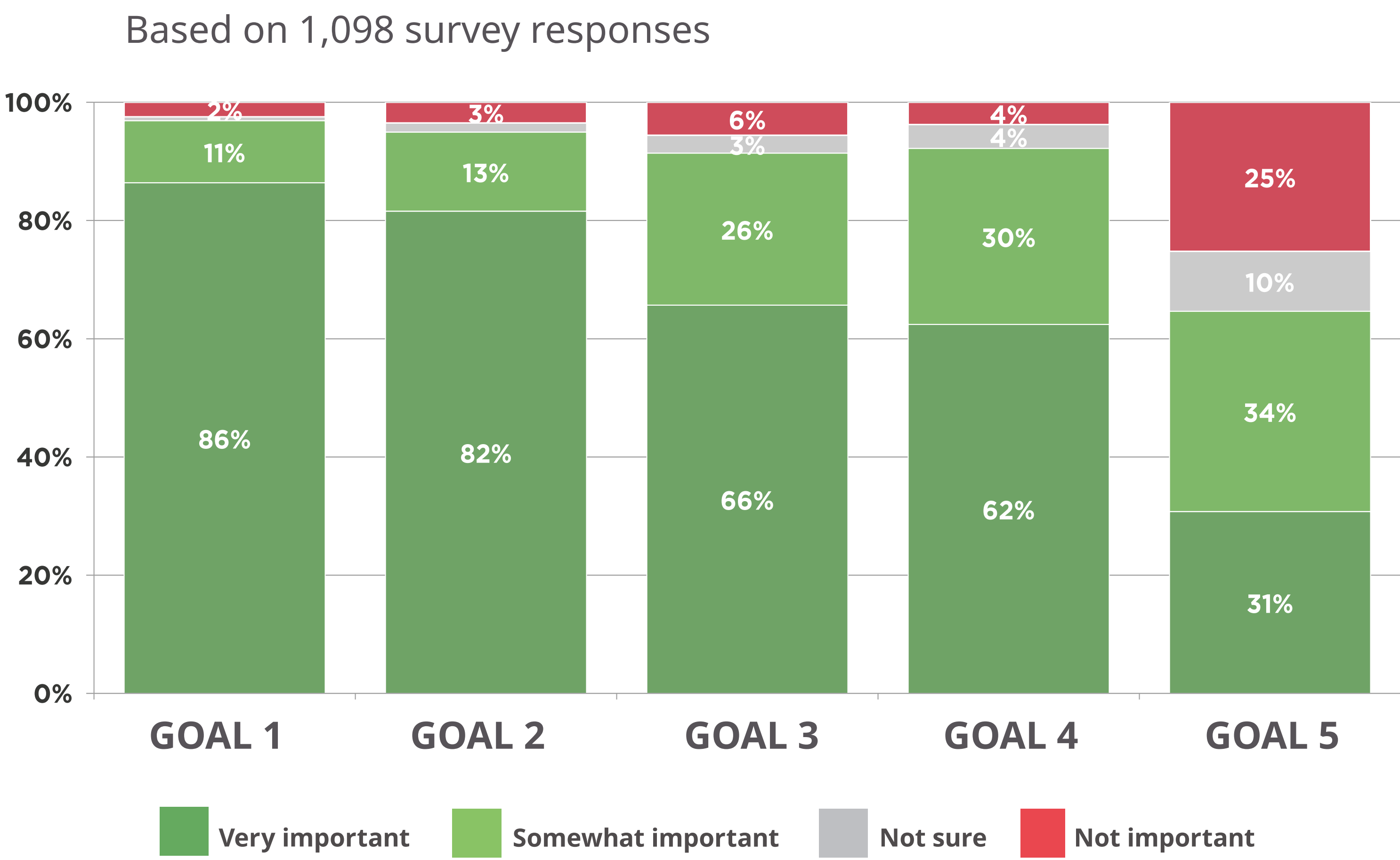
PHASE 1: WHAT WE HEARD

PORTSIDE GREENWAY - WALL STREET OPTIONS

Strong support for project goals

Project goals

- 1 Accessibility, safety, and comfort
- 2 Direct and intuitive connections
- 3 Public spaces and experience
- 4 Nature and rainwater management
- 5 Transit and motor vehicles



Phase 1 public engagement feedback for Wall Street

In spring 2023, over **650 survey comments** were submitted from community members. Staff also met with stakeholders in the Wall Street area.

Walking and Cycling

- Concerns about narrow or missing sidewalks
- Support for wide, continuous, level sidewalks and smooth paving
- Support for more car-free spaces that promote walking and cycling
- Support for a shared ‘park-like’ street approach

Local Access

- History of concerns about speeding and shortcutting
- Concerns about traffic shifting to parallel streets
- Concerns about potential loss of parking and inconvenient driving routes
- Strong support for emergency vehicle access, but less support for general vehicle access along the entire segment

Urban Nature

- Support for more urban trees and concerns about removing existing trees
- Support for expanded park spaces

Gathering and Relaxing

- Support for spaces to gather and rest, like public seating
- Support for public art and promotion of area history



See full Engagement Summary report for what we heard about other Portside Greenway segments

4 CHALLENGES & OPPORTUNITIES

PORTSIDE GREENWAY - WALL STREET OPTIONS

High vehicle volumes and speeds during peak periods

The City receives many complaints about vehicle shortcutting during peak periods (rush hours). Vehicle volumes and speeds are much higher than recommended for an all ages and abilities greenway.



Traffic calming can address these issues by making physical changes that help slow traffic down or reduce traffic volumes

The volume and speed of vehicles on Wall Street is a concern residents have shared with the City over the years. Traffic volumes are highest on Wall Street and other neighbourhood streets in the afternoon peak period, especially in the eastbound direction. Car volumes and speeds (between 41-49 km/hr) are much higher than recommended for an All Ages and Abilities greenway and the existing 30 km/hr speed limit.

Lowering vehicle speeds

Measures like **speed cushions**, **road narrowing** or **improved crossings** reduce vehicle speed on the street and can help increase comfort for people walking and cycling and lower the risk of collision.

Lowering vehicle volumes

Some people choose to drive on local streets to try to save time when major roadways are congested. Existing turn restrictions along Nanaimo Street and Dundas Street try to mitigate this. Strategically placed **street closures** or **one-way streets** help discourage short-cutting because they break up a continuous driving route.



Crossing improvements



Streets Closed to Cars



One-Way Streets

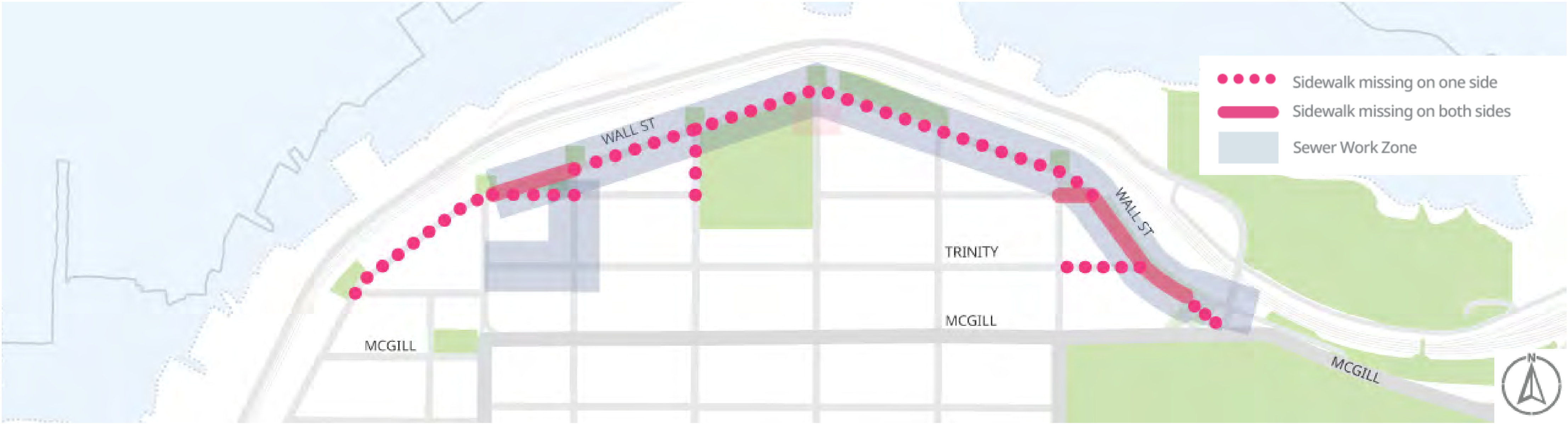
5

CHALLENGES & OPPORTUNITIES

PORTSIDE GREENWAY - WALL STREET OPTIONS

Missing Sidewalks

There are approximately 2 km of missing sidewalks on Wall Street. Parts of the street are in poor condition with wide gravel shoulders instead of paved sidewalks.

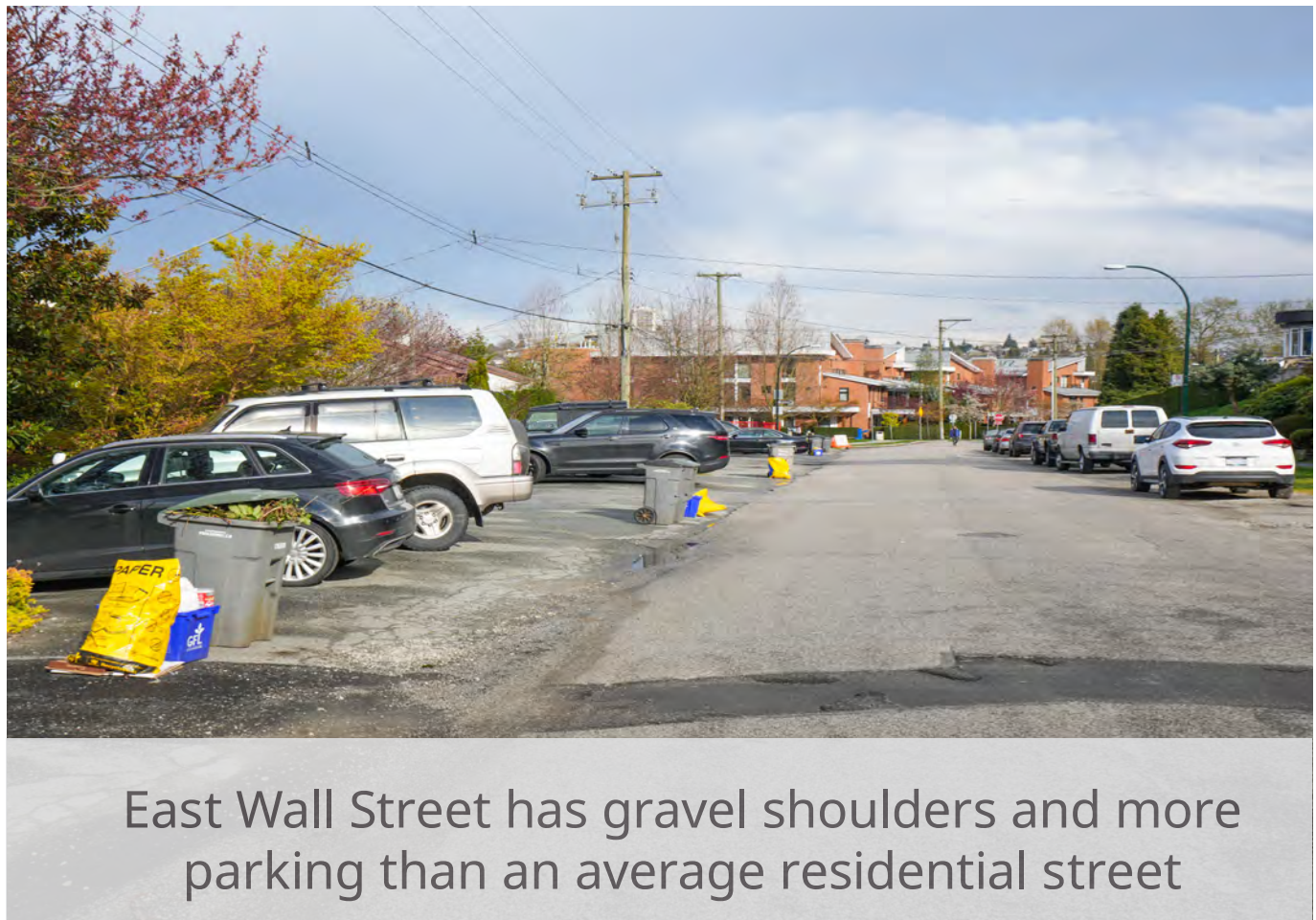


Coordinating with Sewer Work

We are coordinating construction with upcoming sewer and associated road work along Wall Street anticipated in 2026/2027 to minimize impacts on local residents and address the sidewalk gaps (see map above).

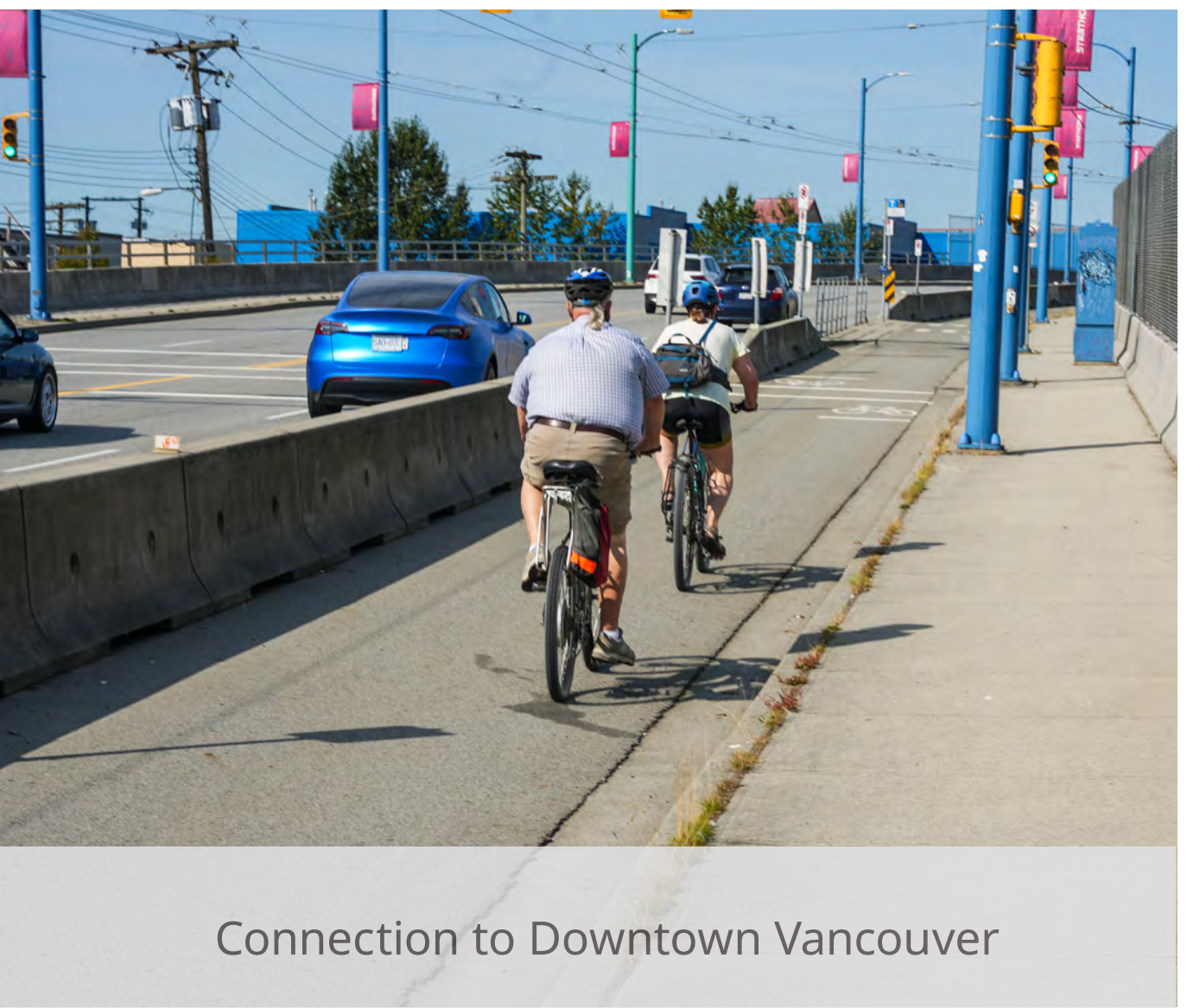
Maintain parking

To deliver wider sidewalks, more trees, and more green space, some parking will need to be repurposed. We conducted an occupancy study and inventory of off-street parking and identified areas with lower parking demand. Parking will be maintained on at least one side of the street for most blocks, though based on observed occupancy, some people would need to change behaviour (i.e. park off-street or on a nearby street).



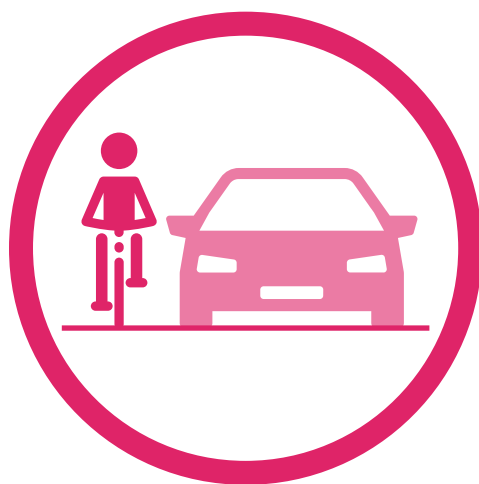
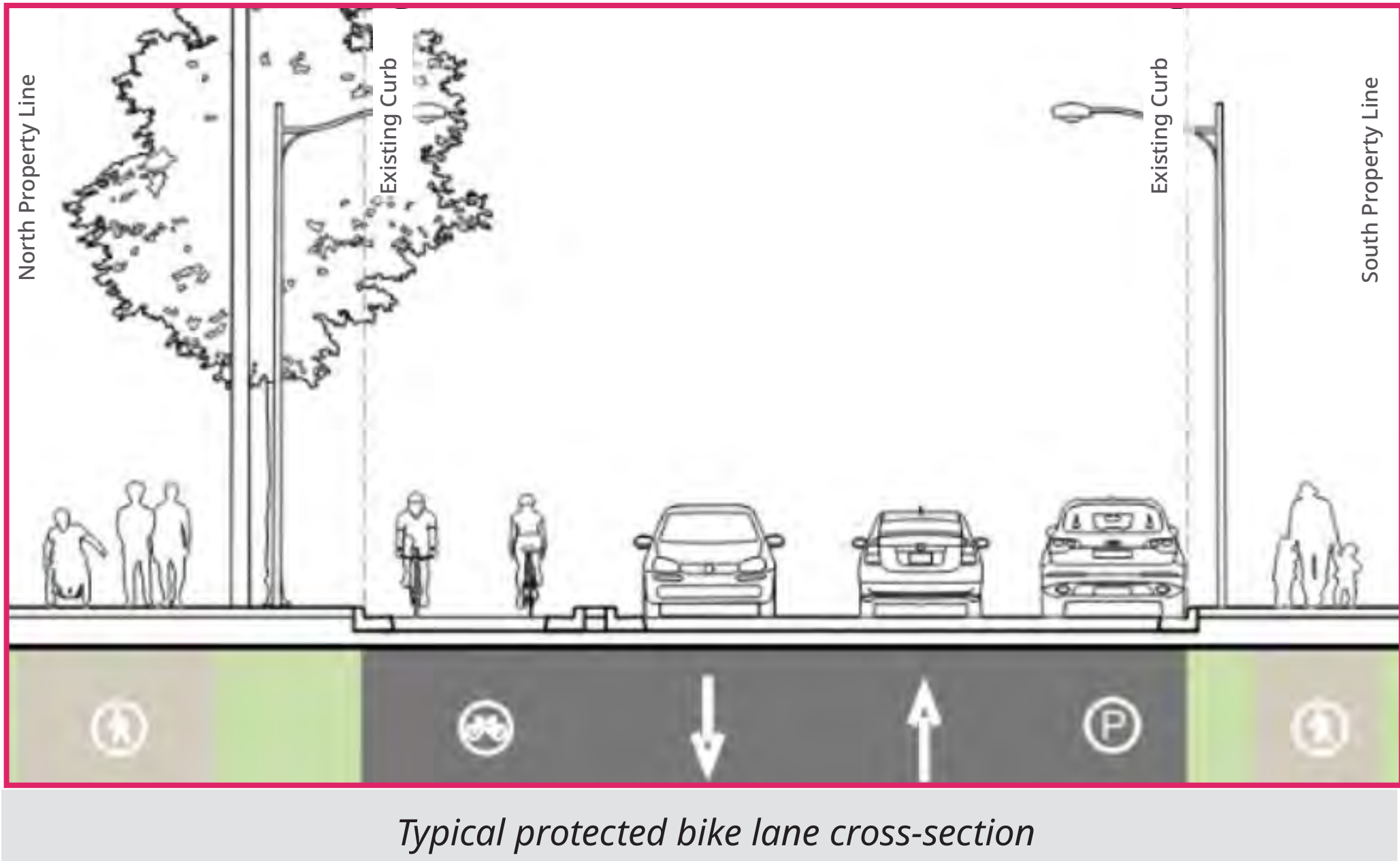
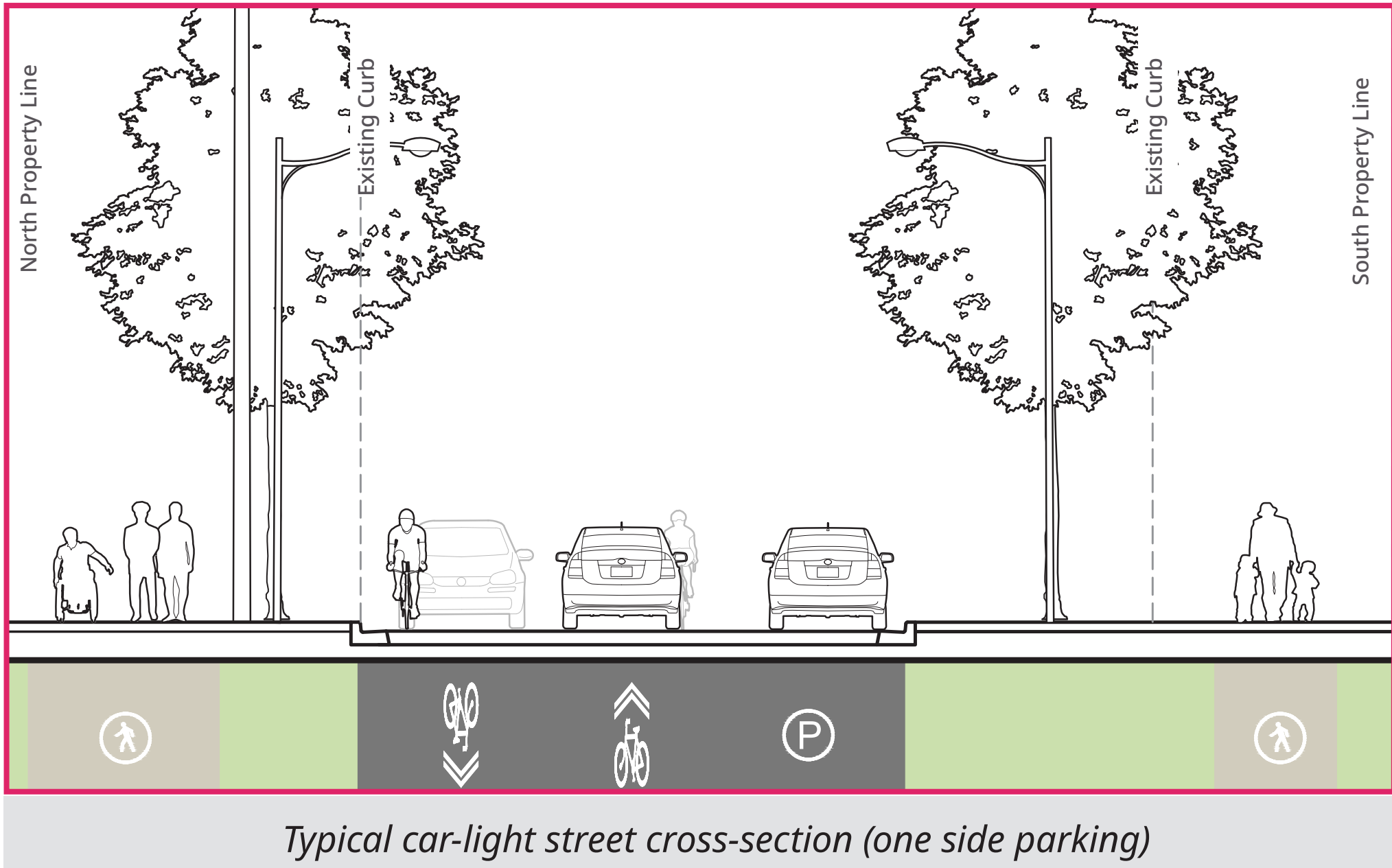
Key Regional Connections

The Portside Greenway provides a key east-west connection from downtown to significant north-south bike routes in east Vancouver, Burnaby, and the North Shore. It is a popular route for both recreational and commuting trips and connects several parks and key destinations. This bike route is also part of the Trans Canada Trail.



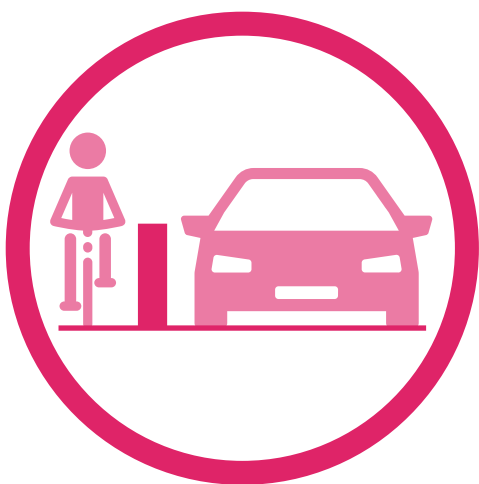
Two design approaches

Based on Phase 1 Engagement feedback, we developed two design approaches for Wall Street. Both deliver an All Ages and Abilities connection in different ways. Both options propose measures that lower vehicle speeds and improve the walking environment by adding and repairing sidewalks, improving street lighting and integrating new seating options. Expanded park spaces and green rainwater infrastructure (like rain gardens, tree trenches and plantings) will help capture and clean our rainwater. Additionally emergency vehicle access and access to all homes and businesses will be maintained.



Car-Light Street

Quiet two-way shared street with parking on one or both sides.



Protected Bike Lane

Protected bike lane with two-way vehicle traffic and one-side parking for most blocks.

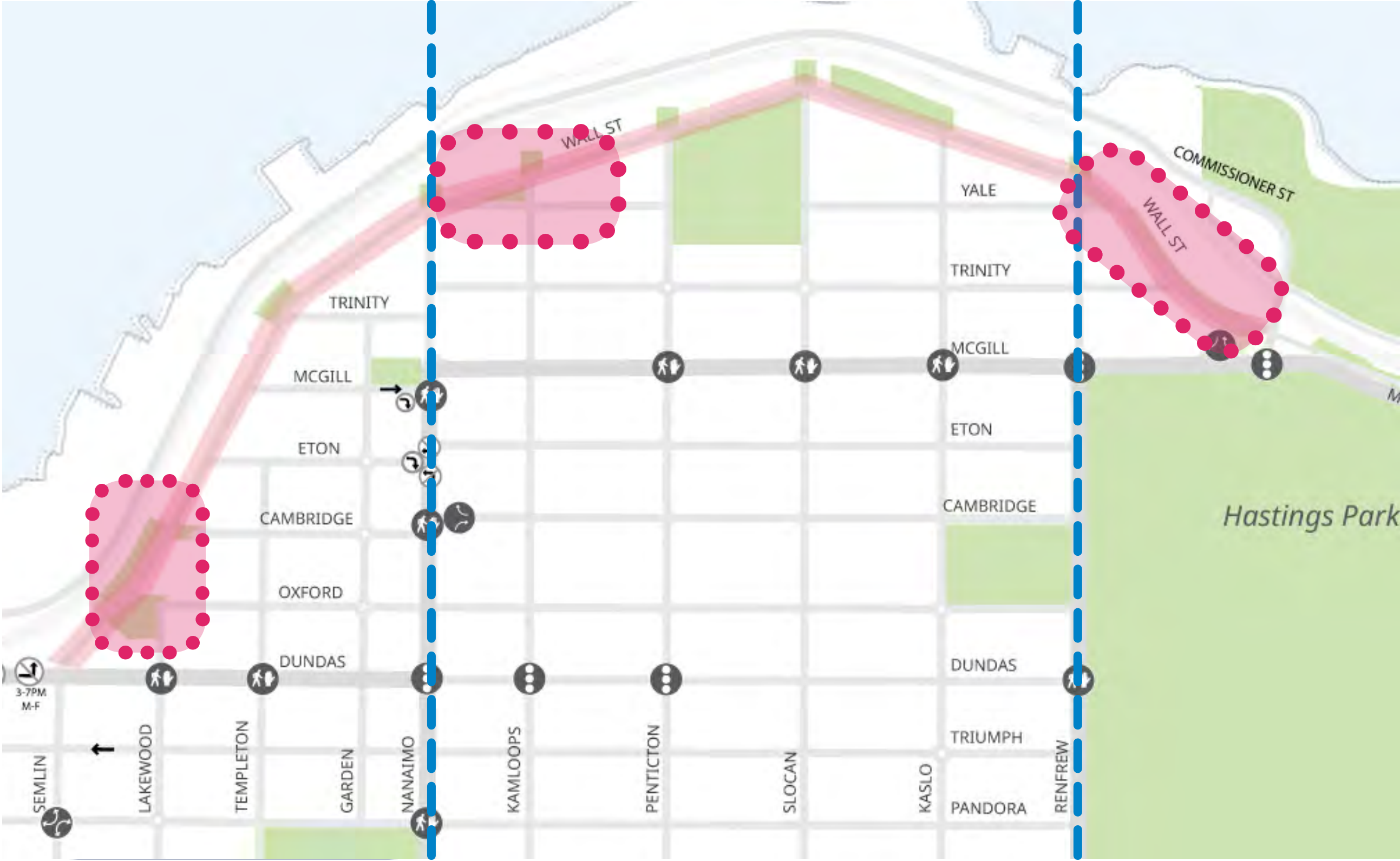
Urban Nature	<ul style="list-style-type: none">• Opportunities to expand and connect park spaces.• New street trees and green rainwater infrastructure.	<ul style="list-style-type: none">• Limited opportunity to expand park spaces, plant street trees and add green rainwater infrastructure.
Cycling and Micro-mobility	<ul style="list-style-type: none">• A mix of car-free areas and shared low vehicle volume street spaces.	<ul style="list-style-type: none">• Two-way protected bike lane along the north side of Wall Street between Oxford and Renfrew Streets.
Walking	<ul style="list-style-type: none">• Wide sidewalks with street trees on both sides.• Vehicle noise reduction.	<ul style="list-style-type: none">• Wide sidewalk on north side of most blocks.
Local Access and traffic calming	<ul style="list-style-type: none">• The proposed diversions will break up Wall Street and discourage shortcutting.• Initial proposals for vehicle diversions are located on boards 8 and 9. Additional and/or modified measures may be proposed based on what we hear in this engagement.	<ul style="list-style-type: none">• Vehicles can still go both ways between Dundas and Renfrew Streets.• Vehicle volumes can stay the same, no traffic calming measures added.• Road narrowing is proposed to help lower vehicle speeds
Street Parking	<ul style="list-style-type: none">• Between 40 - 60% of parking will be retained (on at least one side of the street).• Option to retain parking on both sides, instead of expanding green space on some blocks.	<ul style="list-style-type: none">• Between 40-50% of parking will be retained (on one side of the street, for most blocks).• Less opportunity for parking on two sides of the street.

To better describe the proposed design options, Wall Street has been divided into three zones. The design approach has been adjusted to respond to each zone’s existing conditions.

West Zone

Central Zone

East Zone



Focus Areas:

A more detailed concept design produced for each area that illustrates what a car-light option or a protected bike lane could look like in each zone.

Potential Adjustments:

Parts of the design can be adjusted based on community feedback. These adjustments might deliver different benefits and trade-offs for communities, like expanded greenspaces instead of parking spaces.

West Zone

Dundas to Nanaimo St



- Mostly low rise apartments
- Typical local street, narrow sidewalks in poor condition
- Trees along the north side
- Higher parking demand

Central Zone

Nanaimo to Renfrew St



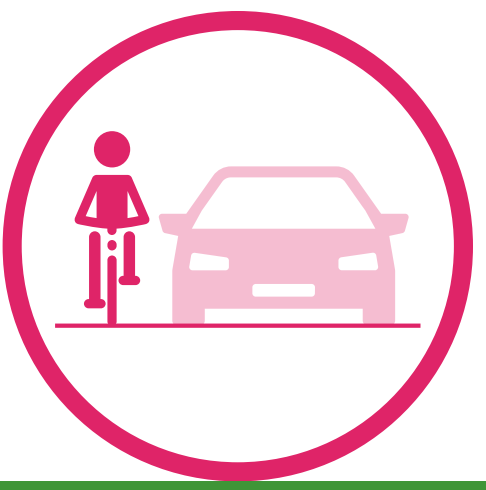
- Mostly single-family homes
- Wide street in poor condition
- Gravel path / no sidewalk along the north side
- Lacks tree canopy / shade

East Zone

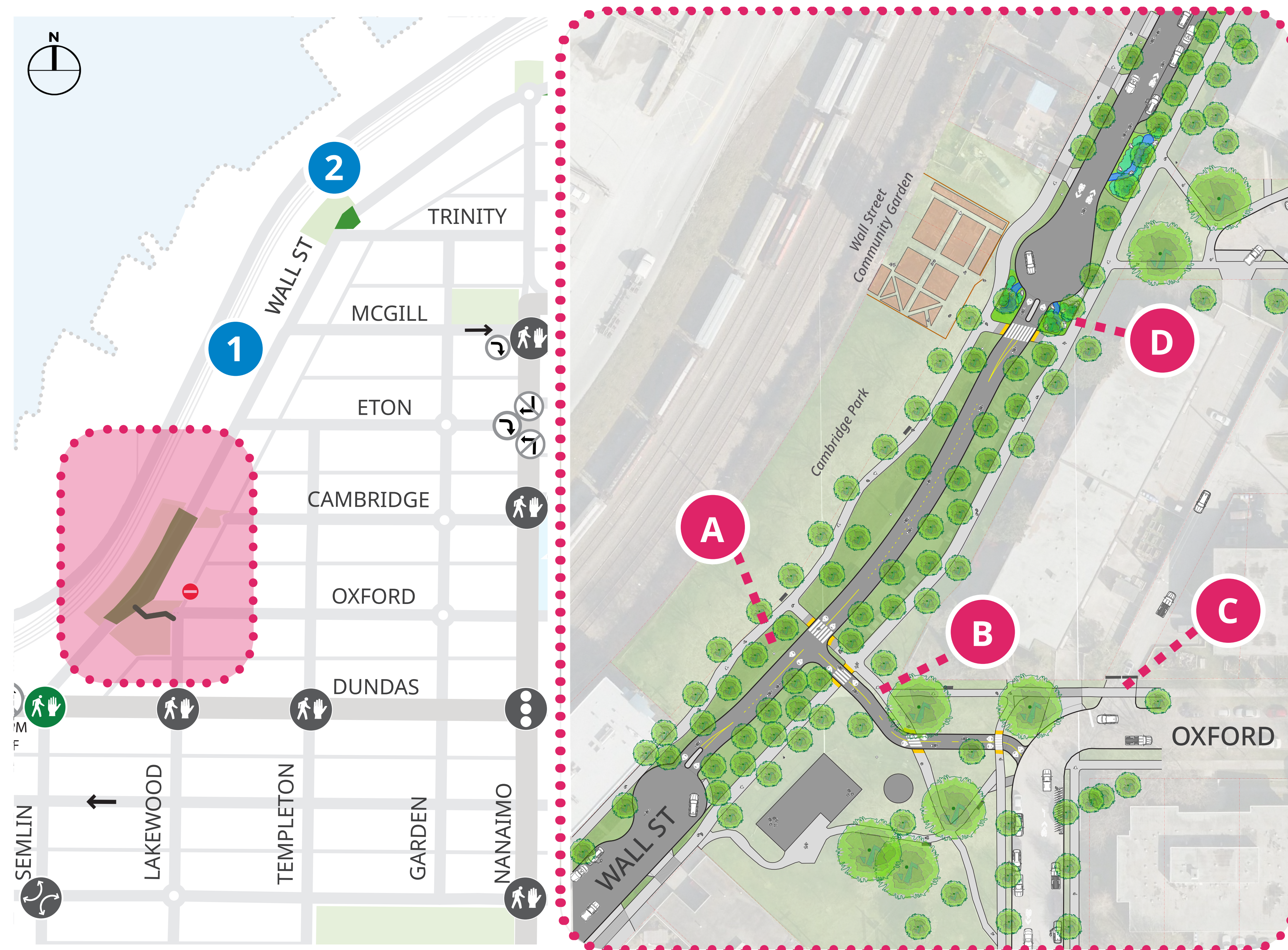
East of Renfrew St



- Mostly single-family homes
- No sidewalks, pedestrians share road with vehicles. Functions more like a lane
- East end walk-bike connection is confusing
- Large underused green spaces (not designated as parks)



The proposed closure of Wall Street between Oxford and Cambridge Streets and restricted vehicle access to the lane at Oxford Street will help discourage drivers from short-cutting through the neighbourhood and increase greenspace. This reduction in vehicle volumes will allow Wall Street to operate as a comfortable shared street north of this closure.



Design Elements

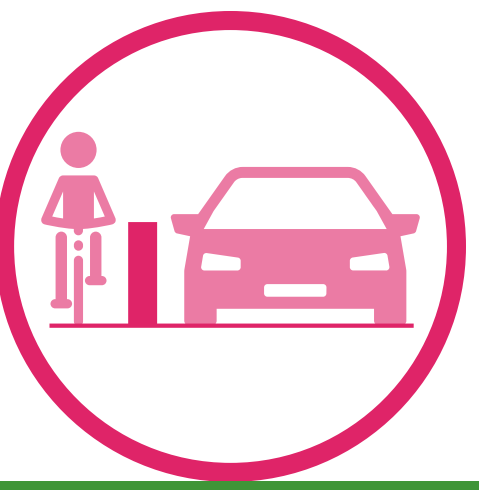
- Wide, continuous sidewalks with large trees to provide shade on both sides of the street
- Two-way traffic maintained on both sides of car-free area
- Opportunities for green rainwater infrastructure
- Parking retained except in the car-free area
- New walk-bike signal and intersection upgrades at Powell/ Dundas Street

Potential Adjustments

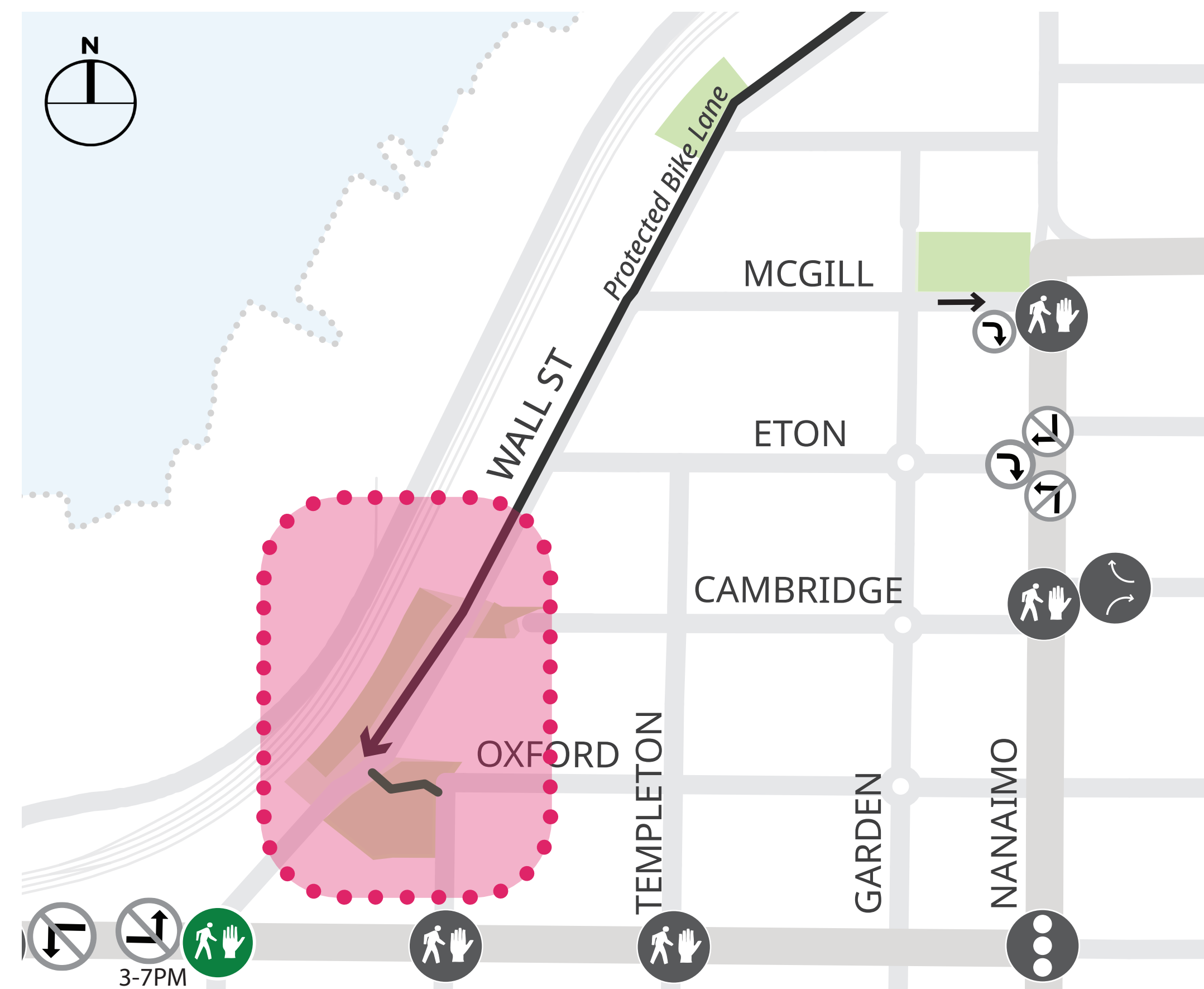
1. Parking can be retained on one or both sides between Cambridge and Trinity Street. Retaining more parking will reduce the space available for sidewalk widening and street trees.
2. Opportunity to implement additional car-free area at Trinity

Focus Area Moves

- A. Connect Oxford and Cambridge Parks to create a car-free green space with additional trees and two-way bike path
- B. Separate walking and cycling paths through Oxford Park to improve connection with Lakewood bikeway
- C. Restrict vehicle access to lane parallel to Wall Street at Oxford Street to prevent shortcutting
- D. Opportunities for green rainwater infrastructure (e.g. rain gardens, plantings and tree trenches)



PORTSIDE GREENWAY - WALL STREET OPTIONS



Wall Street will continue to accommodate existing vehicle access and will experience high traffic volumes during rush hours. A two-way protected bike lane will physically separate people cycling from vehicles.

Design elements

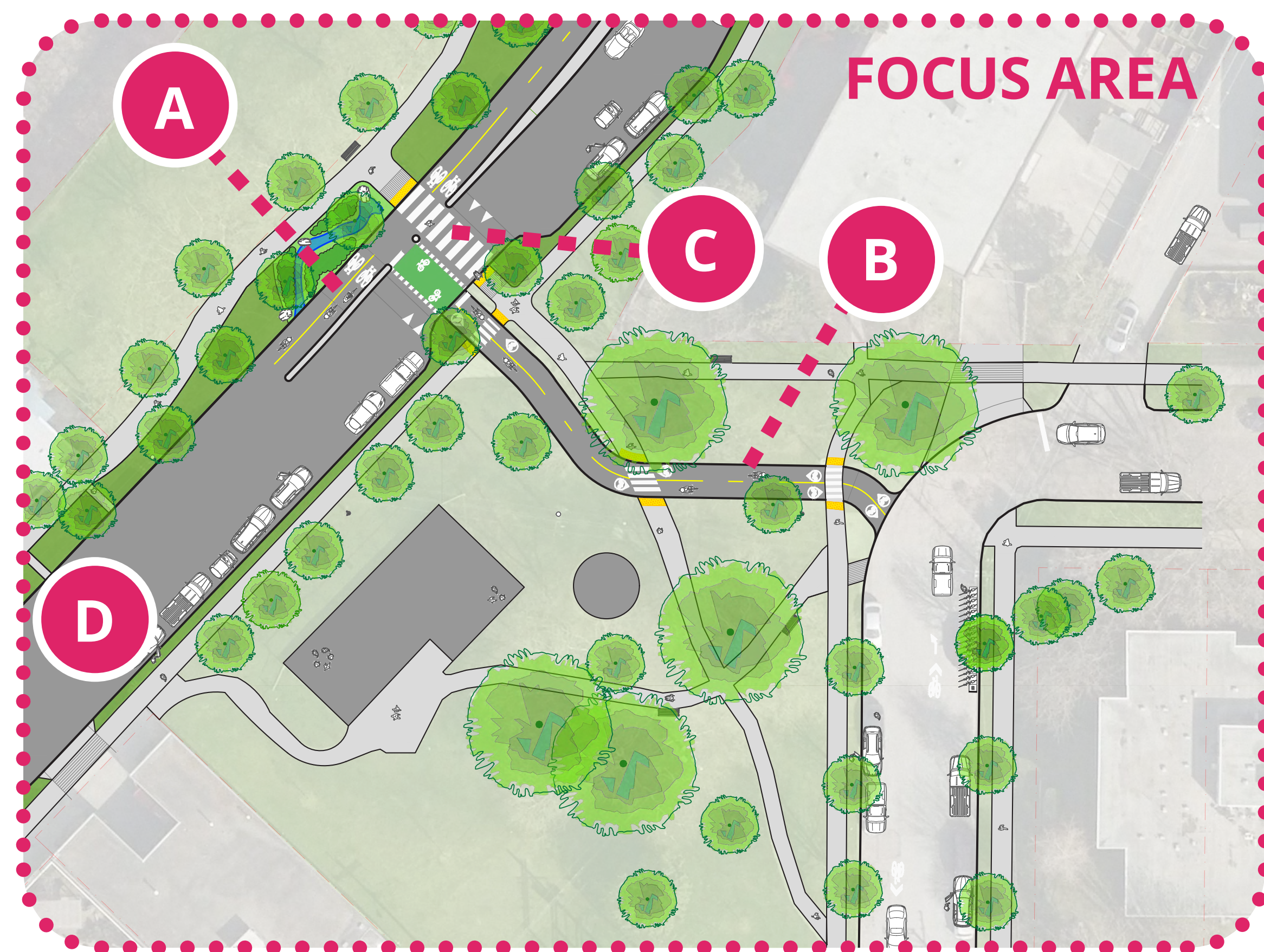
- A two-way protected bike lane on the north side will physically separate people cycling from vehicles; however, there is limited space available to fit parking, sidewalk widening, and street trees.
- Two-way vehicle traffic is maintained along Wall St between Oxford St and Renfrew St
- Two-way bike lane intersects with many driveways and pedestrian crossings along Wall St
- Bike lane reduces space for sidewalk widening and green space opportunities
- Parking is retained on the south side of the street north of Oxford St to Nanaimo St
- New walk-bike signal and intersection upgrades at Powell/Dundas (delivered with future improvements on Powell)

Potential Adjustments

- 1 Parking can be retained along the south side of the street, or this space can be used for wider sidewalks and new street trees.

Focus Area Moves

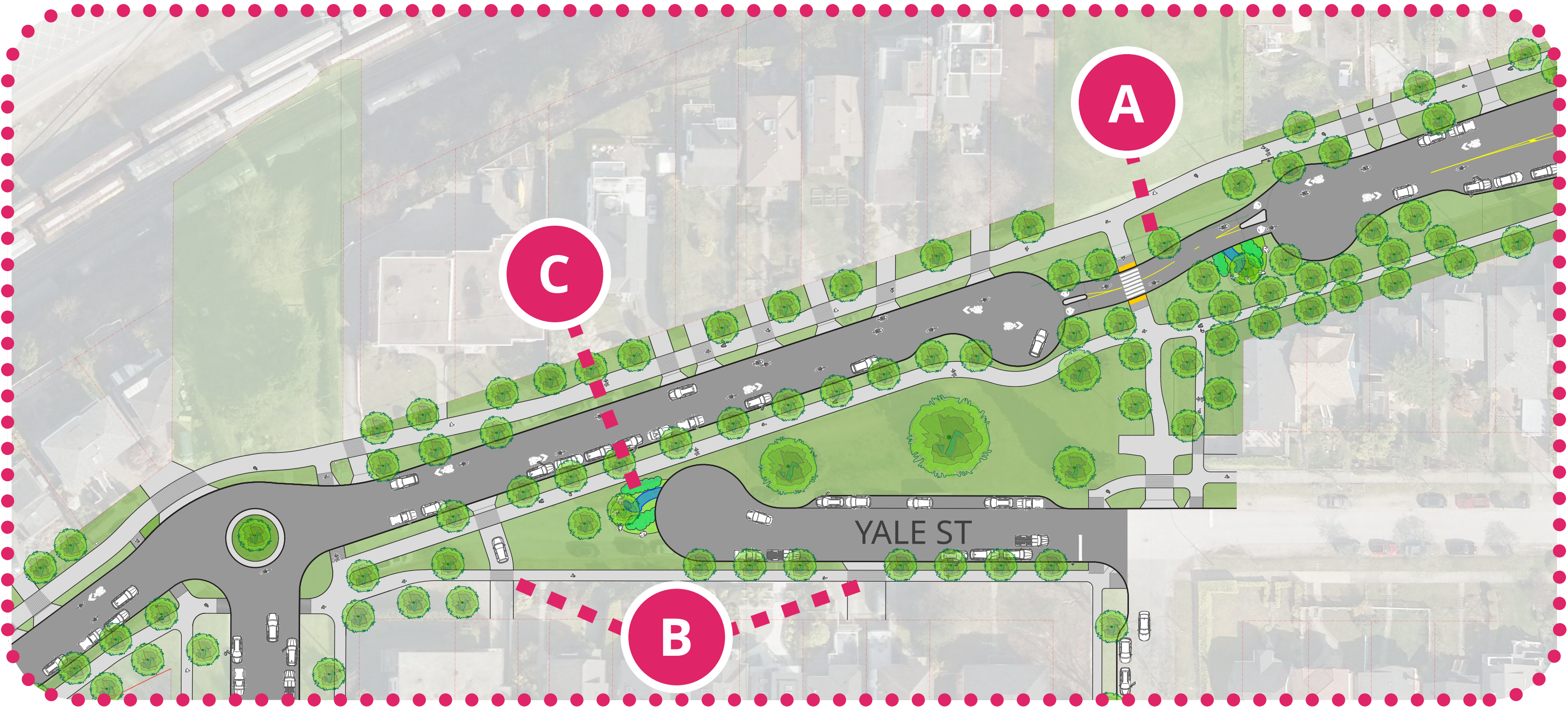
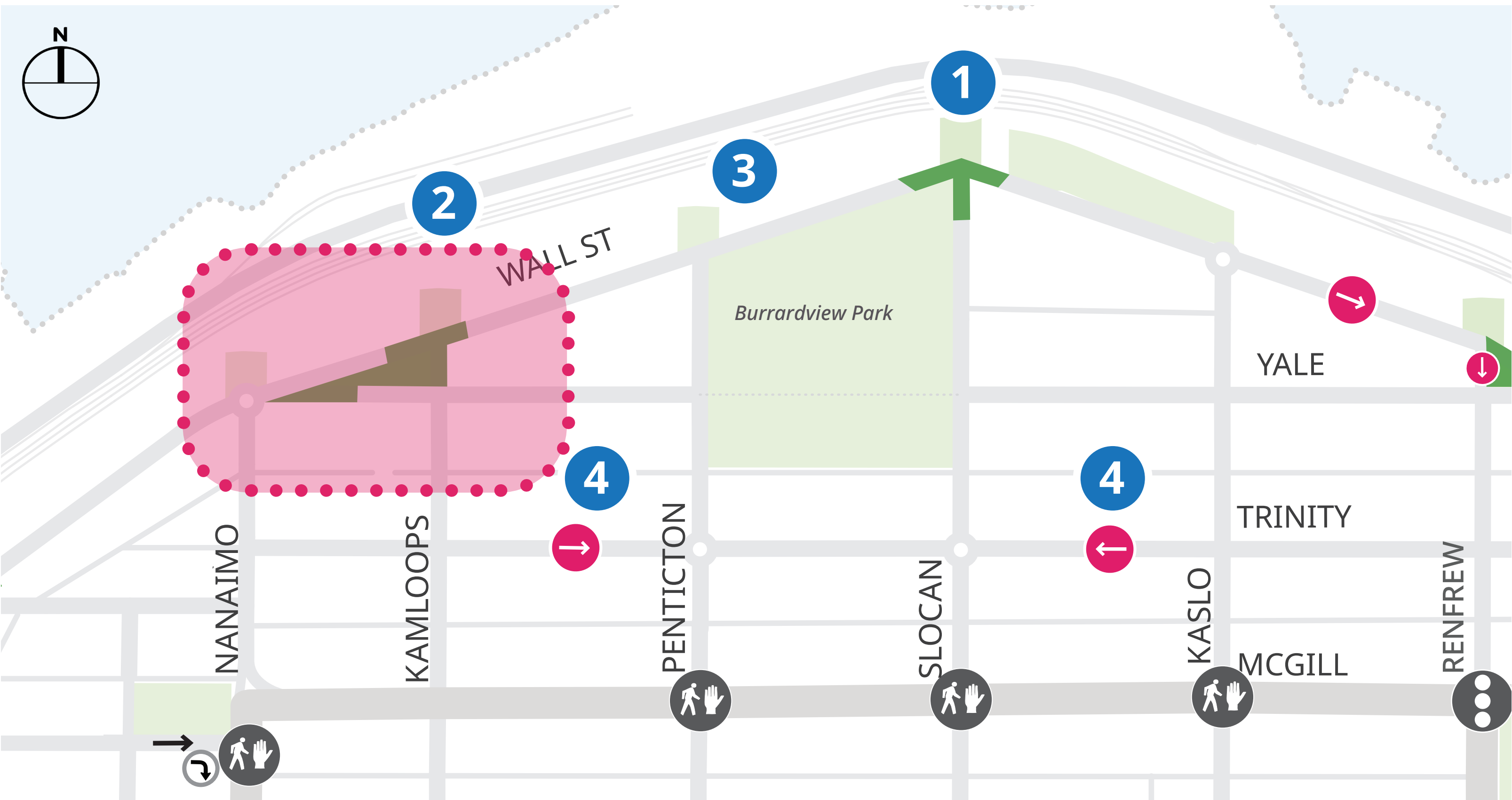
- A 3.5m-wide protected bike lane with concrete median separation along north side
- B Separate walking and cycling paths through Oxford Park to improve connections with Lakewood Bikeway
- C Raised crossing to slow vehicles and connect with Lakewood bikeway through Oxford Park
- D Future bike lane extension to Powell/Dundas St (to be coordinated with Powell segment design)





PORTSIDE GREENWAY - WALL STREET OPTIONS

A proposed car-free area between Nanaimo and Kamloops Street and a traffic diversion at Renfrew Street will lower traffic volumes in this zone. Wall Street is narrowed to create space for a wide continuous sidewalk and trees along the north side of the street as well as expand existing park space. Low vehicle volumes will allow Wall Street to operate as a comfortable shared street.



DESIGN ELEMENTS

- Wall St narrowed for a wide, continuous sidewalk and trees along the north side of the street, and expanded existing park space
- Expand Burrardview Park and Dusty Greenwell Park
- One-way eastbound from Kaslo to Renfrew Street and traffic diversion at Renfrew Street
- Convert Renfrew Street to one-way southbound to Yale

Potential Adjustments

- 1 Opportunity to implement additional car-free area at Slocan St and Wall St
- 2 Maintain vehicle access between Wall St and Yale St through the new park. Increases Wall Street volumes and reduces total green space area
- 3 Parking is maintained on at least one side of the street. On some wider blocks, there is the option to either maintain additional parking or provide more green space and street trees.
- 4 Add additional traffic calming (one-way streets) on Trinity Street to prevent new shortcutting routes.

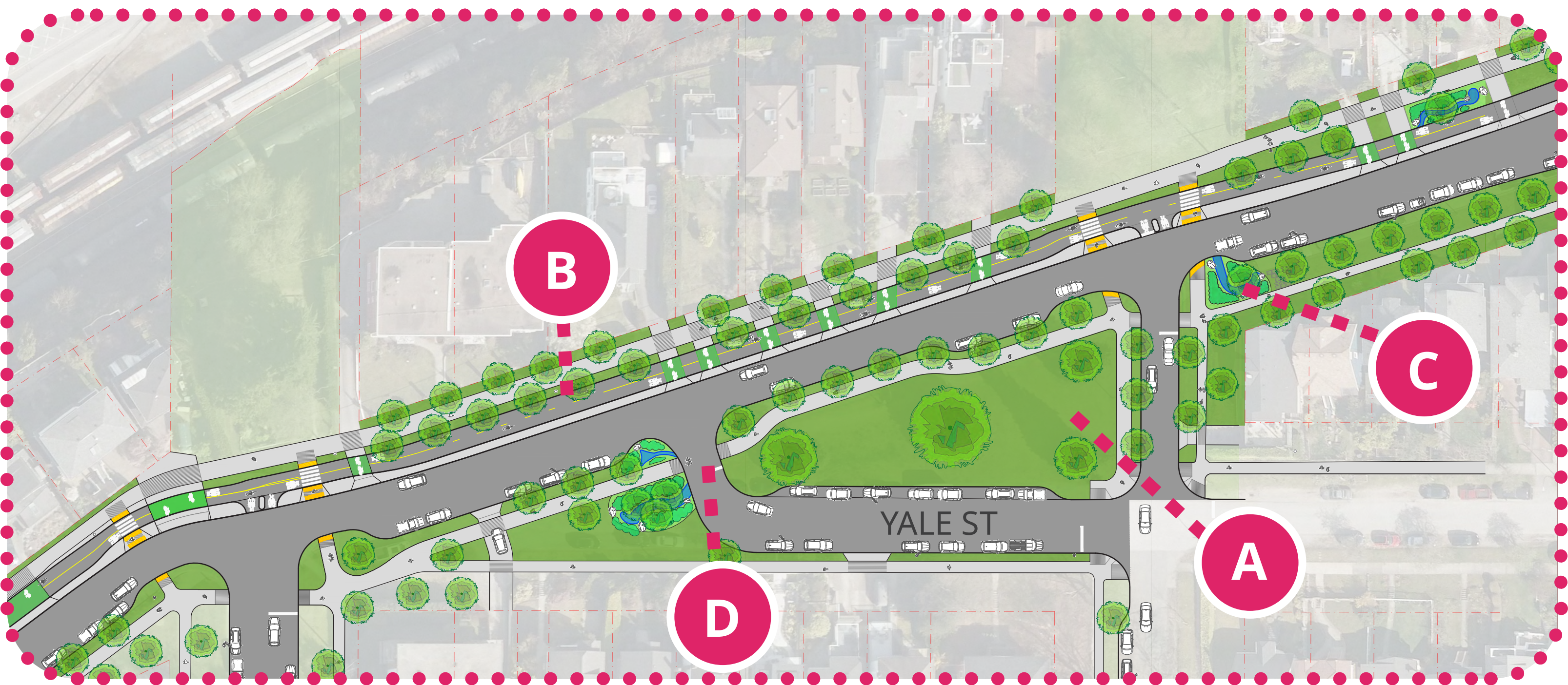
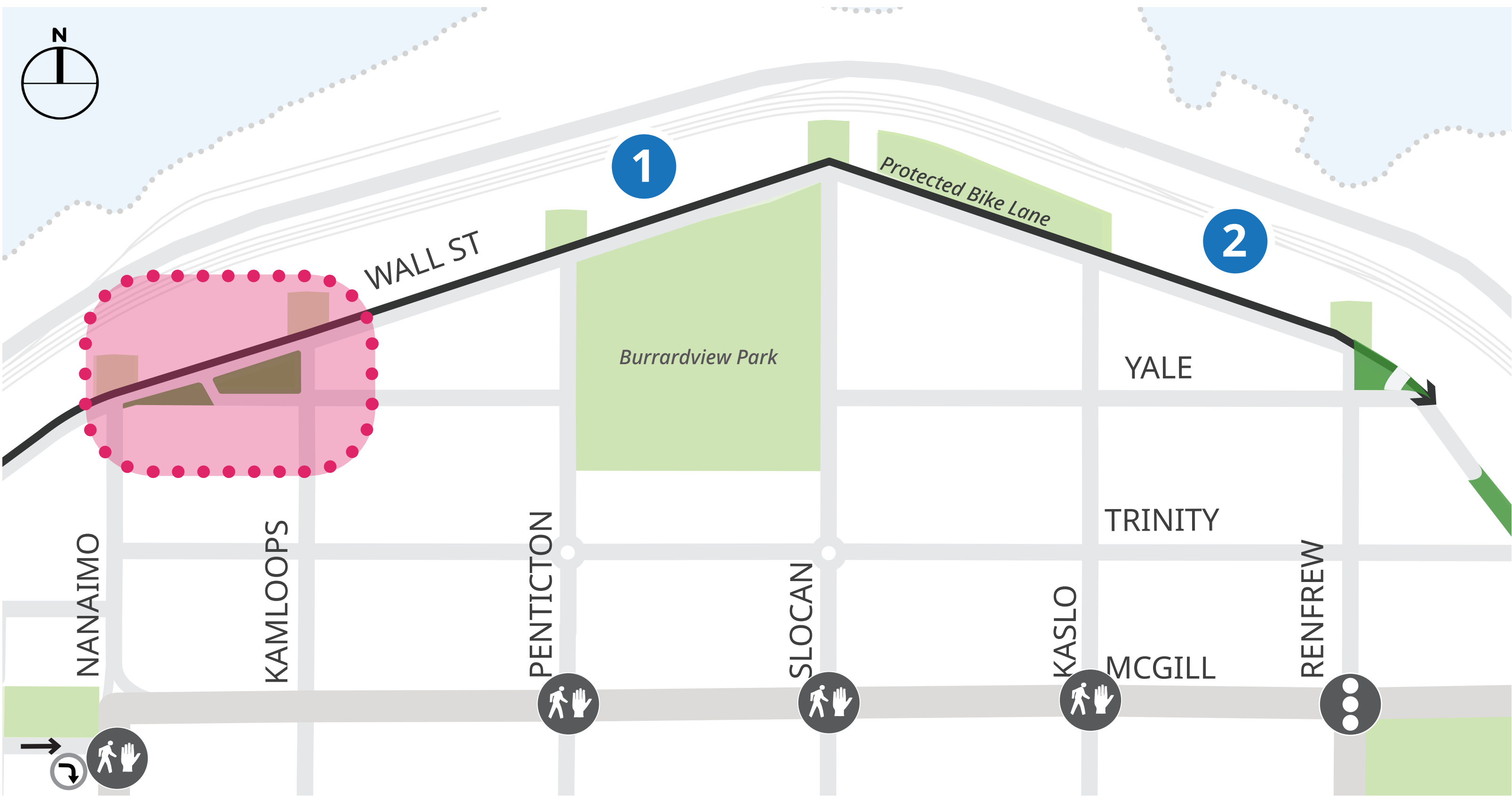
Focus Area Moves

- A Car-free area between Nanaimo and Kamloops St will expand and connect Portside View Park with the large green space in the middle of the street
- B Close vehicle access from Wall Street between Kamloops and Yale Street. Driveway access will be maintained
- C Green infrastructure opportunity



PORTSIDE GREENWAY - WALL STREET OPTIONS

Two-way vehicle traffic will be maintained and this option does not include any traffic diversions. Wall Street will be narrowed to create more space for sidewalks and the protected bike lane, however few greenspaces can be expanded and some parking will be removed, including all parking between Kaslo and Renfrew Streets.



Design Elements

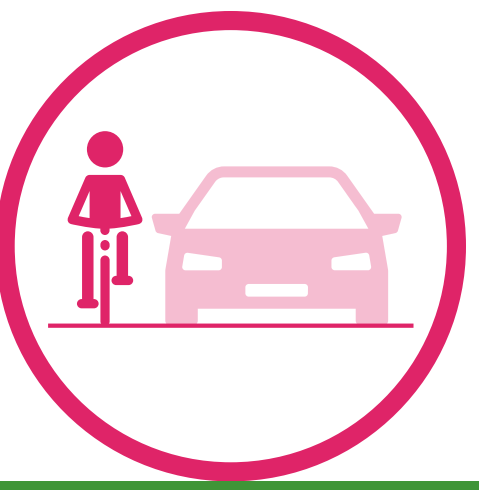
- Wall Street will be narrowed to create more space for sidewalks and bike lanes. Road narrowing will also reduce vehicle speeds
- People cycling are physically separated from vehicles
- Parking is maintained on one side of Wall Street for most blocks
- Unable to widen the sidewalk on the north side between Kamloops and Penticton

Potential Adjustments

- 1 Option to have parking on both sides of the street or expand Burrardview Park
- 2 Between Kaslo and Renfrew Streets, there is not enough width for two-way traffic and parking; however, this block can be converted to one-way traffic eastbound to retain parking on the south side of the street

Focus Area Moves

- A Expand green space between Nanaimo and Kamloops Streets without restricting vehicle access
- B 3m protected bike lane with 1m concrete separation
- C Green rainwater infrastructure opportunity
- D Realign intersection at Yale and Wall Street to slow vehicles and make space for green infrastructure



PORTSIDE GREENWAY - WALL STREET OPTIONS

Only one option is presented for the East Zone. Traffic volumes east of Renfrew Street are expected to be very low and a protected bike lane approach is not needed.

Design Elements

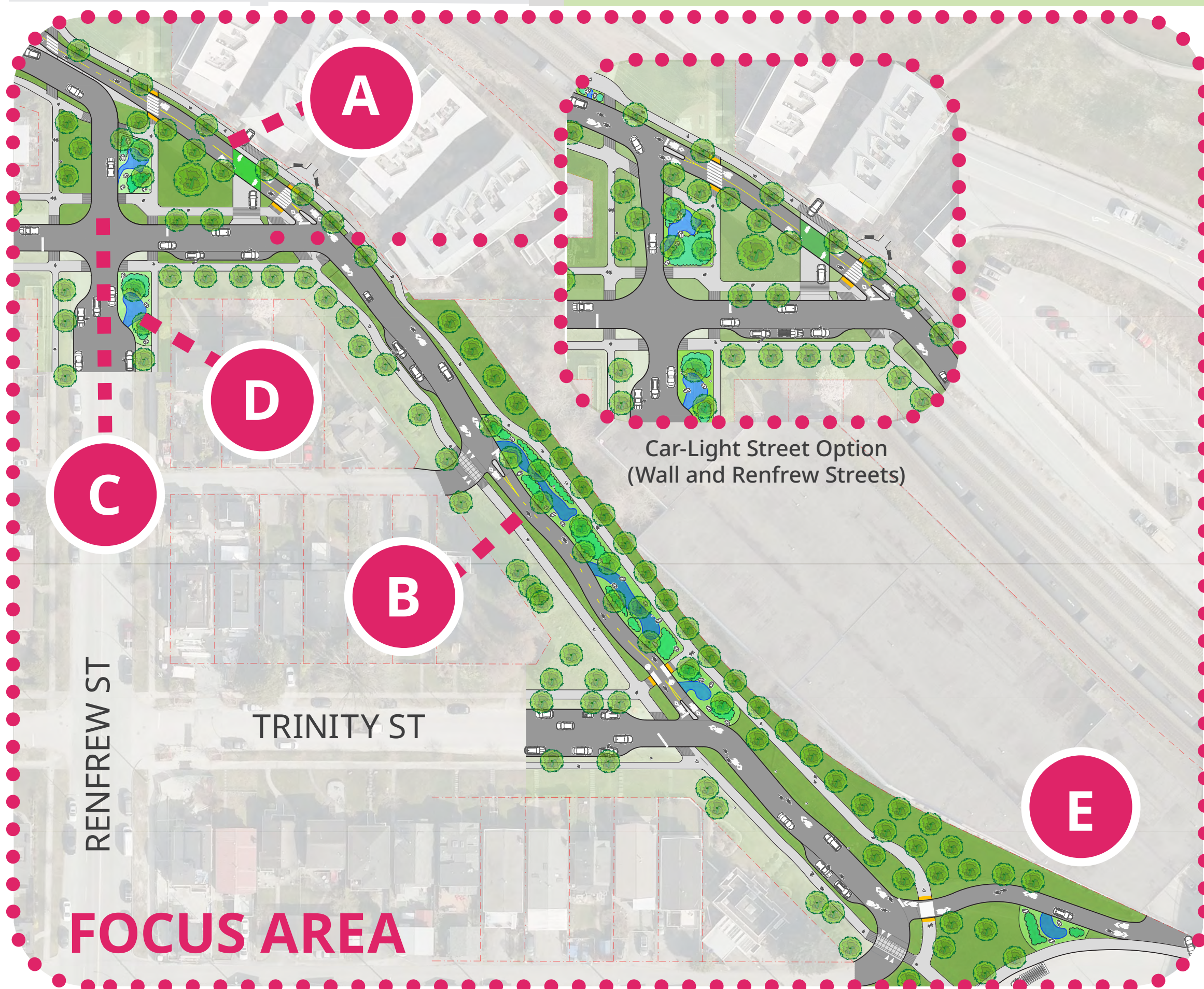
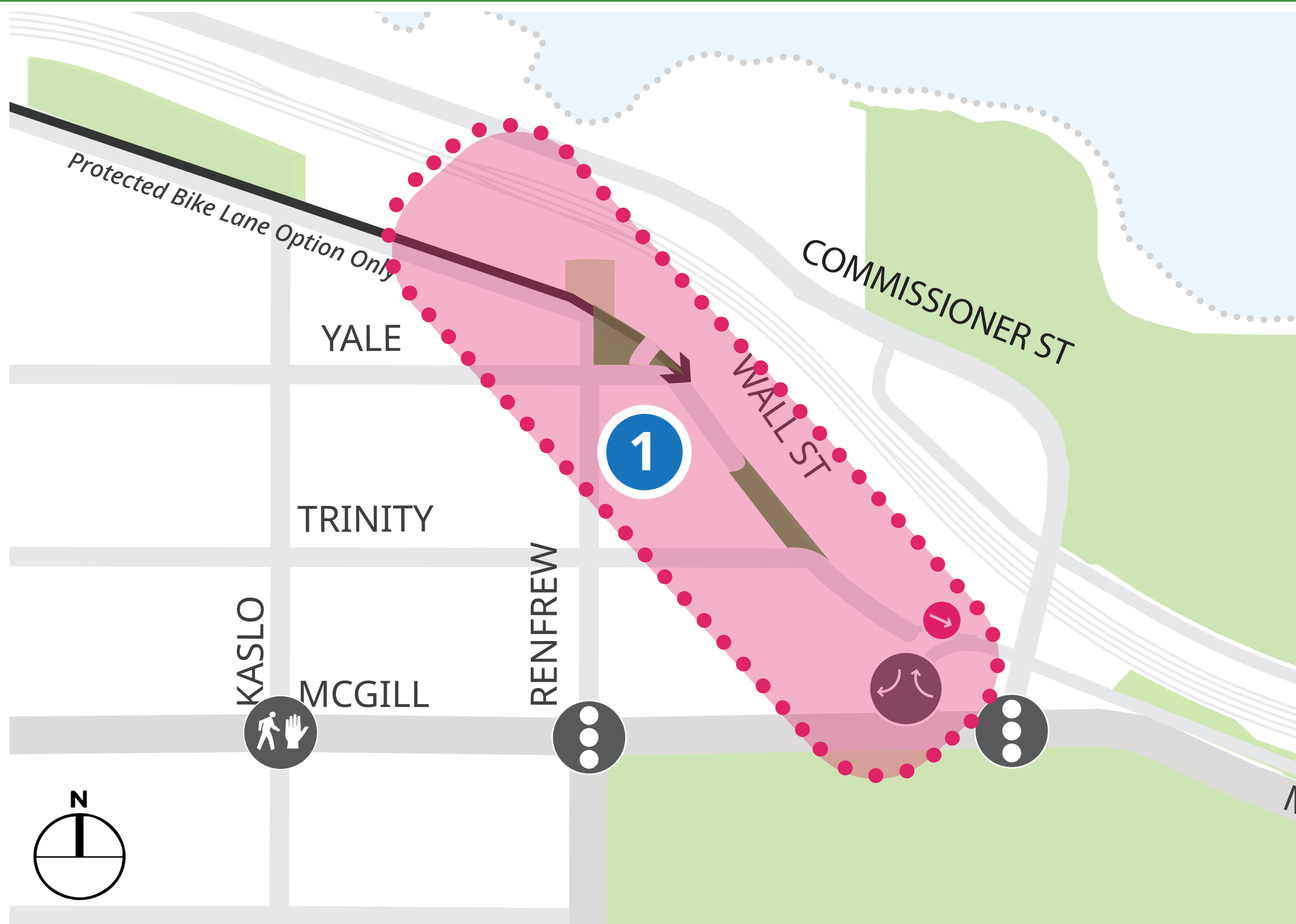
- New continuous sidewalks on both sides of Wall Street and Yale Street
- Narrow meandering roadway with parking bays on one side
- Two-way bike paths designed to allow emergency vehicles
- Green rainwater infrastructure and large trees

Potential Adjustments

- 1 Additional parking can be maintained by narrowing or removing the proposed sidewalk on the south side of Wall Street.

Focus Area Moves

- A Car-free between Renfrew Street and Yale Street
- B Car-free between lane south of Yale and Trinity Streets
- C Narrow roadway on Renfrew Street to extend green space (depends on Central Zone design)
- D Infiltration curb bulges at Renfrew and Yale Streets to manage rainwater
- E Local access road to Maple Leaf Storage will be converted to eastbound only and designed to slow vehicles and prioritize active transportation users.





HELP SHAPE WALL STREET!

- This is a multi-phase engagement process.
- In Phase 1, we gathered input on the project goals, gained a better understanding of how you use the route today, and heard specific ideas or concerns.
- In this phase we are sharing concepts for the Wall Street segment of the greenway. Your input will help us choose a preferred option.
- In spring 2025 we'll present the preferred design option for Wall Street to the community for refinement. Construction may begin in 2026.

Share you feedback by filling out a survey here today or online by November 22, 2024.

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

