

# WELCOME



In March, the City of Vancouver purchased the lands known as the Arbutus Corridor from Canadian Pacific Railway for the purpose of creating a **transportation corridor from False Creek to the Fraser River**.

In the short term, the City of Vancouver is building a **temporary pathway** that everyone can enjoy, from Fir Street to Milton Street. We're looking at several different types of hard-surface materials, especially those that improve safety and accessibility.

## WHY A TEMPORARY PATHWAY?

- **IMPROVES SAFETY** for all corridor users (e.g. hard surface)
- **IMPROVES ACCESSIBILITY** for people of all ages and abilities
- **ENCOURAGES PEOPLE** to explore and enjoy the corridor more often

## WE WANT TO HEAR FROM YOU

Your feedback will be used to help refine options for the temporary pathway and select a preferred design.

Visit [vancouver.ca/arbutus-greenway](https://vancouver.ca/arbutus-greenway) to sign-up for the Arbutus Greenway newsletter for updates on the future greenway and opportunities to be involved.

# ARBUTUS GREENWAY TODAY



# TIMELINE



Interurban passenger service on Arbutus Corridor ends.

**City Council approves Greenways Plan**, which includes the “Arbutus Way” Greenway.

**City Council approves the Arbutus Corridor Official Development Plan**, designating the corridor for transportation and greenway purposes.

**The City of Vancouver purchases the Arbutus Corridor** from CP Rail to build a transportation greenway and future rail transit route.

**Temporary pathway** is constructed.

**Planning and consultation** for Arbutus Greenway begins.



1902

1954

1995

2000

2001

2012

2016

2017  
-2018

2019  
AND  
BEYOND

**Lulu Island (Arbutus Corridor) interurban line is completed**, connecting downtown Vancouver to Richmond. The line is one of a network of interurban routes serving the Lower Mainland.



Freight service on Arbutus Corridor ends.

**City Council approves Transportation 2040**, reaffirming the Arbutus Corridor as a transportation greenway and future rail transit route.

**Planning and consultation** for Arbutus Greenway continues.

**Construction begins on demonstration sections**, building on initial public feedback.

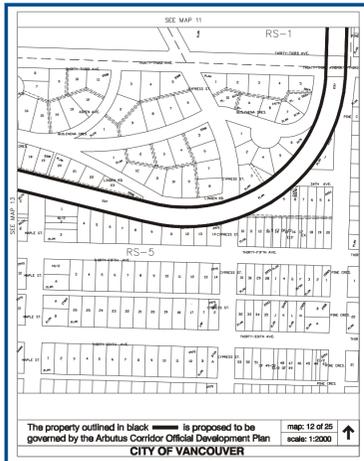
**City constructs Arbutus Greenway.**

# SUPPORTING POLICY



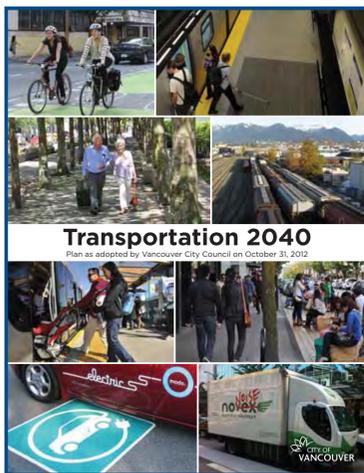
## Greenways Plan

The 1995 Greenways Plan defines greenways as “green paths for pedestrians and cyclists”. It also notes that the concept is flexible and can be adapted to natural and developed areas. The plan proposes a network of 14 city greenways, one of which is the “Arbutus Way”.



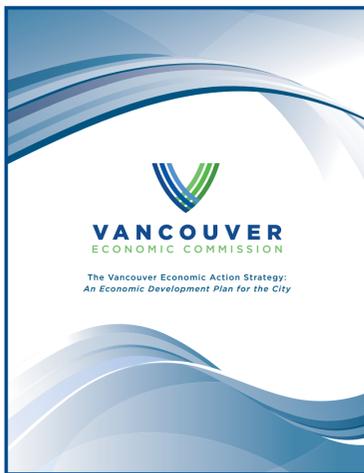
## Arbutus Corridor Official Development Plan

In 2000, Council passed the Arbutus Corridor Official Development Plan, which proposed developing the corridor as a multi-use transportation and greenway corridor. The plan designates the land in Arbutus Corridor as a “public throughfare” for rail transit, cycling and walking.



## Transportation 2040

Approved in 2012, Transportation 2040 is a long-term strategic vision for the City to help guide transportation and land use decisions and public investments for the years ahead. The Arbutus Corridor is identified as an important north-south transportation route for active transportation and transit.



## Vancouver Economic Action Strategy

This plan provides a roadmap for enhancing our economic performance over the coming years, focusing on three key areas. These include: A healthy climate for growth and prosperity; support for local business, new investment and global trade; and a focus on people — attracting and retaining human capital. For example, Cities with modest commuting requirements and that offer a range of safe transportation options, are highly attractive to both businesses and talented employees.

# OTHER SUPPORTING POLICIES

## Greenest City Action Plan

### 2020 Targets

- All Vancouver residents live within a 5-minute walk of a park, greenway or other green space
- The majority of trips (over 50%) are by foot, bike and public transit

## Healthy City Strategy

### 2025 Targets

- Twenty-five percent more Vancouver residents meet the Canadian Physical Activity Guidelines, compared to 2014
- Every neighbourhood has a walkscore of at least 70 (indicating that most errands can be done on foot)

# WHAT IS A GREENWAY?

Many people think about greenways in the traditional sense of nature trails or pathways through natural areas or along waterfronts. In Vancouver, they are that and much more.

**Transportation greenways are linear public corridors for pedestrians and cyclists** that connect parks, nature reserves, cultural features, historic sites, neighbourhoods and retail areas.

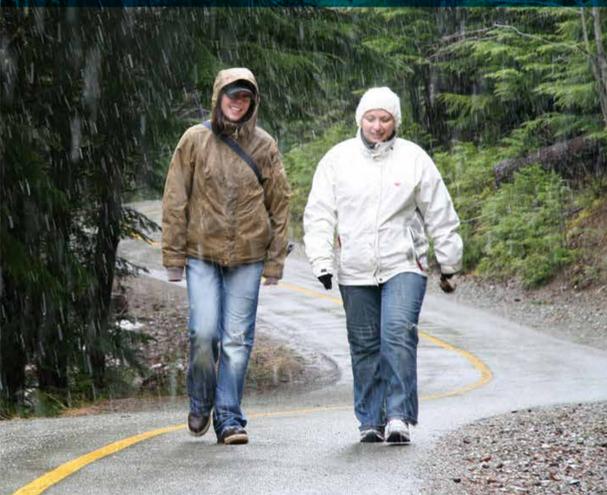
The future Arbutus Greenway will encourage people to travel by foot and bike—and ultimately streetcar—and improve access to parks and public green space. In addition to being a transportation corridor, the future greenway will also include features such as lighting, landscaping and seating areas to create a welcoming public space.

## EXAMPLES

**RAILWAY GREENWAY**  
Richmond, BC



**Valley Trail**<sup>1</sup>  
Whistler, BC



**Beltline Project**<sup>2</sup>  
Atlanta, GA



**606 Project**<sup>3</sup>  
Chicago, IL



**Burke Gilman Trail**<sup>4</sup>  
Seattle, WA



<sup>1</sup> "Valley trail" by biggerbyfar / CC BY-NC-ND 2.0

<sup>2</sup> [www.atlantaga.gov/modules/showdocument.aspx?documentid=1674](http://www.atlantaga.gov/modules/showdocument.aspx?documentid=1674) or [beltline.org/explore/photos/?setId=72157638582355696](http://beltline.org/explore/photos/?setId=72157638582355696)

<sup>3</sup> [www.the606.org/wp-content/uploads/2013/08/Compressed-2012.09.24-Public-Meeting-Presentation.pdf](http://www.the606.org/wp-content/uploads/2013/08/Compressed-2012.09.24-Public-Meeting-Presentation.pdf)

<sup>4</sup> [www.seattle.gov/parks/find/parks/burke-gilman-trail](http://www.seattle.gov/parks/find/parks/burke-gilman-trail)

# TEMPORARY PATHWAY DESIGN PRINCIPLES

Based on City policies and guidelines, the City has identified **six design principles** for the temporary pathway. While we will strive to meet each of these principles, **safety and accessibility** are primary considerations.

	WHAT DO WE MEAN?	WHY DOES IT MATTER?
<b>SAFETY</b> 	The path will reduce conflicts and potential for injury	We aspire to zero traffic-related fatalities and serious injuries
<b>IMPROVED ACCESSIBILITY</b> 	The path can be used by people of a wide range of ability	Everyone should be able to enjoy all that Vancouver has to offer
<b>COMFORT</b> 	The pathway is easy and enjoyable to use	A feeling of comfort will encourage people to use the temporary pathway more often and for longer distances
<b>CONNECTIVITY</b> 	The path provides a north-south transportation corridor and connects to existing east-west routes	Improved walking and cycling infrastructure helps people get where they need to go, such as parks and schools
<b>ZERO WASTE</b> 	The preferred design should use recycled and recyclable materials, where possible	We try to divert solid waste in City operations, as one of our Greenest City goals
<b>COST</b> 	Design principles are achieved at minimal cost	The temporary pathway will be replaced by the future Arbutus Greenway

# COMPARISON OF TEMPORARY PATHWAY MATERIALS

To identify potential solutions, we did a preliminary evaluation of different materials that could potentially be used for the temporary pathway. Here's how the different hard-surface materials measure up from an engineering standpoint:

● Effective    
 ◐ Somewhat Effective    
 ○ Neutral    
 ◐ Somewhat Ineffective    
 ● Ineffective

	Safety	Accessibility	Comfort	Connectivity	Zero Waste	Cost
<b>ASPHALT</b>	●	●	●	●	●	◐
<b>GRAVEL</b>	◐	◐	○	◐	●	●
<b>CONCRETE</b>	●	●	◐	●	●	●
<b>GEOCELLS</b>	●	○	○	●	◐	◐
<b>BRICKS</b>	●	◐	○	●	◐	●
<b>RUBBER</b>	●	●	●	●	●	●
<b>"AS IS"</b>	●	●	●	●	●	●

Of these options, **ASPHALT** and **GRAVEL** are the **only materials that mostly achieve the design principles.**

## LIMITATIONS OF OPTIONS CONSIDERED BUT NOT PURSUED:

- **CONCRETE** paths are substantially more expensive
- **GEOCELLS** are expensive and create an uneven surface (i.e. less accessible)
- **BRICKS** are time consuming and costly to install, and create an uneven surface
- **RUBBER** is substantially more expensive and is more challenging to install
- **"AS IS"** condition fails to achieve most principles:
  - » Loose, uneven surface is a tripping hazard
  - » Not everyone can use the corridor (e.g. people with mobility challenges)
  - » The surface is uncomfortable to travel on for longer distances



**GEOCELL WITH SAND**



**BRICK PAVERS**



**RUBBER**

# COMPARISON OF TEMPORARY PATHWAY MATERIALS

## SHARED GRAVEL

3-4m wide for all users



## SHARED ASPHALT

3-4m wide for all users



## SEPARATED GRAVEL

2.5m wide for pedestrians,  
2.5m wide for cyclists



## SEPARATED ASPHALT

2.5m wide for pedestrians,  
2.5m wide for cyclists



### WHAT WOULD THIS LOOK LIKE?

### HOW WOULD THIS WORK?

- A single compacted gravel path (unpaved)
- Same as conditions between W 10<sup>th</sup> Ave and W 16<sup>th</sup> Ave
- **Example:**  
Seaside Greenway / Vanier Park, Vancouver

- The pathway is shared by all users
- **Some people with mobility aids may not be able to use the path**

- A single asphalt path
- Same as conditions between W 16<sup>th</sup> Ave and W 33<sup>rd</sup> Ave
- **Example:**  
Spirit Trail, West Vancouver

- The pathway is shared by all users
- People are encouraged to walk on one side and cycle on the other, using signs and pavement markings

- Two parallel compacted gravel paths (unpaved), separated by a strip of grass or planters
- **Example:**  
Riverfront Park, Vancouver

- People are encouraged to walk on one side and cycle on the other, using signage
- **Some people with mobility aids may not be able to use the path**

- Two parallel asphalt paths, separated by a strip of grass or planters
- **Example:**  
Spirit Trail, North Vancouver

- People are encouraged to walk on one of the paths and cycle on the other, using signs

# NEXT STEPS



## 1 REVIEW AND DESIGN

Staff will review all comments and suggestions.

Feedback from public consultation will be combined with technical and cost considerations in developing a preferred design option.

## 2 REPORT BACK: WHAT WE HEARD

We will report out on what we heard and **present a preferred design option in October 2016**. An open house is planned for mid-October.

## 3 CONSTRUCT THE TEMPORARY PATHWAY

The temporary pathway, from Fir Street to Milton Street, is expected to be **complete by end of year**. The asphalt pathway between West 16<sup>th</sup> Avenue and West 33<sup>rd</sup> Avenue will remain in place.

## 4 START CONSULTATION ON THE FINAL ARBUTUS GREENWAY

Consultation on the final greenway will begin in **the next few months**.

KEEP IN TOUCH!



FOR MORE INFORMATION

[vancouver.ca/arbutus-greenway](http://vancouver.ca/arbutus-greenway)

QUESTIONS:

[arbutusgreenway@vancouver.ca](mailto:arbutusgreenway@vancouver.ca)

Phone: 3-1-1 TTY: 7-1-1

# ARBUTUS GREENWAY PUBLIC WORKSHOP

Welcome — we're  
looking forward  
to hearing from you.

## WHO'S PARTICIPATING?

Please tell us about yourself. Knowing who participated will help us tell the story of this workshop in our report to the community and City Council.

## HOW DO YOU IDENTIFY?

MALE	FEMALE	OTHER / PREFER NOT TO SAY

## WHAT IS YOUR AGE?

Under 19 years	
19-24 years	
25-34 years	
35-44 years	
45-54 years	
55-64 years	
65 or over	

# ARBUTUS GREENWAY PUBLIC WORKSHOP



## HOW MIGHT YOU USE THE TEMPORARY PATH?

	MOSTLY	SOMETIMES
Walk		
Ride Bike		
With Children		
With Dogs		
Skateboard		
Rollerblade		
Push Scooter		
With a Mobility Aid		
Sit		
Other		