



PARTICIPANT INPUT SUMMARY

Arbutus Greenway Temporary Path
Public Workshops

Hosted by the City of Vancouver

Workshops designed, facilitated and reported on by Susanna Haas Lyons,
with the support of Rachel Magnusson

October 11, 2016

TABLE OF CONTENTS

- 1. Overview3
- 2. Who Participated in the Workshops 4
- 3. Feedback on Design Criteria for the Temporary Path.....7
- 4. Feedback on Design and Materials for the Temporary Path.....8
- 5. General Comments on Design Options 9
- 6. Ideas for the Future Arbutus Greenway..... 10

- Appendices..... 11
 - Appendix A – Complete List of Feedback on Design Criteria 11
 - Appendix B – Complete List of Feedback on Design and Materials for the Temporary Path.....15
 - Appendix C – Participant Evaluation of the Workshops 17

Thank you to the table facilitation team who provided superb support for participant discussions and reporting on the outcomes of those discussions: Jennifer Anderson, Stefano Borgato, Jessica Carson, Jenna Dunsby, Keane Gruending, Anthony Hoang, Muryani Kasdani, Gerry Keane, Emme Lee, Suzanne MacKinnon, Ruth MacNeill, Ian McBean, Katelyn McDougall, Bill McIntosh, Jhon Mozo, Odete Pinho, Ariel Rouhi, Yusraa Tadj and Zuzana Zilkova.



1. OVERVIEW

The Arbutus Greenway is a future north-south transportation corridor that will connect False Creek to the Fraser River. In the short term, the City of Vancouver is building a temporary pathway that everyone can enjoy.

In September 2016, over 350 people participated in a workshop to provide input on the Arbutus Greenway temporary path. There were five workshops in total:

- Saturday, September 17, 1 - 3 pm | False Creek Community Centre
- Wednesday, September 21, 7 - 9 pm | Coast Vancouver Airport Hotel
- Thursday, September 22, 7 - 9 pm | Kerrisdale Community Centre
- Saturday, September 24, 10 am - 12 pm | Kitsilano Neighbourhood House
- Saturday, September 24, 3 - 5 pm | Kerrisdale Community Centre

At these workshops, participants learned about the temporary pathway, the City's design principles and different design options. Participants identified their most important criteria for the planning the pathway and gave feedback on its design.

This is a summary report of the workshops, describing who participated and the input received during these workshops.

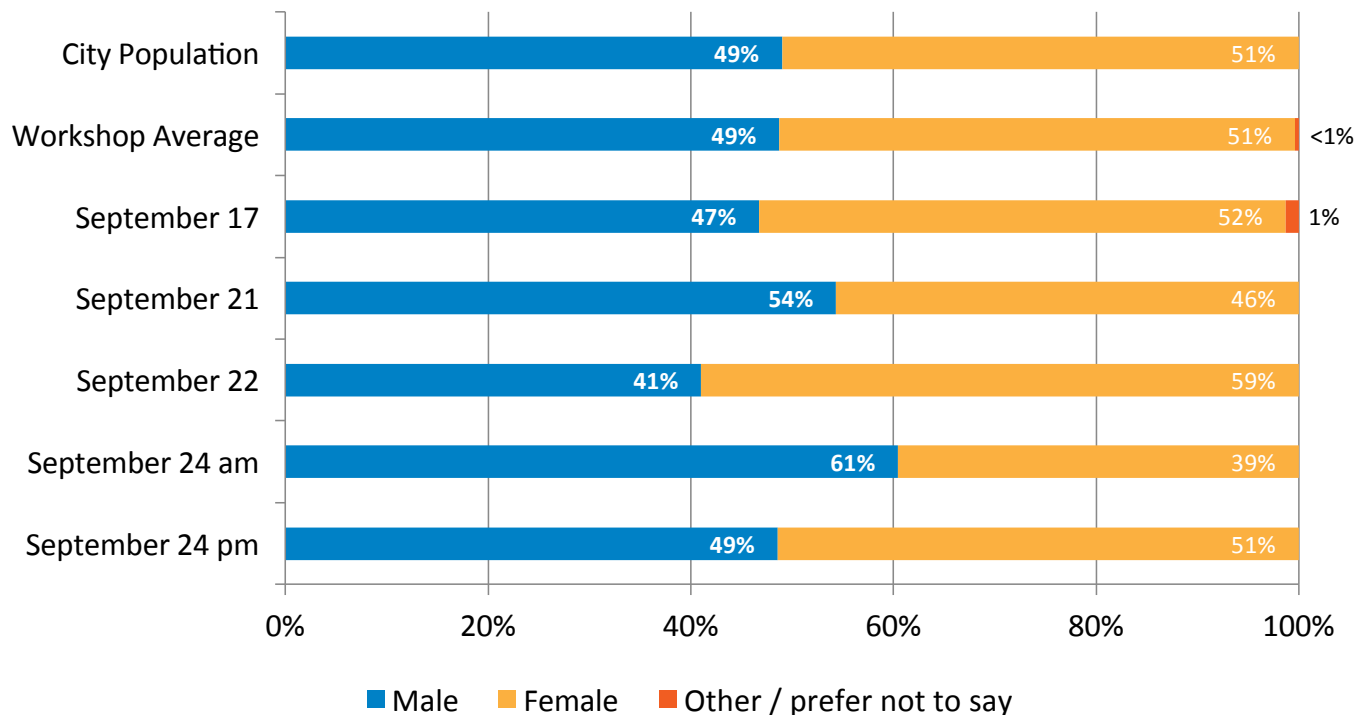
For more information about the temporary path, including information boards and workshop presentation, visit vancouver.ca/arbutus-greenway.

2. WHO PARTICIPATED IN THE WORKSHOPS

DATE	WORKSHOP LOCATION	NUMBER OF PARTICIPANTS
September 17	False Creek Community Centre	100
September 21	Coast Vancouver Airport Hotel	46
September 22	Kerrisdale Community Centre	105
September 24, am	Kitsilano Neighbourhood House	60
September 24, pm	Kerrisdale Community Centre	45

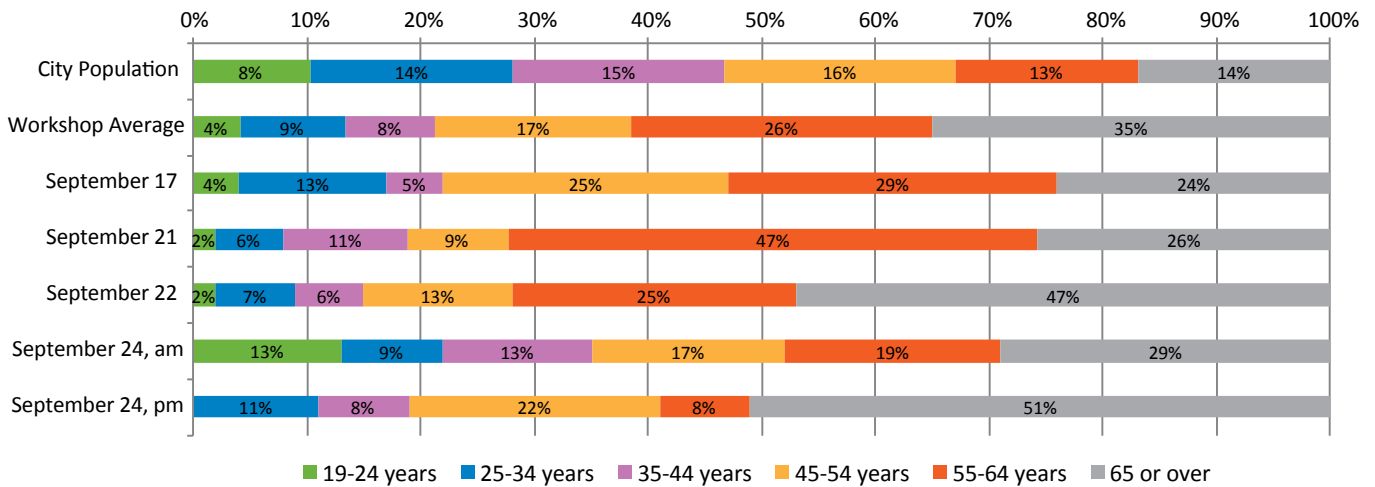
Participants were asked to put stickers on large posters to share a little about themselves and how they might use the temporary path. The majority (80 per cent) of workshop participants chose to do so.

PARTICIPANT GENDER



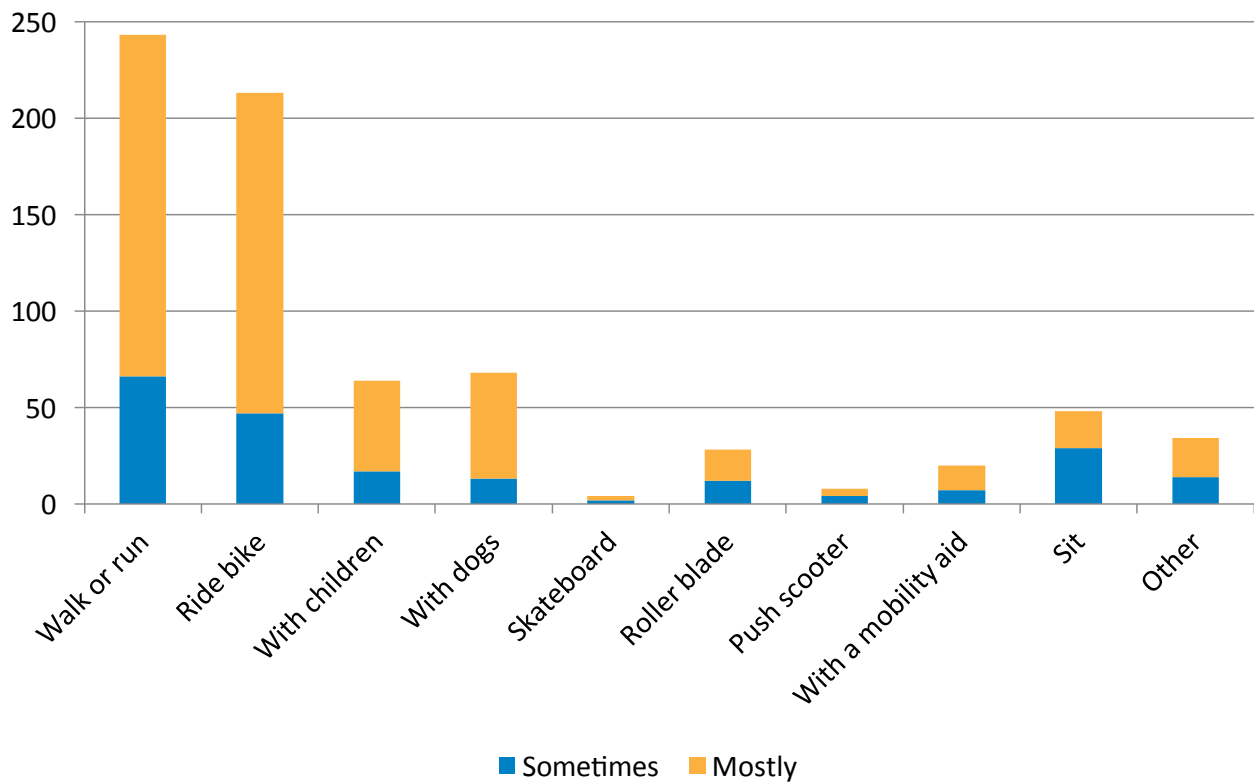
Note: City population is based on the 2011 Canadian Census, which does not record gender other than male or female.

PARTICIPANT AGE



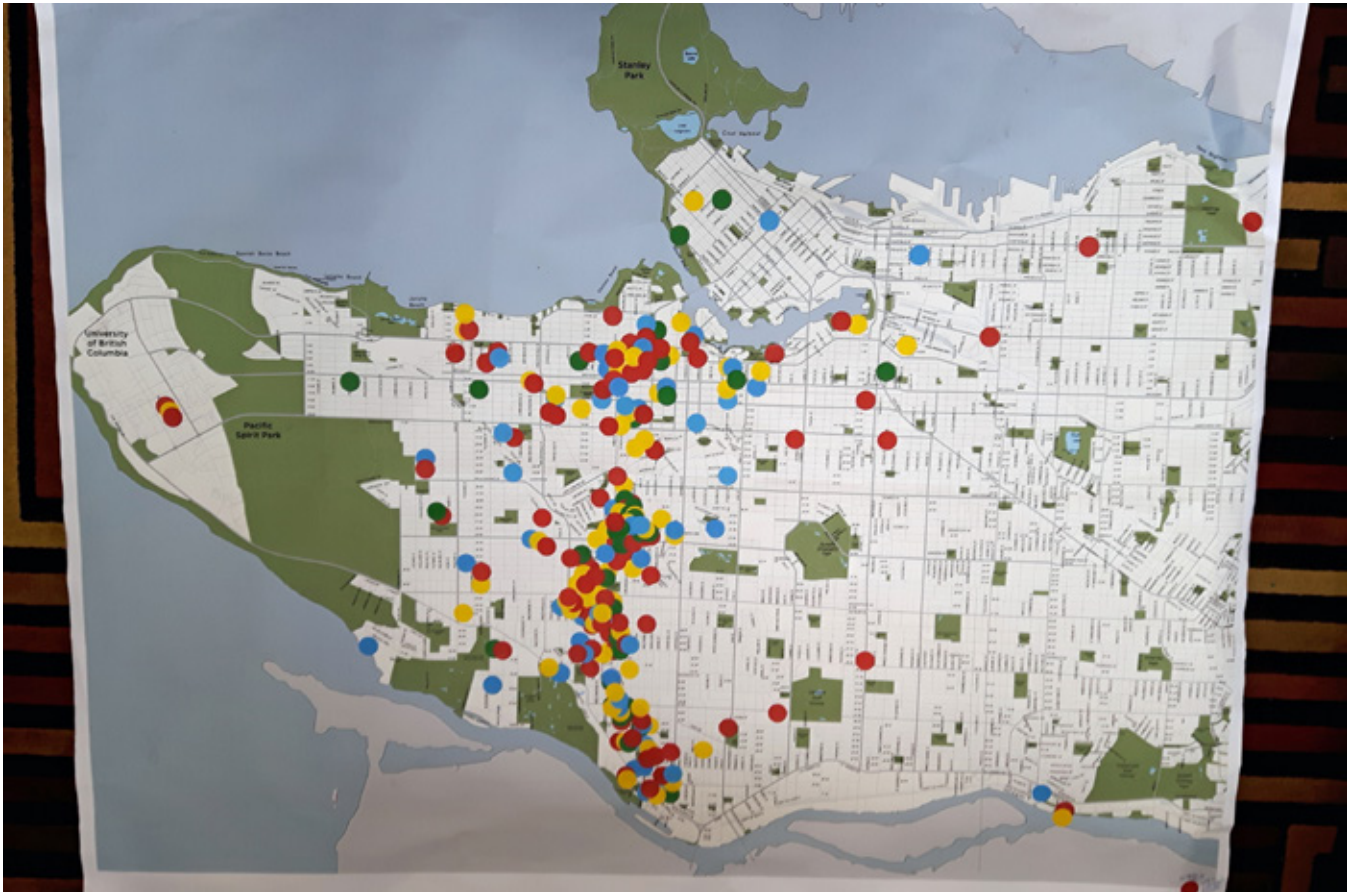
Note: Three workshop participants indicated their age as “Under 19”, but this table does not include them because the workshops were targeted to adults. Vancouver’s population under 19 is equal to 20% of residents.

HOW PARTICIPANTS INTEND TO USE THE TEMPORARY PATH



Note: Participants could mark as many activities as they wished.

WHERE PARTICIPANTS LIVE



3. FEEDBACK ON DESIGN CRITERIA FOR THE TEMPORARY PATH

During the first half of each workshop, participants discussed the criteria that they thought were important to consider when designing the temporary path, and each table identified their top three criteria. Criteria was defined at the workshop as “a principle or standard by which something may be judged”.

The following eight criteria were selected as one of the most important design principles by two or more discussion tables, at three or more of the workshops.

TOP DESIGN CRITERIA FOR THE TEMPORARY PATH

PARTICIPANTS' TOP DESIGN CRITERIA	WHAT PARTICIPANTS SAID
Inclusive of all users	“Accessible for mobility-challenged, young and old” and all types of uses “Encourage use: Make it easy and attractive”
Safe and comfortable	“A path where I can bike or walk with my young kids safely, i.e. not a cycle race course” “Please separate cyclists and pedestrians”
Safer crossing at busy streets	“Safety at traffic intersections” “Safe for children to use, i.e. on bikes, scooters, etc.”
Connected with community destinations and travel routes	“A path system that connects the corridor to schools, parks and community centres” “Intuitive connections to east-west routes”
A welcoming public space	“Spots to sit and admire the view and contemplate” “Benches for comfort when taking breaks”
An appealing destination	“Create something beautiful so that travel becomes an experience” “Provide an experience of being in nature”
Responsive to local conditions	“Community personality should be reflected in different spaces” “Leave gardens in place”
Designed for all weather and light conditions	“Safe to use day or night” “Minimize puddles for the winter use”

OTHER COMMENTS ON DESIGN CRITERIA

Some participants had comments on the design criteria that were less frequently shared than those above, but are worth noting:

- “It’s not just about local needs, the greenway is a potential tourist draw”
- “Secure bike storage at transit”
- “Occasional bathrooms would be nice! 😊”
- “Use environmentally-conscious materials”
- “Dog friendly!” with on and off-leash options

4. FEEDBACK ON DESIGN AND MATERIALS FOR THE TEMPORARY PATH

With their top criteria in mind, workshop participants discussed four design options for the temporary path: shared path, separated path, asphalt path and gravel path. They were asked to consider: “What do you like? What are your concerns? What might mitigate your concerns?”

The following tables summarize the most frequently shared comments.

TOP FEEDBACK ON TEMPORARY PATH DESIGN

SHARED PATH	
LIKES	CONCERNS AND SUGGESTIONS
“I find sharing is safe for bikers/walkers. No problems now”	“Walkers and cyclists no longer seem to be able to share a pathway”
“More nature and corridor space”	“Could be too narrow in some spaces”
“More flexible – more road for bikes when lots of bikes but more road for walkers when lots of walkers”	“Bike traffic too fast”; provide “separate lanes & clear signage”

SEPARATED PATH	
LIKES	CONCERNS AND SUGGESTIONS
“Less chance of conflict and collisions between bikes, walkers, etc.”	“[A separated path has a] bigger footprint”
“Safety for multiple uses”	“Too wide – takes away some green”

TOP FEEDBACK ON TEMPORARY PATH MATERIALS

GRAVEL PATH	
LIKES	CONCERNS AND SUGGESTIONS
“Easy on runners’ knees”	“Dusty in dry weather and muddy in wet weather”
“It looks more natural”	Works well when “hard packed and maintained”

ASPHALT PATH	
LIKES	CONCERNS AND SUGGESTIONS
“Can be used for bikes, skateboards [and] roller blades”	“Aesthetically ugly”
“Comfortable to walk on”	“Asphalt too hard for running”
“Like that it is durable, stable, clean and dry”	“Should be permeable, asphalt gets ice and frost”

OTHER COMMENTS ON DESIGN OPTIONS

SOME PARTICIPANTS HAD COMMENTS ON THE DESIGN OPTIONS THAT WERE LESS FREQUENTLY SHARED THAN THOSE ABOVE, BUT ARE WORTH NOTING:

- “Great opportunity to pilot different options along the route”
- “Path more to one side, not in centre, gives more flexibility in green space use”
- “Separated asphalt softened with plants, benches, cultural highlights”
- “Pathway needs lighting”

5. GENERAL COMMENTS ON DESIGN OPTIONS

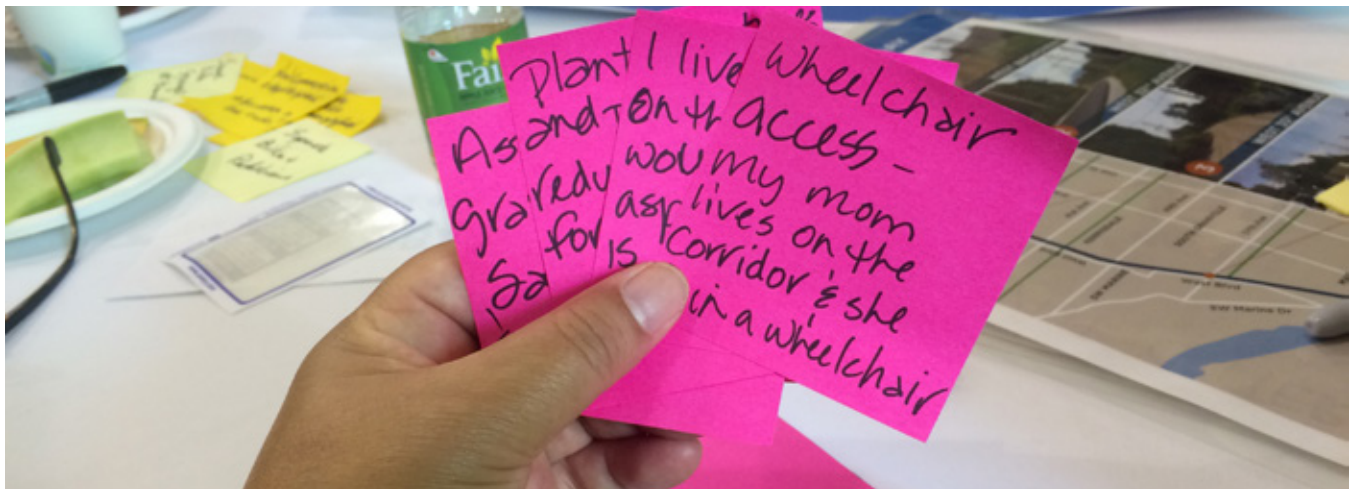
Many of the participants’ general design comments were reflected in their recommended criteria and feedback on design options (e.g. safety at crossings, recognize heritage, good signage, connectivity, etc.).

THIS IS A SUMMARY OF PARTICIPANT COMMENTS ON THE DESIGN OPTIONS NOT INCLUDED IN THE ABOVE SECTIONS:

- Pilot different design options along the route.
- Try asphalt in different colours, or even painting art on asphalt. Asphalt looks very dark.
- Minimize path width to minimize impact on greenery; the path should be off to the side instead of centre in some areas so there is room for gardens and benches.
- Use the temporary path as opportunity to collect data for final design.

Heard a small number of times:

- » Do not put commercial activities along the corridor.
- » Avoid disturbing tree roots.
- » “Feather” path edges so there are no edges to trip or stumble over.
- » Ensure that due consideration and adequate notice is given to adjacent residents.
- » Ensure the temporary path does not constrain decisions regarding the future Arbutus Greenway.
- » Provide “cyclist support stations” at spaced out along the corridor.
- » Experiment with different design combinations and collect people’s feedback.



6. IDEAS FOR THE FUTURE ARBUTUS GREENWAY

Some participants' feedback and comments during the design criteria and design options exercises focused on the design of later stages of the Arbutus Greenway, not the temporary path (e.g. plan for streetcars).

This is a summary of participant comments on the design of the future Arbutus Greenway, and not the temporary path:

- Acknowledge indigenous and settler history.
- Provide public washrooms, benches, shelters & water fountains.
- Maintain and expand public gardens.
- Provide space for public outdoor art.
- Provide separate paths.
- Plan for streetcars (mostly support, some prefer no streetcar).
- Build local nature and wildlife information kiosks on the Arbutus Greenway.
- Plan for the Arbutus Greenway to be a tourism hub.
- Provide more public consultation.
- Provide on-leash and off-leash pet friendly areas.

Heard a small number of times:

- » Design a fitness trail with exercise and play elements along the greenway.
- » Provide lighting with downshades; no light shining into residential and condos.
- » Design a meandering pathway.
- » Promote use and enhance access and connectivity city-wide and region-wide.

APPENDICES

APPENDIX A — COMPLETE LIST OF FEEDBACK ON DESIGN CRITERIA

This is a list of all the criteria for designing the temporary path that were written by participants during small table discussions at the five workshops, organized into themes.

INCLUSIVE OF ALL USERS

- Accessibility for people of all ages (especially seniors and children), abilities and travel modes.
- Remember that path texture & consistency may encourage or discourage uses, e.g. joggers can prefer softer surface and slippery paths can be dangerous for cyclists.
- Plan for pets on the trail and consider both on & off-leash dog areas.
- Make accessible for all Vancouverites.

Heard a small number of times:

- » Build gentle path shoulders.

SAFE AND COMFORTABLE

- Plan to discourage cyclists from speeding.
- Separate conflicting uses, such as — but not limited to — pedestrians and cyclists, would increase comfort and safety.
- Provide clear signage & path marking to help users understand how to use and share the path.

SAFER CROSSINGS AT BUSY STREETS

- Provide pedestrian and cyclist controlled traffic signals with lights at intersections.
- Keep motorized traffic out.
- Build traffic calming at crossings e.g. 4-way stop signs at key crossroads, traffic lights at dangerous intersections.
- Provide high-visibility signs at intersections.
- Provide safety lights.

CONNECTED WITH COMMUNITY DESTINATIONS AND TRAVEL ROUTES

- Provide access to roads, parks, businesses, schools and community centers.
- Build intuitive connections to east-west routes.
- Ensure ease of entry, exit and direction-finding (at both ends of the pathway and en route).
- Ensure that Arbutus Greenway has region-wide focus.
- Plan for transit connections.

Heard a small number of times:

- » Connect to the water at both ends of corridor.
- » Do not eliminate street parking.

A WELCOMING PUBLIC SPACE

- Provide benches for rest and reflection.
- Provide waste bins.
- Provide washrooms.
- Honour and represent Indigenous and settler history and rail artifacts.
- Plan art installations.
- Encourage social interactions.
- Provide play areas for children.
- Provide clear, multilingual wayfinding signage.

AN APPEALING DESTINATION

- Design to reflect the natural character of the corridor including green space and gardens.
- Plant new trees, shrubs and flowers; manage weeds.
- Provide spots to sit and admire the view and contemplate.
- Foster habitats for native birds, bees and other wildlife.
- Plan for the greenway to be a tourist destination.

Heard a small number of times:

- » Control the weeds.
- » Remove existing electrical posts along the path.

RESPONSIVE TO LOCAL CONTEXT

- Experiment with different path designs to see what works best.
- Design in response to existing resources like gardens.
- Consider the needs of people living close to the path; minimize noise, light pollution and crime.

Heard a small number of times:

- » Consult with and consider the needs of the greenway's homeless population.

DESIGN FOR MIX OF WEATHER AND LIGHT CONDITIONS

- Provide lighting, so that it is safe to use day or night.
- Provide adequate lights to help prevent crime and vandalism.
- Design to minimize puddles for the winter use.
- Trim thick bushes where people can hide or sleep.

FISCALLY RESPONSIBLE

- Control costs, given the temporary nature of the path.
- Re-purpose temporary path materials for permanent greenway.

Heard a small number of times:

- » Save the money for final path.

ECOLOGICALLY SENSITIVE

- Ensure removal of toxic railway legacy material.
- Ensure good drainage.

Heard a small number of times:

- » Minimize dust.
- » Protect air quality.
- » Avoid use of herbicides and pesticides.
- » Remediate CP lands.

PLANNING PROCESS

- Ensure that this path is temporary and does not become the final path.
- Maintain transparency.
- Ensure community engagement throughout.
- Learn from other cities (High Line in NYC, Burke-Gilman trail in Seattle, Galloping Goose in Victoria, Superkilen in Copenhagen etc.).
- Build the path soon.

Heard a small number of times:

- » Support for and against long-term planning for street cars.
- » Use construction as training opportunity for under-employed people.
- » Collect data about path usage to guide planning decisions.

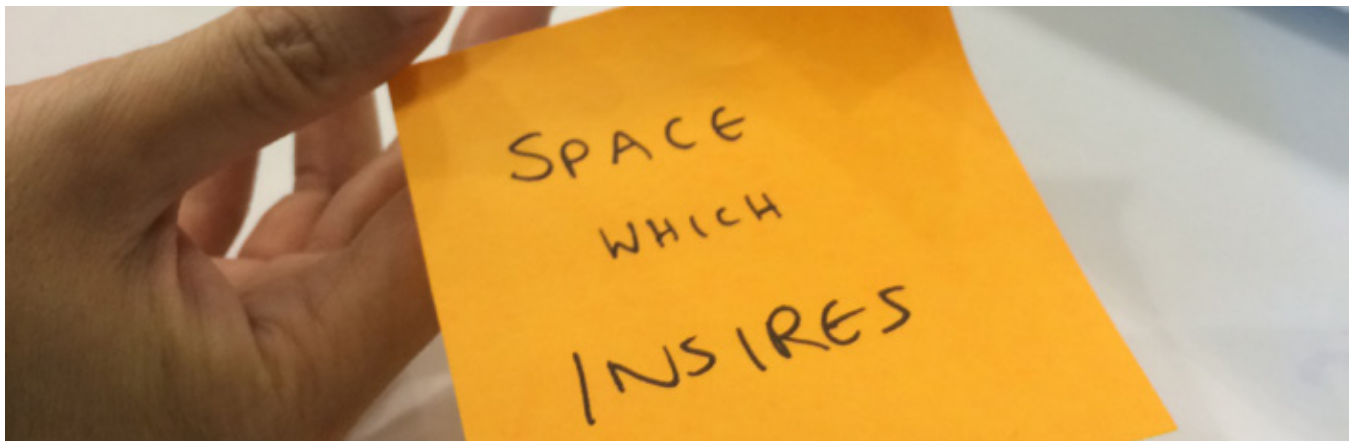


APPENDIX B – COMPLETE LIST OF FEEDBACK ON DESIGN AND MATERIALS FOR THE TEMPORARY PATH

This is a summary of all the feedback about the design of the temporary pathway written by participants during small table discussions at the five workshops.

COMPLETE FEEDBACK ON FORM OPTIONS FOR THE TEMPORARY PATH

SHARED PATH	
LIKES	CONCERNS AND SUGGESTIONS
<ul style="list-style-type: none"> Flexible in response to usage conditions, e.g. “more road [space] for bikes when lots of bikes but more road [space] for walkers when lots of walkers” Doesn’t take up much space, leaving “more nature and corridor space”; appropriate where there are space constraints for the path Cost-effective Heard a small number of times: more friendly and slow 	<ul style="list-style-type: none"> Concern about pedestrian and cyclist conflicts Potential safety issues, particularly for people moving in different directions, dogs and children Ensure it is wide enough to accommodate mix of uses More education required on effective path sharing Paint a dividing line to separate people cycling and people walking
SEPARATED PATH	
LIKES	CONCERNS AND SUGGESTIONS
<ul style="list-style-type: none"> “Less chance of conflict and collisions between bikes, walkers, etc.” Safer for mix of users, modes of travel and speed differences Enhanced comfort and enjoyment Nicer looking 	<ul style="list-style-type: none"> Two paths take up more space, impacting surrounding green spaces Higher cost May encourage people to ride fast Some recommend asphalt for cyclists and gravel for pedestrians/joggers; others say there are “risks of conflict if only one section is paved – both pedestrians and cyclists want to use paved paths” Plant greenery in between the paths



COMPLETE FEEDBACK ON MATERIALS OPTIONS FOR THE TEMPORARY PATH

GRAVEL PATH	
LIKES	CONCERNS AND SUGGESTIONS
<ul style="list-style-type: none"> • Best for walkers and runners • Aesthetically preferred: “It looks more natural” • Permeable • Bikes ride slower on gravel • Cost effective 	<ul style="list-style-type: none"> • Usability is impacted by the weather: “Dusty in dry weather and muddy in wet weather” • Works well when hard packed; concern the temporary path will be soft • Requires maintenance, especially during rainy season • Not as accessible for all cyclists, people with mobility aids, those pushing strollers or those learning to cycle
ASPHALT PATH	
LIKES	CONCERNS AND SUGGESTIONS
<ul style="list-style-type: none"> • Accessible for wheeled users (wheelchair, bicycles, skateboards, roller blades, stroller, etc.) and many other users • Useable in all weather conditions • Smooth, uniform surface • Less maintenance: “Like that it is durable, stable, clean and dry” 	<ul style="list-style-type: none"> • Aesthetically less attractive: “Interrupts the natural feel of the corridor” • May encourage cyclists and skateboarders to speed; use signage and other tools to help manage safe riding • Gets hot in the summer • Segregate wheeled users and pedestrians with separate lanes and/or clear signage

3. What could have been improved about the workshop?

- “For the next round it would improve the process to have a wider age range and participants from other communities.”
- “Most of the discussion [at our table] centered on the eventual vision on the greenway rather than the temporary nature of the pathway.”
- “I think facilitators should debrief on behalf of each table so that we have the best chance of getting impartiality.”

4. Do you have any questions or suggestions?

- “At the ‘invite’ stage, be clearer about what the meeting format and goals are.”
- “Q&A with City staff for clarification, prior to brainstorming at tables.”
- “Keep us informed – communication needs to be a central part of the process.”
- “The temporary nature of the pathway... was never well expressed prior to the workshops... That information might have alleviated some concerns from participants prior to the meeting.”
- “Thank you for arranging this extra meeting for those of us who were on the waiting list.”