

# PORTSIDE GREENWAY

Engagement summary report | Phase 3



March 2026

 CITY OF  
VANCOUVER

# Land acknowledgement

The Portside Greenway is situated on the unceded traditional territories of the x<sup>w</sup>məθk<sup>w</sup>əyəm (Musqueam Indian Band), Sk̓wx̓wú7mesh Úxwumixw (Squamish Nation), and səlilwətał (Tsleil-Waututh Nation), 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](https://musqueam.bc.ca)

Squamish Nation: [squamish.net](https://squamish.net)

Tsleil-Waututh Nation: [twnation.ca](https://twnation.ca)

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



# Executive summary

We are upgrading the Portside Greenway, which connects Gastown to the Ironworkers Memorial Bridge. The project will create a high-quality greenway that prioritizes safe, comfortable walking, biking, and rolling with new public spaces along the way. The greenway consists of four distinct segments – Alexander Street, Powell Street, Wall Street, and Bridgeway Street – each with its own challenges and opportunities.

In Phase 1 (April – August 2023), we gathered feedback on the whole greenway from Gastown to the Iron Workers Memorial bridge and the project goals. In Phase 2 (Fall 2024), we presented two design approaches for the Wall Street segment: car-light street and protected bike lane. Staff heard a preference for the car-light approach and refined the Wall Street design for Phase 3.

**In Phase 3 (September 2025), we asked for feedback on the refined car-light design** for Wall Street. The design divides Wall Street into three zones, west, central, and east. Each zone is designed with a car-light approach that builds on Phase 2 engagement.

Engagement activities for Phase 3 included:

- Notification letters (5,766 letters sent).
- Survey on Shape Your City (391 responses).
- Two open houses (206 attendees).
- Presentations to the City’s Transportation Advisory Committee, Persons with Disabilities Committee, and Older Persons and Elders Advisory Committee.

- Door-knocking to businesses along Wall Street near Powell Street intersection.

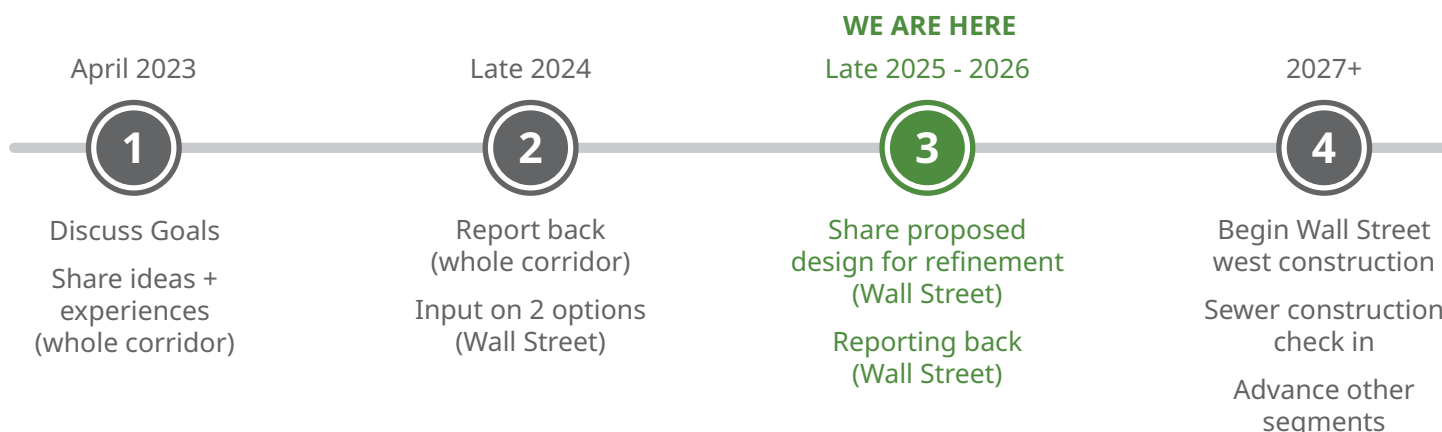
Themes included:

- Support for more green space, wider sidewalks, and cycling areas throughout the greenway.
- Concern for the loss of parking.
- Mixed support around the street closures and traffic calming measures.
- Support for speed reduction and safety measures such as speed humps and traffic circles.

The following report is a summary of Phase 3 engagement on the Portside Greenway. It includes a summary of activities, findings and how we are integrating this feedback into the final design for Wall Street.

We heard from a wide range of voices including people that live on or nearby Wall Street, and people that walk, bike, or roll on Wall Street. Community feedback helps shape the final design but is not a vote on what will be implemented. It is one way for us to identify issues to address along with technical studies, safety data, and engineering requirements.

Construction on Wall Street will be phased beginning with the west zone where construction is planned to begin in 2027. Construction on the Wall Street central and east zones is planned to begin after 2028. We will provide an update to the community before this work begins.



More project information is available at [www.shapeyourcity.ca/portside-greenway](http://www.shapeyourcity.ca/portside-greenway).

# Project overview

## Portside Greenway

The City is planning to improve the Portside Greenway, a 7-km route along the east Vancouver waterfront. It connects Gastown and the city's eastern border to Burnaby and the North Shore. The greenway is part of the Trans Canada Trail and an important cycling route for recreational

and commuter trips. The greenway exists today, except for a gap along Powell Street, and poor road and sidewalk conditions create safety issues along the existing route. Drivers also shortcut along the greenway, leading to high vehicle volumes and speeds.

The Portside Greenway project is guided by five goals, which were developed and confirmed in Phase 1. Here is how they will be reflected on Wall Street:



- 1. Accessibility, safety, & comfort:** Make walking, biking, and rolling accessible, safe, and comfortable for people of all ages, abilities, and backgrounds by improving and building new sidewalks and curb ramps as well as reducing 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 green spaces on Wall Street. Create new green spaces where possible.



- 4. Nature & rainwater management:** Provide opportunities to connect with nature and improve rainwater management.

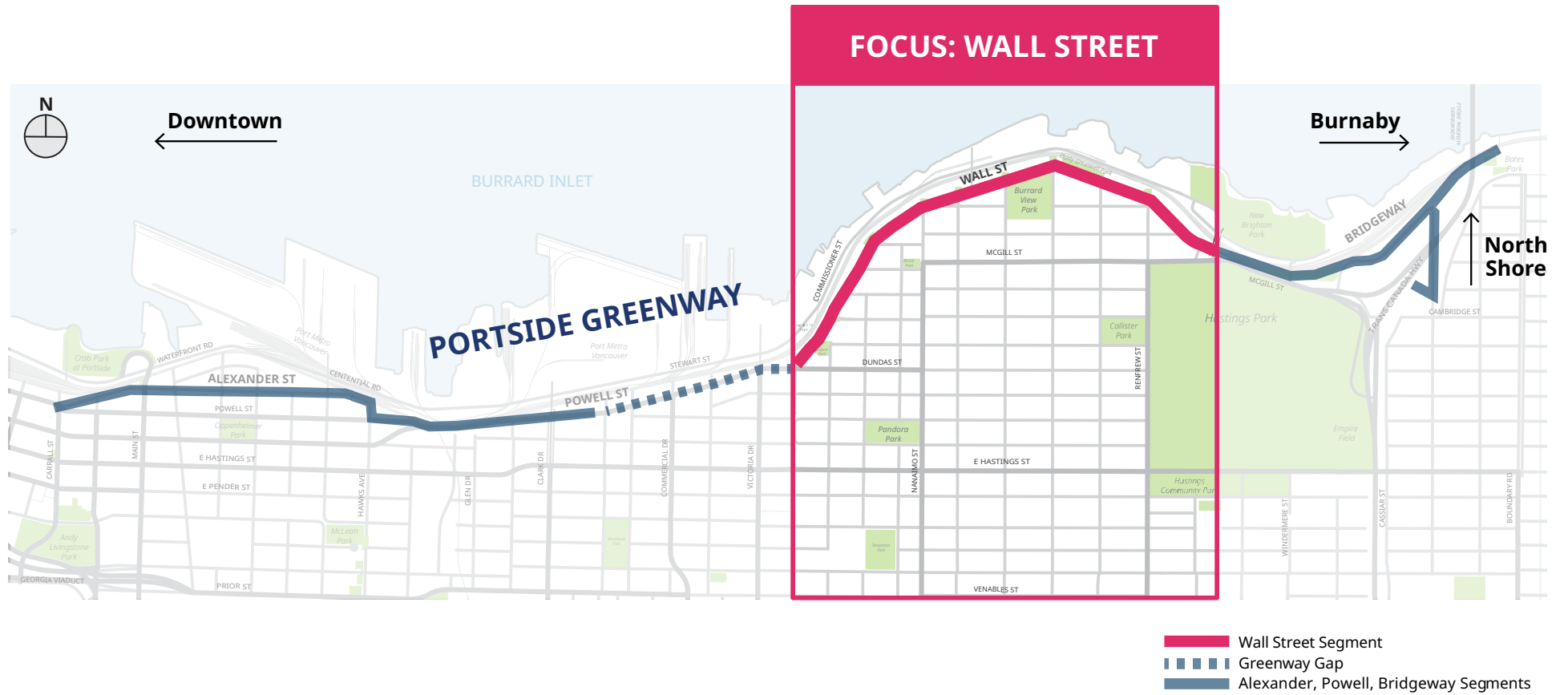


- 5. Local access, circulation, & emergency vehicle movement:** Maintain vehicle access to all properties within the project area and consider neighbourhood circulation needs. Emergency vehicle access is maintained through all car-free areas.

# Wall Street

Wall Street extends between the Dundas/Powell Street intersection to the Commissioner Overpass, passing through the residential neighbourhoods of Cedar Cove and Burrardview. The route includes several parks and green spaces and connects the neighbourhoods to New Brighton Park's recreational facilities. It is designated as a local street bikeway east of Lakewood Drive.

Vehicle volumes and speeds are much higher than recommended for an all ages and abilities (AAA) greenway. Wall Street has approximately 2 km of missing sidewalks, and some sections of it are in poor condition with wide gravel shoulders and few street trees.



The Portside Greenway with the Wall Street section highlighted

# Engagement approach

## Refining the car-light design

In Phase 1, we gathered feedback on the whole greenway and project goals. In Phase 2, we focused on sharing two design approaches for the Wall Street segment of the Portside Greenway: a car-light street or a protected bike lane. During this phase, we heard community support for the car-light design approach.

For Phase 3 engagement, we brought this design back to the community for final refinement. The updated plan included more details on each zone, traffic calming measures, and impacts on local access. The purpose of this engagement was to share more details of the design with the community and provide an opportunity for feedback that will help us refine the final design.

Our engagement objectives were to:

- Provide **easy-to-understand materials** about the project.
- Ensure those living on Wall Street and in the neighbourhood were **aware of the project**.

- Give people **different ways to provide input**.
- Be clear about **opportunities for influence** and what decisions have been made throughout the process.
- Create a process that is **inclusive for all** interested and impacted communities.

We mailed 5,766 notification letters to all residents and businesses in the area. We emailed people on the Portside Greenway distribution list. We also contacted organizations and service providers in the area, including in-person visits to businesses along Wall Street and Powell Street.

We raised awareness of the project with focused social media ads and pole posters along Wall Street.

The [Shape Your City project webpage](#) was an information hub. Visitors could learn about the car-light design details, get details on events, complete the survey, and sign-up for updates.



Proposed car-light design for Wall Street (fall 2025)

# Engagement at a glance

## Webpage

3,500 combined visits to Shape Your City and Vancouver.ca



## Door-knocking

5 businesses reached on Wall Street and Powell Street



## Notification letters

5,766 sent



## Civic advisory committees

Transportation Advisory Committee, Older Persons and Elders Advisory Committee, Persons with Disabilities Advisory Committee



## Social media

31,000 impressions



## Pop ups

206 attendees over 2 events



## Surveys

391 completed



## Emails

338 sent through mailing list



# What we heard

## General feedback

We heard from **391 people** in our survey. Survey respondents provided feedback on five key design elements proposed for each zone:

- 77% supported **urban nature elements** such as trees, green rainwater infrastructure, plantings.
- 77% supported **pedestrian improvements** such as sidewalk widening, curb bulges, and benches.

- 71% supported **cycling and micromobility** improvements.
- 61% supported **traffic calming measures**.
- 53% supported **local access and street parking plans**.

While most respondents that live along Wall Street supported the car-light design, some had concerns around the traffic calming measures. This is shown in our zone-specific feedback.

## Overall themes from Phase 3 engagement

We gathered feedback from meetings, emails, pop-ups, and surveys. Here is what we heard:

- Support for expanded and improved green space, wider sidewalks, and car-free areas.

"Please continue to prioritize urban nature, micromobility, and walking options for this area - people who are accessing this area via cycling or walking (or other micromobility options) are the ones who will be spending the most time there, not cars passing through."

- Support for keeping parking spaces.

"As much parking as possible should remain for residents of the block."

- Support for improving cycling access along Portside Greenway.

"Making sure that any new cycling infrastructure provides safe routes for all ages and all abilities of people who cycle is key in whatever changes/upgrades are made."

- Mixed support for traffic calming measures.

"This neighbourhood has long needed traffic calming measures to reduce speedsters short cutting to avoid slowdowns along McGill to and from the bridge. Thanks!!"

"No traffic calming other than speed bumps."

- Concern for less convenient access to and from homes.

"Please don't limit our access to our own homes. Many of our neighbours are elderly, disabled and working people, cutting up Wall Street with vehicle free areas isn't actually improving anything and instead will create more traffic and frustration, for example even more people speeding in our alleys."

- Concern that traffic will be pushed onto other streets in the area.

"Closing street access will push traffic onto other streets in the area, diverting volume but not reducing it."

Feedback from **businesses** along Wall Street (at Powell/Dundas Street):

- Support for the new traffic signal at Wall Street and Powell/Dundas Street to increase intersection safety and improve access for all road users, especially transit users.
- Need to accommodate large delivery trucks, service vans, and space for non-profits and service providers.
- Concern about the loss of parking for employees and customers.

Feedback from **civic advisory committees**:

- Support for more car-free spaces.
- Support for more accessible seating areas and desire for more washrooms.
- Support for signage to show key destinations and car-free areas.
- Concern about cycling safety and comfort on blocks with parking on both sides.



*Pop-up information sessions for Phase 3 held at Cambridge Park (above) and Burrard View Park (below) in fall 2025*



# What we heard

## Feedback on car-light design by zone

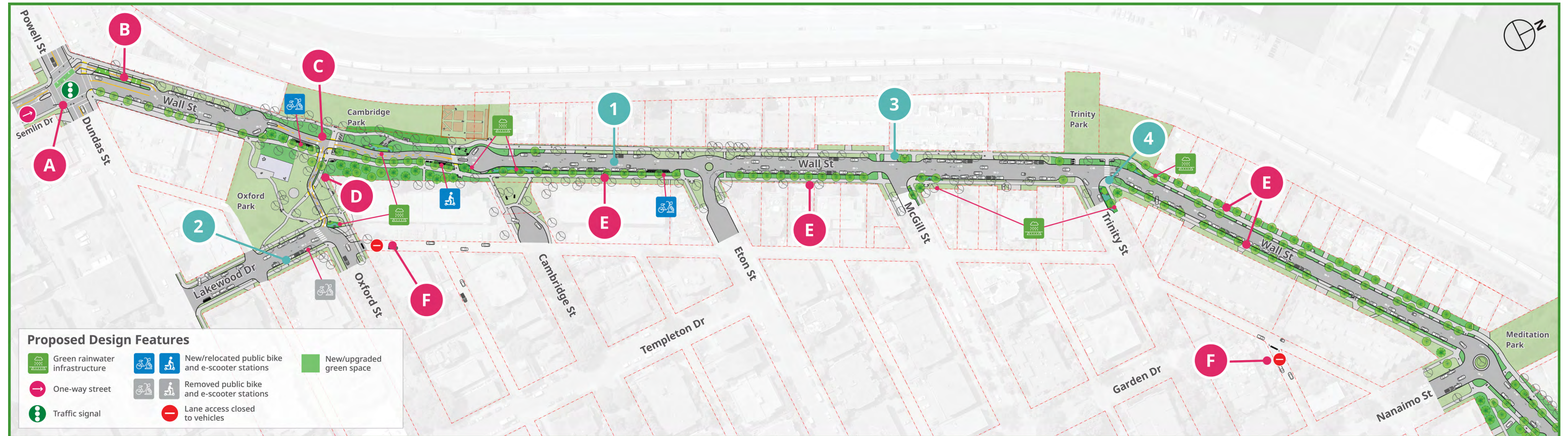
West zone: Wall Street between Powell/Dundas Street and Nanaimo Street

The design for the Wall Street west zone focuses on making it safer to walk, bike, and roll by creating a car-free area between Oxford Street and Cambridge Street. This car-free area will:

- Discourage shortcutting through the neighbourhood.
- Create more green space.

The design has been revised to minimize parking loss. It will also include:

- Repairing sidewalks and streets.
- Planting more street trees.
- Making it safer for people walking and rolling to cross the street.



Proposed design for the Wall Street west zone (fall 2025)

### KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2027+

- A** New signal and intersection upgrades to increase safety and improve access for all road users. Removed southbound access off Powell/Dundas Street to Semlin Drive. Eastbound left turn restriction will be removed to support local access.
- B** New raised bike path will enable future potential cycling connections.
- C** Connect Oxford and Cambridge Parks to create a car-free green space with additional trees, a bike path, and seating.
- D** Separate paths in Oxford Park for people walking and biking to improve connection with the Lakewood bikeway.
- E** Widened boulevard for trees.
- F** Concrete barriers at two locations to restrict lane shortcutting while maintaining access for people walking, biking, and rolling. Vehicle access in the lanes is maintained from adjacent streets.

### DESIGN CHANGES BASED ON PHASE 2 FEEDBACK

- 1** Parking maintained on both sides of Wall Street between Cambridge Street and Trinity Street. Some parking removal will occur to provide curb bulges and accessible pedestrian crossings.
- 2** Public bike share station relocated to car-free space so that 2 parking spaces on Lakewood Drive can be reinstated.
- 3** Sidewalk improvements (e.g., sidewalk widening, street trees) where street and sidewalk repairs are most needed.
- 4** Phase 2 feedback supported an additional closure at Wall and Trinity Street; however, it was not pursued due to residential access concerns and design constraints.

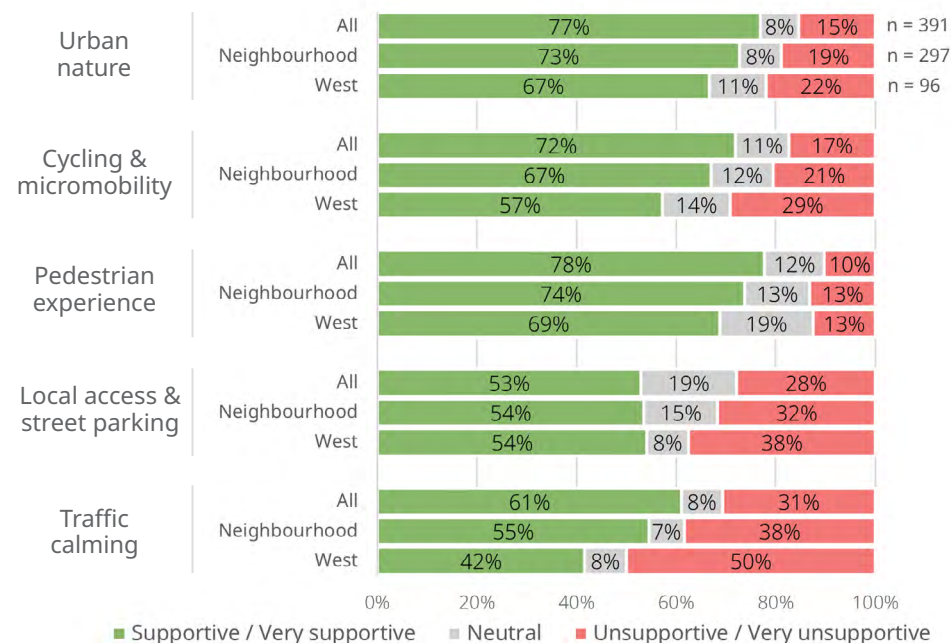
# What we heard

West zone: Wall Street between Powell/Dundas Street and Nanaimo Street

391 people completed the Wall Street west section of the survey with **many supportive or very supportive** of the proposed design elements for the west zone:

- 78% support making the pedestrian experience better.
- 77% support adding more trees and green space.
- 72% support cycling and micromobility improvements.
- 61% support calming traffic in the area.

**Wall Street west proposed design elements**  
All (391) & Neighbourhood (297) & West (96)



All - includes everyone who took the survey.

Neighbourhood - includes everyone who said they live on Wall Street or in the neighbourhood.

West - includes everyone who said they live on Wall Street in the west zone.

Of the 391 people who took the survey, 96 live on Wall Street in the west zone. Residents of the west zone had mixed support for design features that restricted local access for vehicles and reduced street parking. Their main concerns were about traffic calming measures in the west zone.

Feedback on the west zone included:

- Support for measures to improve safety and comfort for cycling and micromobility.
- Support for traffic calming measures that have less impact on local access such as speed humps.
- Mixed support for the car-free space on Wall Street to reduce neighbourhood shortcutting as well as more green space and safer walking, biking, and rolling connections, but some concern about restricting local access.
- Concern that it will be harder to access Dundas Street and Nanaimo Street without access from Wall Street.
- Concern for loss of on-street parking.

"Do not close any section of Wall Street to traffic. People live, work and play in this area, they need road access and parking space. Slow the traffic down with speed bumps but please do not close Wall Street."

"Overall, glad to see cycling being taken seriously. Disappointed we can't make it even more car-free, or at least have less street parking."

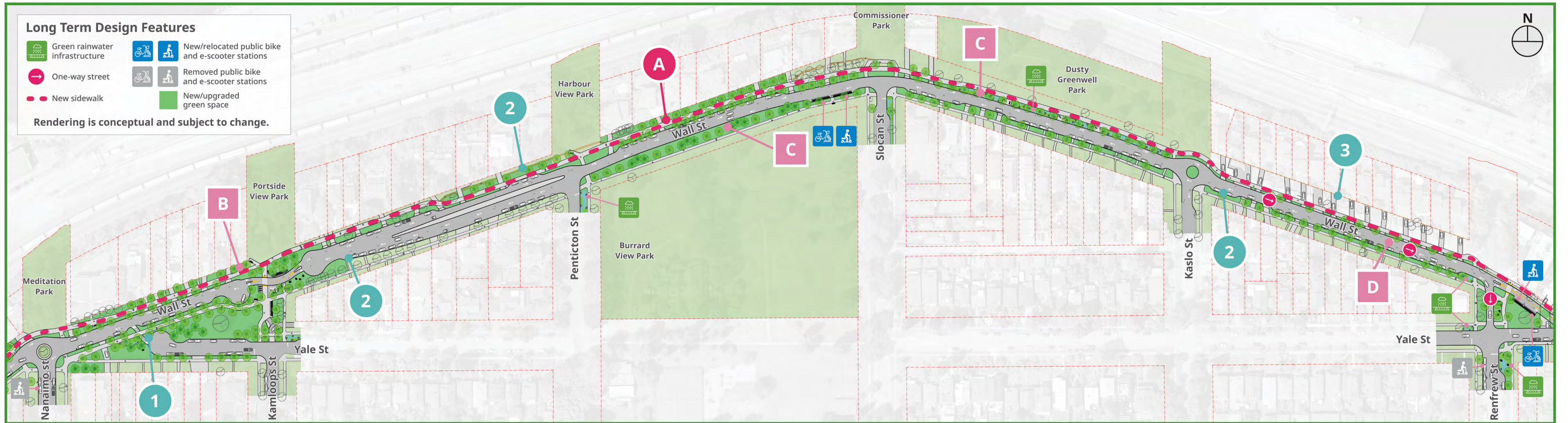
# What we heard

Central zone: Wall Street between Nanaimo Street and Renfrew Street

The long-term vision for the Wall Street central zone includes:

- A wide, continuous sidewalk along the north side of the street.
- A car-free area between Nanaimo Street and Kamloops Street.

- Redirecting traffic at Renfrew Street to reduce neighbourhood shortcutting.
- A narrower road to slow down vehicles.
- More trees along the north side of the street.



Proposed design for the Wall Street central zone (fall 2025)

## KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2028+

- A** Wide, continuous sidewalks along the north side of Wall Street.

## LONG TERM DESIGN ELEMENTS

- B** Closing the intersection of Wall Street and Kamloops Street to vehicles south of Portside View Park will double the size of the park, connecting it to an existing green space. Proposed seating areas have been strategically placed to take advantage of the mountain and port views.
- C** Reallocated road space for trees, sidewalks and traffic calming.
- D** One-way eastbound for vehicles on Wall Street from Kaslo Street to Renfrew Street and one-way southbound on Renfrew Street from Wall Street to Yale Street.

## DESIGN CHANGES BASED ON PHASE 2 FEEDBACK

- 1 Proposed vehicle closure between Nanaimo Street and Yale Street based on support in Phase 2. Access to homes will be maintained.
- 2 Changes made to keep more parking spaces.
- 3 Between Kaslo Street and Renfrew Street, homes on the north side have steep driveways. Each home will keep at least one back-in parking space.

# What we heard

Central zone: Wall Street between Nanaimo Street and Renfrew Street

391 people completed the Wall Street central section of the survey with **many supportive or very supportive** of the proposed design elements for the central zone:

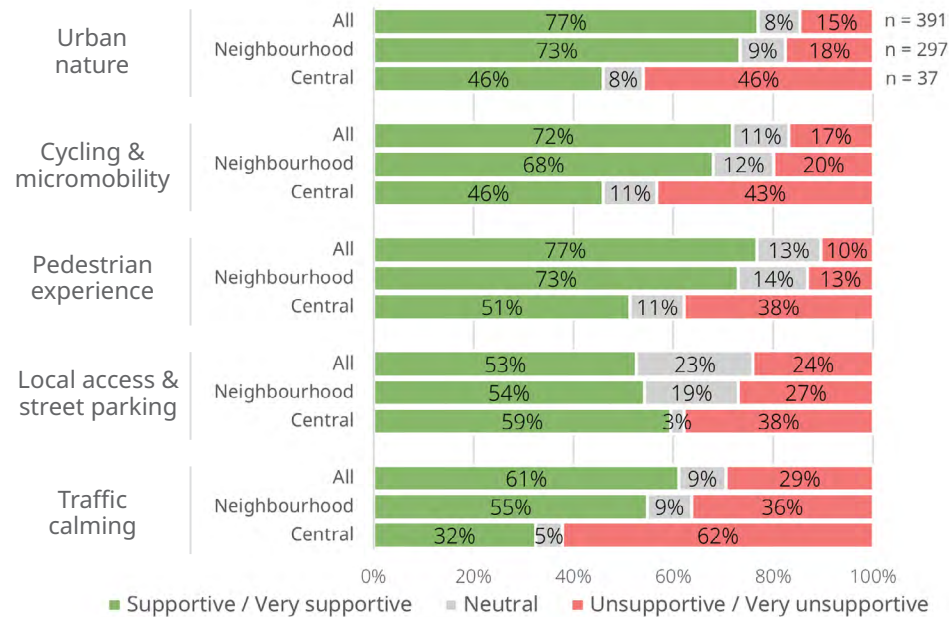
- 77% support making the pedestrian experience better.
- 77% support adding more trees and green space.
- 72% support cycling and micromobility improvements.
- 61% support calming traffic in the area.

Of the 391 people who took the survey, 37 live on Wall Street in the central zone. Residents of the central zone were most supportive of local access and street parking while being most concerned about traffic calming measures.

Feedback on the central zone included:

- Support for pedestrian improvements such as wider sidewalks.
- Support for measures to slow down traffic that don't reduce vehicle access, such as speed humps or traffic circles.
- Concern that it will take residents longer to drive through the neighbourhood because of the traffic diversions on Trinity and on Wall Street.
- Concern for loss of on-street parking along Wall Street.

Wall Street central proposed design elements  
All (391) & Neighbourhood (297) & Central (37)



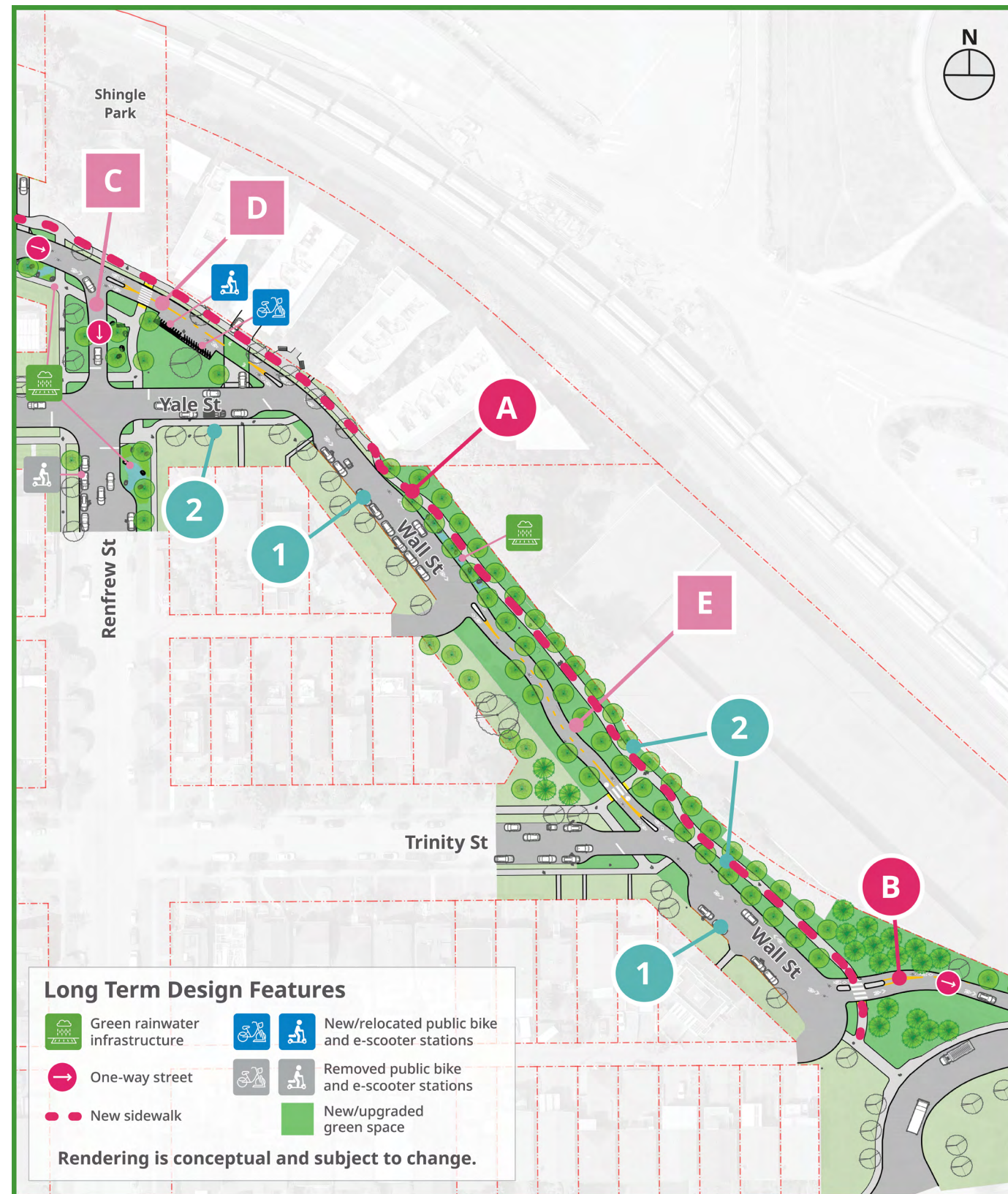
"It appears that you are making it more difficult to reach my home on a daily basis. I am concerned about the parking. If I don't get home until 6pm from work I am parking 1 or 2 blocks away ..."

"The sidewalks on this street are not in great shape and investment would be welcome. Currently the public sidewalks feel like an extension of the private property. As a runner, I am often running in the street because of the state of the sidewalks."

All - includes everyone who took the survey.  
Neighbourhood - includes everyone who said they live on Wall Street or in the neighbourhood.  
Central - includes everyone who said they live on Wall Street in the central zone.

# What we heard

East zone: Wall Street between Renfrew Street and Commissioner Street Overpass



Proposed design for the Wall Street east zone (fall 2025)

The long-term vision for the Wall Street east zone includes two car-free areas to increase green space and make it safer to walk, bike, and roll. The design has changed to address neighbourhood parking needs and focus on a new sidewalk along the north/east side of Wall Street.

## KEY DESIGN ELEMENTS - CONSTRUCTION BEGINS 2028+

- A** Wide sidewalk along the north side of Wall Street.
- B** The road to Maple Leaf Storage will become one-way eastbound for cars. People walking, biking, and rolling can go both directions.

## LONG TERM DESIGN ELEMENTS

- C** Renfrew Street (between Wall Street and Yale Street) will become one-way southbound for cars. This will help stop drivers from shortcutting and create more green space. People walking, biking, and rolling can go both directions.
- D** Car-free space between Renfrew Street and Yale Street. Driveway access will be moved to Yale Street.
- E** Car-free space between laneway south of Yale Street and Trinity Street.

## DESIGN CHANGES BASED ON PHASE 2 FEEDBACK

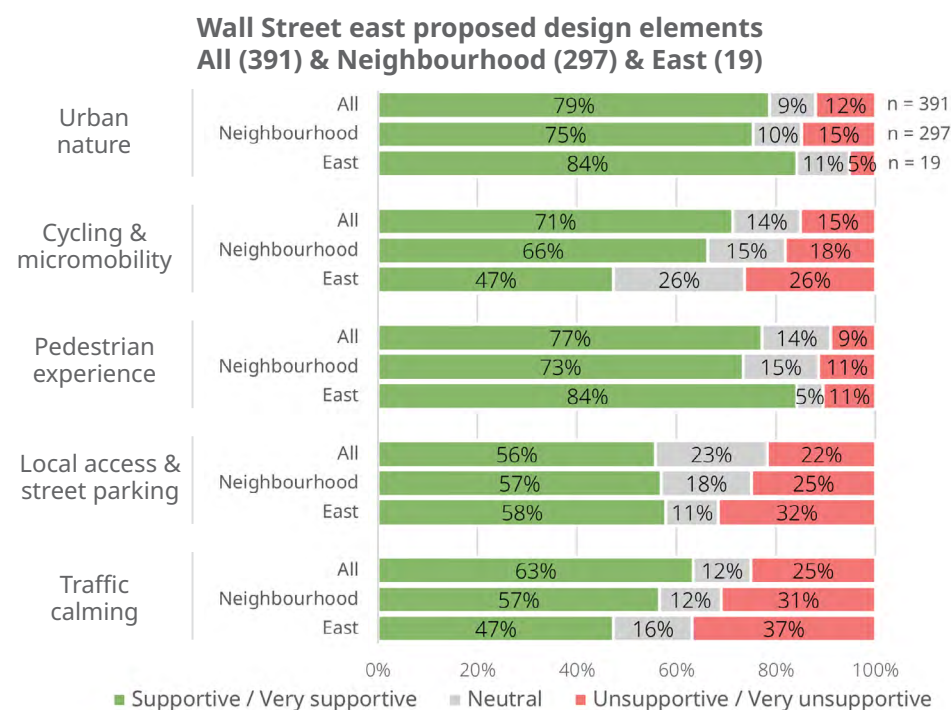
- 1** More parking maintained on the south/west side of Wall Street.
- 2** New sidewalk on one side only because of limited space.

# What we heard

East zone: Wall Street between Renfrew Street and Commissioner Street Overpass

391 people completed the Wall Street east section of the survey with **many supportive or very supportive** of the proposed design elements for the east zone:

- 78% support adding more trees and green space.
- 77% support making the walking experience better.
- 71% support cycling and micromobility improvements.
- 63% support calming traffic in the area.



All - includes everyone who took the survey.

Neighbourhood - includes everyone who said they live on Wall Street or in the neighbourhood.

East - includes everyone who said they live on Wall Street in the east zone.

Of the 391 people who took the survey, 19 live on Wall Street in the east zone. Residents of the east zone were supportive of design features that added green space and improved the walking experience. There were some concerns that cycling and micromobility changes, and traffic calming measures would remove too much parking in the area.

Feedback on the east zone included:

- Mixed support for local access with some liking the approach and some saying it may make it harder to drive through the area
- Concern that cycling and micromobility improvements and traffic calming will remove parking spots. Some people wanted more parking in the neighbourhood.
- Concern around drivers taking shortcuts through this zone.

"Renfrew being changed to southbound only will negatively impact locals like myself that use that route to get home. Especially in poor weather months where Renfrew is the safer way to get back down onto Wall Street."

"The most powerful part of this design for me is the conversion of Renfrew Street between Wall Street and Yale Street to southbound only for vehicles."

# What we heard

## Traffic changes and getting around the neighbourhood

The proposed design for Wall Street will make it safer to walk, bike, and roll in the neighbourhood by:

- **Lowering vehicle volumes** by discouraging through-traffic while maintaining access to homes and businesses (e.g., diverters, car-free areas, one-way streets).
- **Slowing down traffic** by encouraging drivers to go slower (e.g., narrower roads, signs, speed humps).
- **Making it more accessible for people walking, biking, and rolling** (e.g., curb bulges at crosswalks).

Traffic calming measures work as a system, changing one measure may require changes to other measures. Some measures, such as the one-ways on Trinity Street, will be a temporary build and can be changed or removed or later made permanent if they work well. Some measures, such as the improved crossings and curb bulges on Templeton Drive, will be permanent changes. With all measures, emergency vehicles and people walking, biking and rolling can use the street in both directions.



*Example of a permanent car-free space*



*Example of a permanent curb bulge with green infrastructure*



*Example of a quick-build one-way*



*Example of a permanent raised crossing*

# What we heard

## Traffic changes and getting around the neighbourhood



Proposed traffic calming plan (fall 2025)

- A Wall and Powell Street:** Remove the evening eastbound left-turn ban to improve local access south of the car-free area.
- B Wall Street:** Car-free spaces and diverters will stop drivers from taking shortcuts through the neighbourhood, making the street safer for all users. Emergency vehicles can still get through.
- C Lanes:** Concrete barriers at two spots will stop cars from taking shortcuts but will allow people walking, biking, and rolling through. Cars can still enter lanes from nearby streets.
- D Trinity Street:** Quick-build features will make two blocks one-way for cars to reduce shortcutting.
- E Renfrew and McGill Street:** Restrict westbound right turns from McGill onto Renfrew Street between 7:00–9:30 AM to reduce neighbourhood shortcutting.
- F Monitoring:** City staff will collect traffic volume data after the changes are made to see if more improvements or changes are needed.
- Neighbourhood streets:** Curb bulges and road narrowing will slow down cars and make crossing the street safer.

# What we heard

## Traffic changes and getting around the neighbourhood

Our survey asked a question about the proposed traffic changes for the whole neighbourhood. Overall, **63% of people who took the survey were very supportive or supportive** of the proposed traffic calming changes. People who lived in the neighbourhood but not on Wall Street were the most supportive of the traffic plan, while people who lived on Wall Street were less supportive.

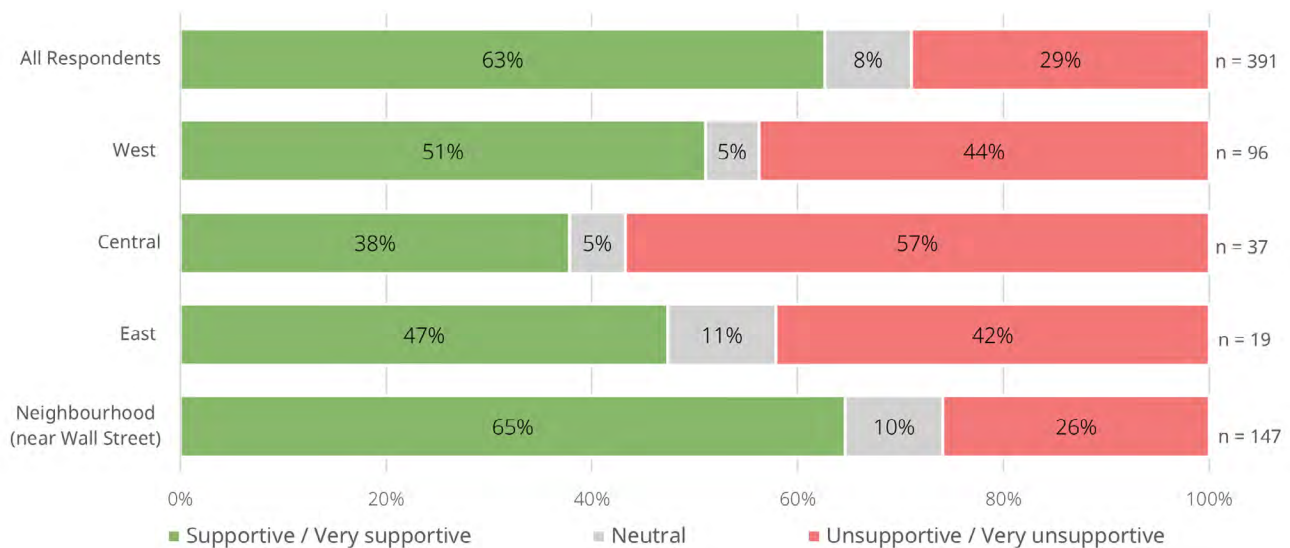
“Support the overall calming system but worried about laneway safety. McGill already backs up with Second Narrows congestion, and with added pressures from the PNE amphitheatre, Wall St diversion, and possible Whitecaps stadium, more drivers may cut into laneways.”

“The redesign leaves it hard for people who live in the area to access their streets by car. The area will be a complicated maze of no access, no left turns, and one-way streets. I personally will have to drive four blocks out of the way, in a circle, to reach my home.”

Feedback included:

- Support for a traffic signal at Wall Street and Powell Street.
- Support for more ways to slow down traffic (e.g., speed humps and curb bulges) than ways to reduce the number of cars (e.g., car-free areas and one-way streets).
- Concern about one-ways on Trinity Street changing local access and pushing shortcutting traffic to nearby streets.
- Concern that traffic changes will make it harder for residents to get around by vehicle.
- Concern that traffic changes will push more cars onto other streets in the neighbourhood.

Wall Street proposed traffic calming



West – includes everyone who said they live on Wall Street in the west zone.

Central – includes everyone who said they live on Wall Street in the central zone.

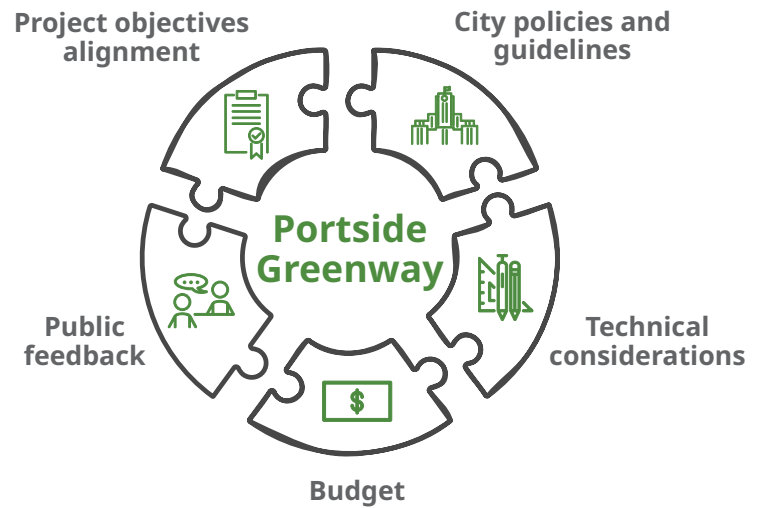
East – includes everyone who said they live on Wall Street in the east zone.

# How we are using your feedback

Feedback from the community will help us improve the car-light design for the Wall Street segment of the Portside Greenway.

Public input helps us understand community concerns and is 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 is not a vote but rather helps us identify key issues to address.

The following table provides an overview of what we heard during Phase 3 engagement and how this feedback will be used in the final design.



Decision-making factors for the Portside Greenway

Feedback	How we are responding
<b>Parking</b>	
Losing parking is a problem, especially for renters, seniors, and people with mobility challenges.	<ul style="list-style-type: none"> <li>The current plan keeps parking on most blocks where possible.</li> <li>Residents can request for a residential permit parking program to be implemented in their area. To learn more, please visit the webpage on residential permit parking: <a href="http://vancouver.ca/streets-transportation/permit-zone-request.aspx">vancouver.ca/streets-transportation/permit-zone-request.aspx</a></li> </ul>
Can you provide more parking on a particular block?	<ul style="list-style-type: none"> <li>We will consider adjustments where feasible to meet parking needs.</li> </ul>
<b>Local access</b>	
Car-free areas and traffic changes will make it harder for residents to get around by car, especially because of limited left turns onto busy streets during rush hour.	<ul style="list-style-type: none"> <li>We will monitor traffic patterns after the changes are made to see if improvements like new or changes to traffic signals or turn lanes are needed.</li> <li>We understand this is a concern for people in the community and will monitor traffic patterns and adjust traffic calming measures as needed.</li> </ul>
Making a left turn along McGill street is difficult, how will you address this? What about new traffic signals?	
Emergency vehicle access along Wall Street is essential.	<ul style="list-style-type: none"> <li>The car-free zones will be designed so emergency vehicles can pass through when needed. With all the measures, emergency vehicles and people walking, biking, and rolling can use the street in both directions.</li> </ul>

Feedback	How we are responding
<b>Traffic calming</b>	
Why are some quick-build measures being used?	<ul style="list-style-type: none"> <li>Quick-build measures allow us to monitor and adjust as traffic patterns change. These measures can later be made permanent if successful.</li> </ul>
Traffic may increase on nearby streets as drivers seek alternate routes to avoid car-free areas.	<ul style="list-style-type: none"> <li>Non-local traffic will be discouraged from using local streets through traffic calming changes in the neighbourhood.</li> </ul>
Traffic may increase in nearby lanes as drivers seek alternate routes to avoid car-free areas.	<ul style="list-style-type: none"> <li>Concrete barriers will be added at two laneway locations to allow people to walk, bike, and roll while preventing vehicle shortcutting: <ul style="list-style-type: none"> <li>Lane entrance at Lakewood Drive and Oxford Street. Residents will still have access from Templeton Drive and from Cambridge Street.</li> <li>Lane north of Trinity Street east of Wall Street. Residents will still have access from Nanaimo Street.</li> </ul> </li> <li>Staff will explore additional measures in locations to address concerns heard in Phase 3, such as the lane north of McGill Park, and the lane south of Trinity Street, between Nanaimo and Renfrew Street.</li> </ul>
Can we use more speed humps and turn restrictions instead of creating car-free areas?	<ul style="list-style-type: none"> <li>Speed humps are one of several measures in our toolkit that we use to address high vehicle speeds on local streets. Speed control measures like speed humps slow vehicles down, but don't typically keep drivers from shortcutting on local streets. To reduce vehicle volumes, we use measures like one-way streets, diverters, and full closures.</li> <li>Turn restrictions, without physical measures such as barriers, often have a low compliance rate - particularly on local streets.</li> <li>We will monitor traffic changes and adjust or remove measures as needed.</li> </ul>
<b>Other</b>	
Will washrooms be added as part of the Portside Greenway?	<ul style="list-style-type: none"> <li>Washrooms are not included as part of the Portside Greenway project as there is a City-wide washroom strategy underway.</li> </ul>
Powell Street is more dangerous to ride along than Wall Street – why not work on that segment?	<ul style="list-style-type: none"> <li>Addressing the Powell network gap of the Portside Greenway will be an important step toward making it safe and comfortable for people walking, biking, and rolling.</li> <li>The Wall Street segment can be coordinated with sewer system upgrades to reduce construction impacts on residents.</li> <li>Studies are underway for the Powell segment, and opportunities for public engagement will be advertised in the future.</li> </ul>

# Who we heard from

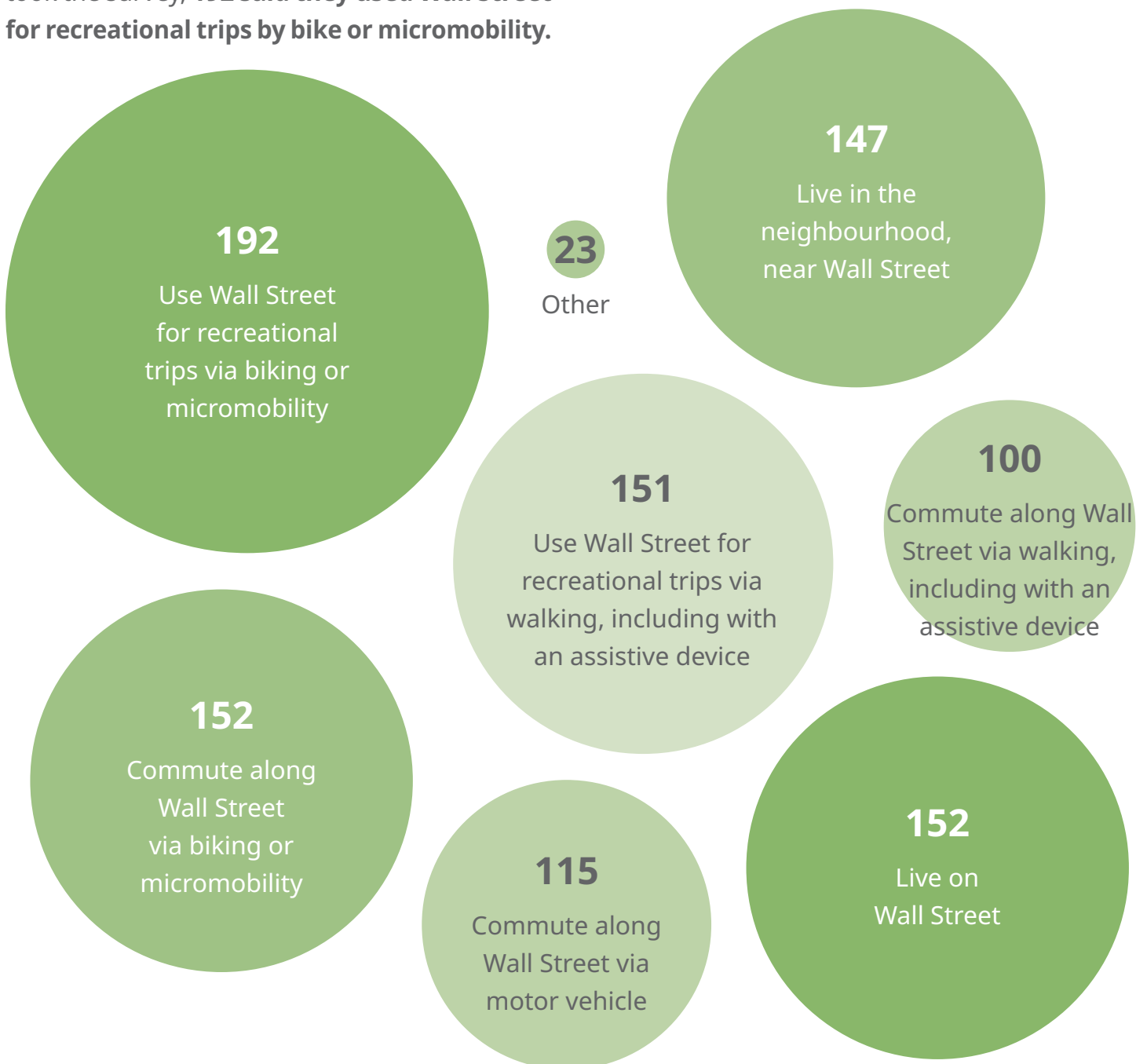
It was important for us to hear from people who live and work in the community and from those who use the Portside Greenway for walking, biking, and rolling. We also wanted to hear

from advocates for transportation, people with disabilities, and seniors. The following shows who we heard from and how they are connected to the area.

## Connection to Wall Street

Through our survey, we heard from 391 community members with different connections to the Wall Street area. Of the 391 people who took the survey, **192 said they used Wall Street for recreational trips by bike or micromobility.**

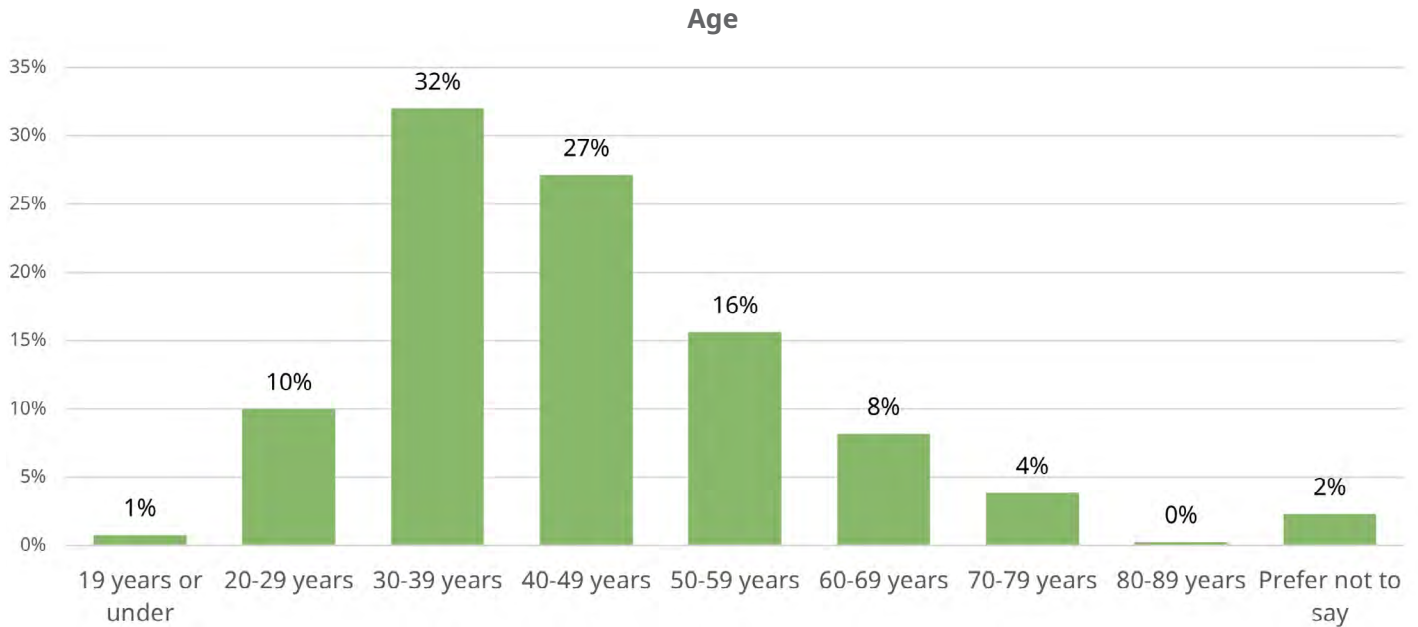
Below are the results to our survey question: *“What is your connection to the Wall Street segment of the Portside Greenway? (Select all that apply)”*.



## Age

We heard from a variety of age groups from under 19 to over 80. **People ages 30-49 made up 59% of people who took the survey.**

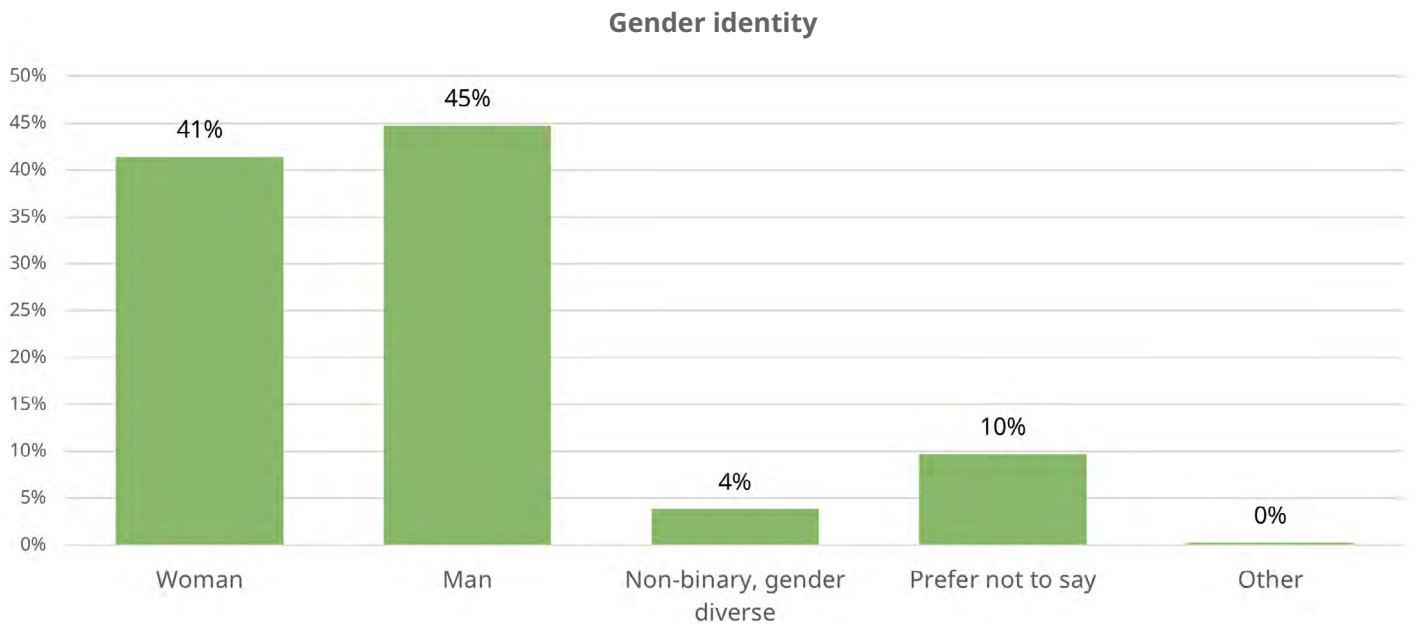
Below are the results to our survey question: *“What age group do you belong to? (Select one)”*.



## Gender identity

**There was roughly equal gender balance between people who identify as a woman or man.**

Below are the results to our survey question: *“How do you describe your gender identity? (Select one)”*.

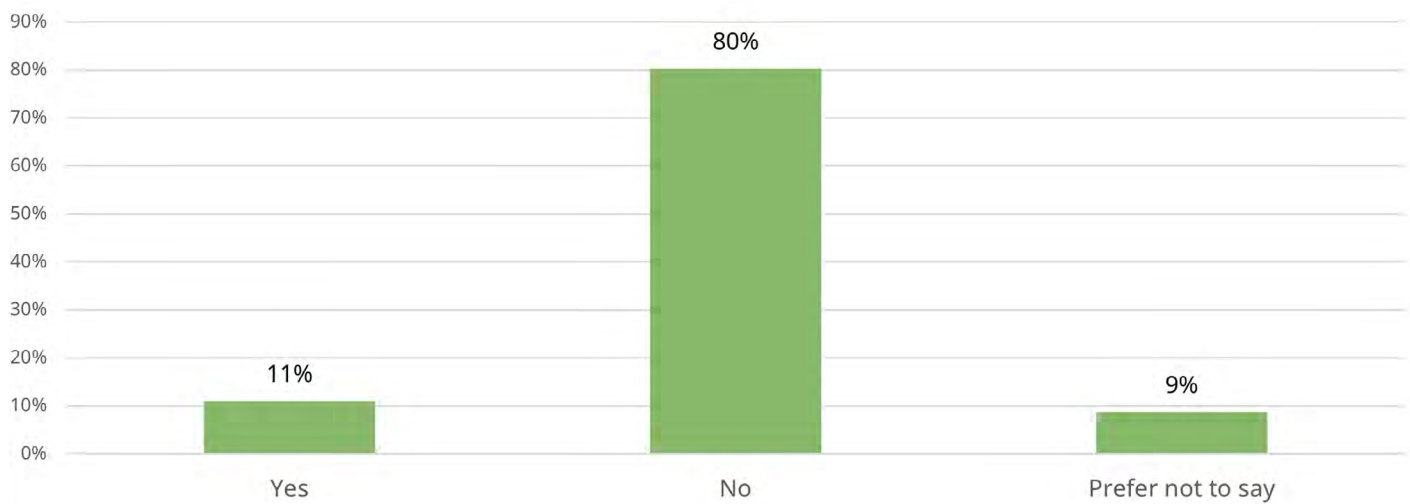


## Ability

**80% of people who took the survey did not identify as having a disability, medical condition, or other mobility constraint.**

Below are the results to our survey question: *“Do you identify as a person with a disability, medical condition, or other mobility constraint? (Select one)”*.

**Presence of disability, medical condition, or mobility constraint**

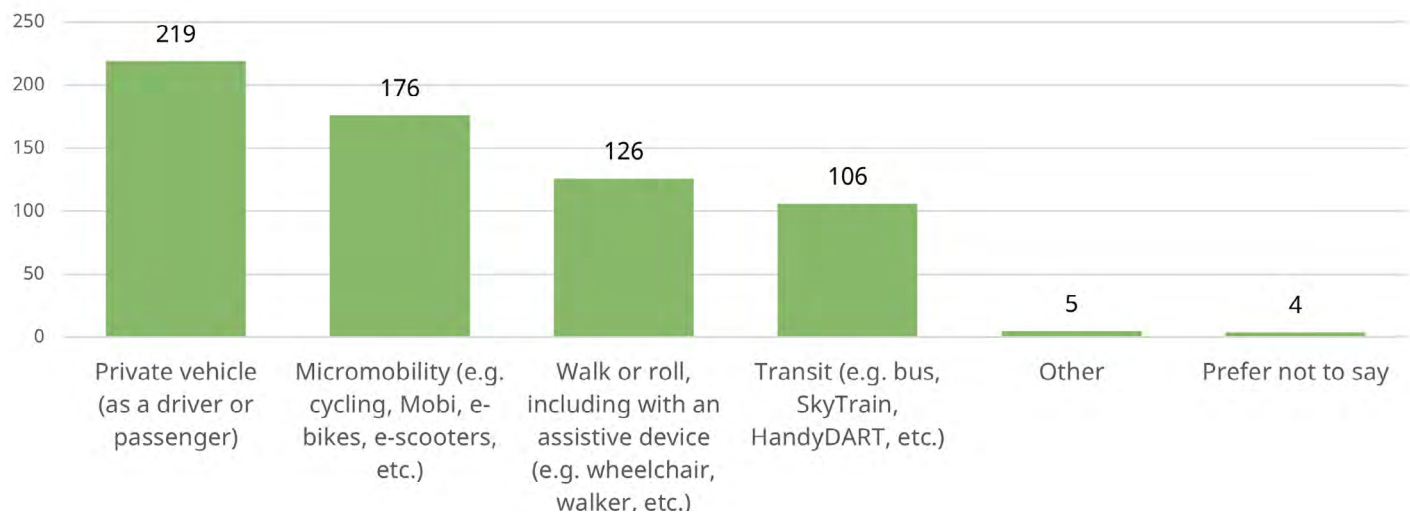


## Primary mode of transportation

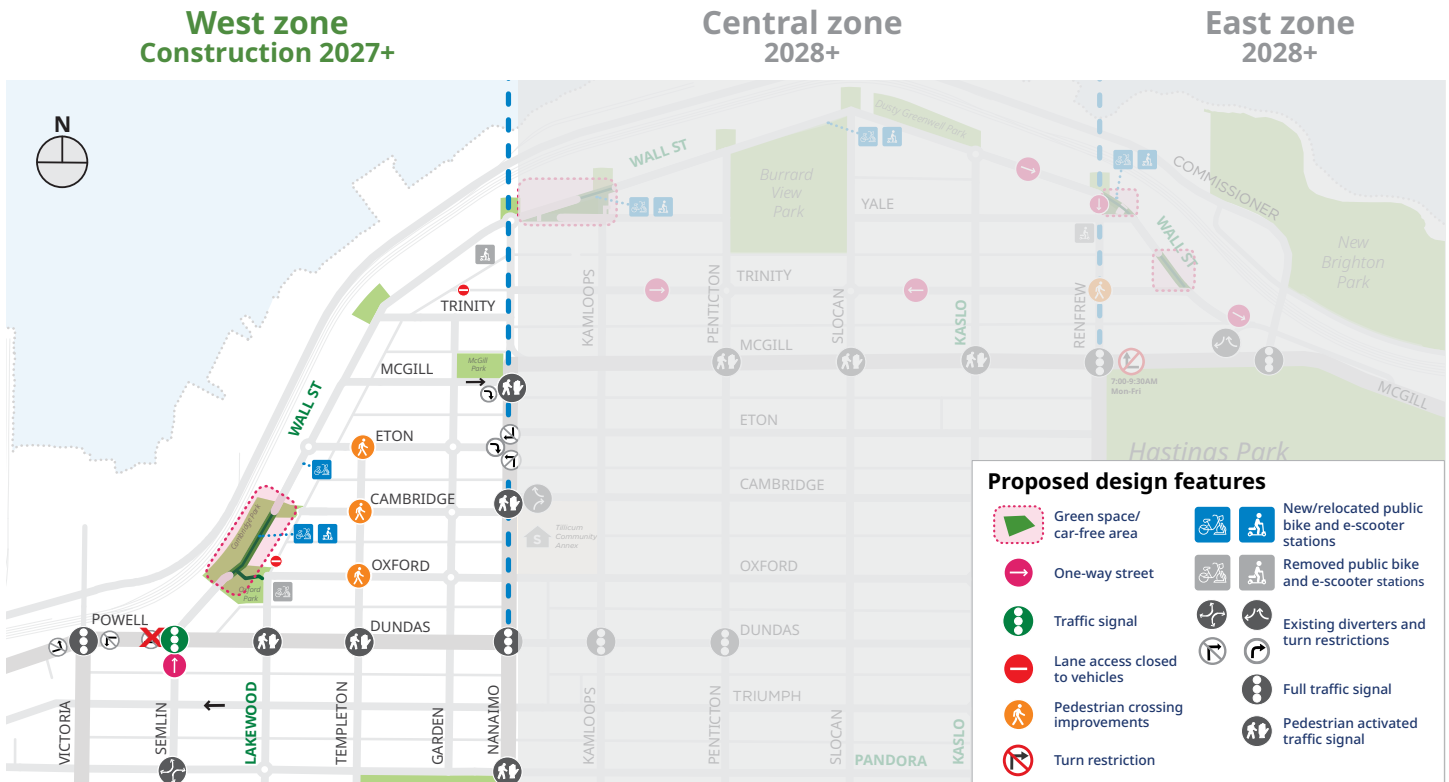
When asked about their main way of getting around, **most people (219) who took the survey said they use a private vehicle** (as a driver or passenger). The second most common answer (176) was micromobility (e.g., cycling, Mobi, e-bikes, e-scooters).

Below are the results to our survey question: *“What is your primary mode of transportation (how do you get to work, school, and other activities)? (Select up to two (2) responses)”*.

**Primary mode of transportation**



# Next steps



Proposed car-light design for Wall Street and scope of construction for 2027+

Construction on Wall Street will be phased, beginning with the west zone where construction is planned to start in 2027. Construction on the central and east zones is planned to begin after 2028. We will provide an update to the community before this work begins.

There will be opportunities to help shape the design of the remaining Portside Greenway segments, including Alexander, Powell, and Bridgeway.

To stay informed, sign-up for the Portside Greenway mailing list at: [shapeyourcity.ca/portside-greenway](https://shapeyourcity.ca/portside-greenway), or email [portside-greenway@vancouver.ca](mailto:portside-greenway@vancouver.ca) for more information.

