

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 path**. Our goal is to complete it later this year.

WHY A TEMPORARY PATHWAY?

- ➔ **IMPROVES SAFETY** for all corridor users
- ➔ **IMPROVES ACCESSIBILITY** for people of all ages and abilities
- ➔ **ENCOURAGES PEOPLE** to explore and enjoy the corridor

COMMUNITY INPUT HELPED SHAPE THE DESIGN

Based on feedback from corridor users, **the City looked at several different types of hard-surface materials** for the remainder of the temporary path. Since we purchased the corridor, we've heard from hundreds of people:



567

**EMAILS, LETTERS
and 3-1-1 CALLS**

(March 11-October 5, 2016)



350

**PEOPLE AT FIVE
WORKSHOPS**

(September 17-24, 2016)



4

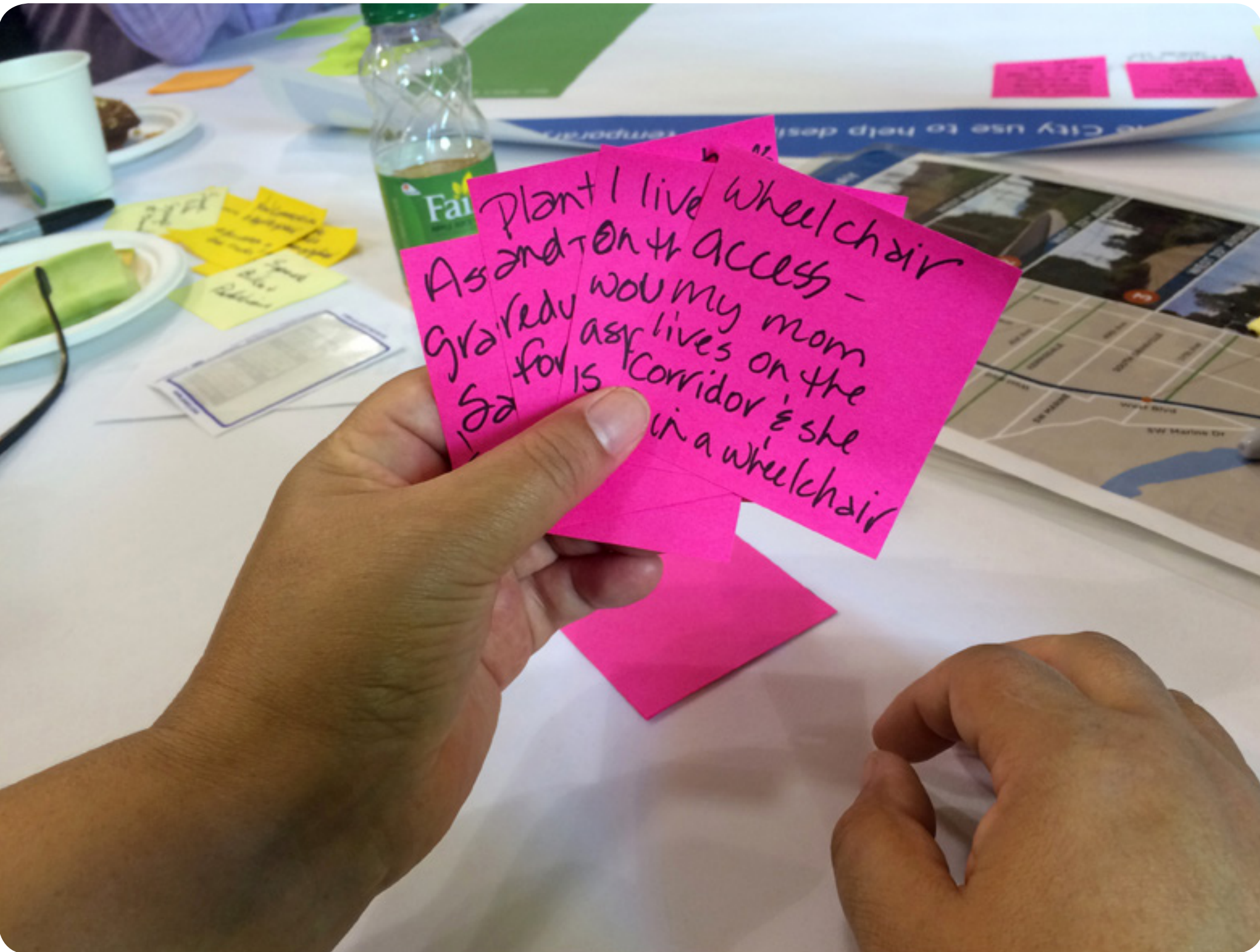
**CITY
ADVISORY
COMMITTEES**

We took all input into account in designing the temporary path and tried to balance different needs and opinions.

WHAT WE HEARD: WORKSHOPS

During each workshop, we asked, “**What criteria should the City use to help design the temporary path?**” Here’s what we heard:

TOP CRITERIA	QUOTES
Inclusive of all users	“Accessible for mobility-challenged, young and old” “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 crossings at busy streets	“Safety at traffic intersections” “Safe for children to use, i.e. on bikes, scooters, etc.”
Connected to 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 context	“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”



WHAT WE HEARD: WORKSHOPS

During the workshops, we also collected feedback on **“What you like”** and any **“concerns and suggestions”** for different design options. Here’s what we heard:

PATH OPTION	LIKES	CONCERNS AND SUGGESTIONS
<div></div> <div>SHARED PATH</div>	<div>“I find sharing is safe for bikers/walkers. No problems now”</div> <div>”More nature and corridor space”</div> <div>“Most cost effective; allows for more greenspace”</div>	<div>“Walkers and cyclists no longer seem to be able to share a pathway”</div> <div>“Could be too narrow in some spaces”</div> <div>“Bike traffic too fast”; so “separate lanes and [use] clear signage”</div>
<div></div> <div>SEPARATED PATHS</div>	<div>“Less conflict between bikes, walkers, etc.”</div> <div>“Safety for multiple uses (speed differences)”</div>	<div>“Bigger footprint”</div> <div>“Too wide — takes away some green”</div>
<div></div> <div>GRAVEL PATH</div>	<div>“Easy on runners’ knees”</div> <div>“It looks more natural”</div>	<div>“Dusty in dry weather and muddy in wet weather”</div> <div>“Make it compact. Rainy season for a gravel path isn’t great”</div>
<div></div> <div>ASPHALT PATH</div>	<div>“Can be used for bikes, skateboards, roller blades”</div> <div>“Comfortable to walk on” and “more accessible”</div> <div>“Like that it is durable, stable, clean and dry”</div>	<div>“Not as beautiful and natural”</div> <div>“Not as comfortable for joggers”</div> <div>“Asphalt gets ice and frost”</div>

WHAT WE HEARD: CITY ADVISORY COMMITTEES

Project team members gave presentations at four City of Vancouver advisory committees. Here's what we heard:

SENIORS ADVISORY COMMITTEE

SEPTEMBER 23, 2016

Works with City staff, civic agencies, seniors and their families to identify barriers and solutions for full participation in city life for seniors.

- **Mark walking and cycling routes** with painted lines or different surface textures.
- Ensure the surface of shared-used paths is **safe and comfortable** in all weather conditions and for all users, including those using assistive devices (e.g. canes, crutches, wheelchairs and scooters) as well as cyclists.
- Provide **separate paths** for users travelling at different speeds (e.g. cyclists and pedestrians), where appropriate.

ACTIVE TRANSPORTATION POLICY COUNCIL

SEPTEMBER 28, 2016

Advises City Council on strategic priorities related to walking, cycling and all non-motorized modes of transportation in Vancouver.

- Provide a **6-metre wide paved temporary path with painted separation** between walking and bicycling/skateboarding along the temporary path from 5th Avenue and Fir Street to Milton Street.
- Provide **benches** or other seating along the way, including at the top of the ridge where there is a view of the water.
- **Review CPTED (crime prevention through environmental design) issues** along the future Arbutus Greenway.

PERSONS WITH DISABILITIES ADVISORY COMMITTEE

SEPTEMBER 29, 2016

Works with City staff, civic agencies, persons with disabilities and their families to identify barriers and solutions for full participation in city life for those with disabilities.

- Provide a hard-surface path that **people with disabilities can use safely and comfortably**. Make the edges around the asphalt smooth to avoid toppling.
- Provide **separate pathways** to avoid potential conflicts with users travelling at different speeds, where appropriate.

CHILDREN, YOUTH AND FAMILIES ADVISORY COMMITTEE

OCTOBER 6, 2016

Advises Council and staff on matters that relate to children, youth and families.

- Provide an **asphalt surface**—it's more comfortable and user-friendly.
- **Mark walking and cycling routes** with painted lines and pavement markings to separate users.
- Provide **separate paths** for walking and cycling, where appropriate.
- **Engage with youth** on planning and design (e.g. partner with local schools along the corridor).

WHAT WE HEARD: CORRESPONDENCE

We've received 567 emails, letters and 3-1-1 calls since purchasing the land in March 2016. As of October 5, 2016:

More than three times as many people wrote or called in to express their support for **asphalt** or a **smooth, accessible surface** (248) compared to the number that were against asphalt (73).



HERE'S WHAT WE HEARD:

LIKES

- With smooth paving, citizens who rely on walkers, scooters or other mobility aids could have **easy access**.
- Originally, I thought it would be a mistake to pave the Arbutus Line. My views have changed after riding it several times. The path will be **better utilized if paved**. It is a magnificent route and would provide a huge growth in popularity if it provided a smooth surface for a complete north-south corridor through the city.
- I went for a bike ride yesterday between King Edward and 16th. It was fantastic! I felt safe as I was separated from cars. I saw families with young kids cycling and having a great time. As I went along I was imagining a **vibrant, healthy and safe place** for many Vancouverites to enjoy.
- To promote safety as well as clarity between users of differing modes, levels of ability and confidence, we support the provision of **separate paved paths** for cyclists and pedestrians.

CONCERNS AND SUGGESTIONS

- Many residents in the immediate area appreciate the greenway as they have shaped it for decades and do not want it paved.
- I like it the way it is. I like the gardens and that it feels like a **natural green space**.
- In Vancouver it rains so often that a gravel path often results in areas where there are huge puddles. **A paved path can be sloped and allows water to run off** and create a comfortable walking/cycling/rollerblading surface.

PLANNED DESIGN: MATERIALS & LAYOUT



FIR STREET TO WEST BROADWAY

- 4m asphalt path separated into a 2.5m cycling area and a 1.5m walking area
- 2m bark mulch path for walking
- 0.5-1.5 m separation between paths*

WEST BROADWAY TO WEST 16TH AVENUE

- 5m asphalt path separated into a 2.5m cycling area and a 2.5m walking area

WEST 16TH AVENUE TO WEST 33RD AVENUE

- 4m asphalt path separated into a 2.5m cycling area and a 1.5m walking area
- 2m bark mulch path for walking
- 0.5-1.5 m separation between paths*

WEST 33RD AVENUE TO WEST 41ST AVENUE

- 5m asphalt path separated into a 2.5m cycling area and a 2.5m walking area

WEST 41ST AVENUE TO MILTON STREET

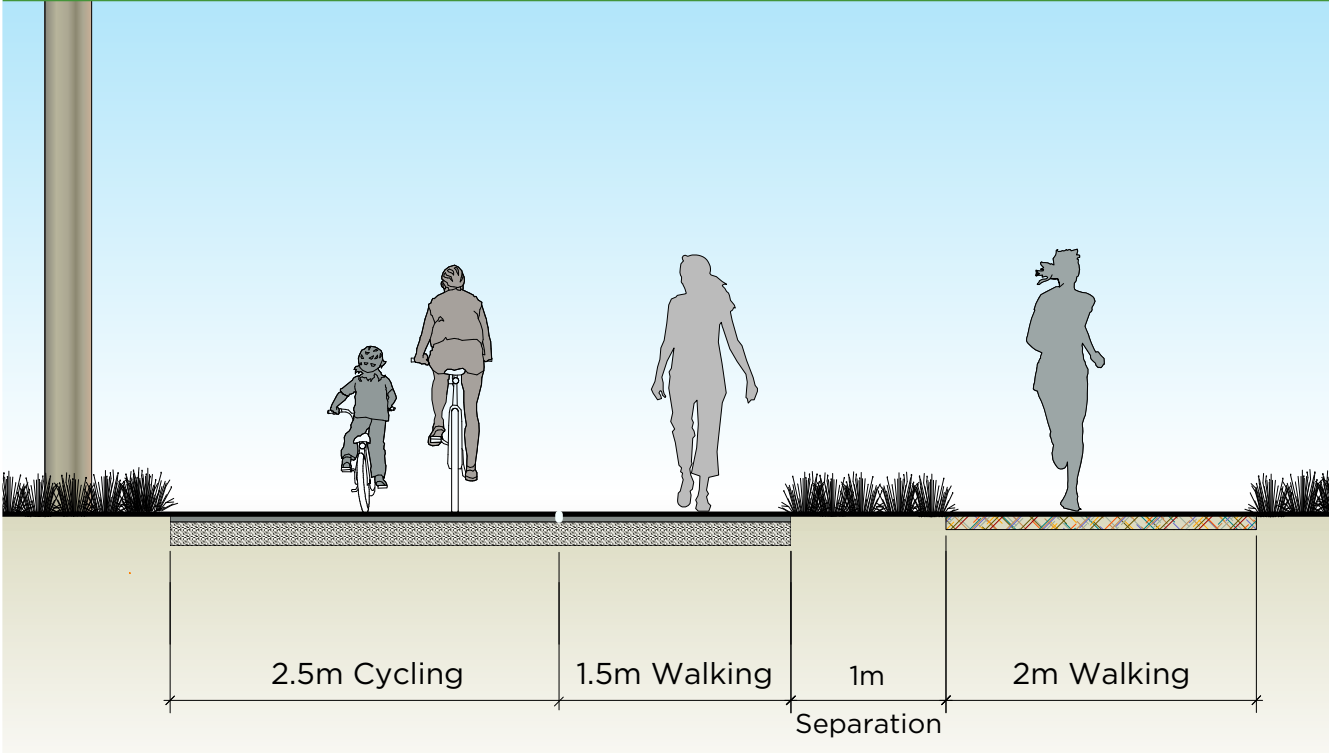
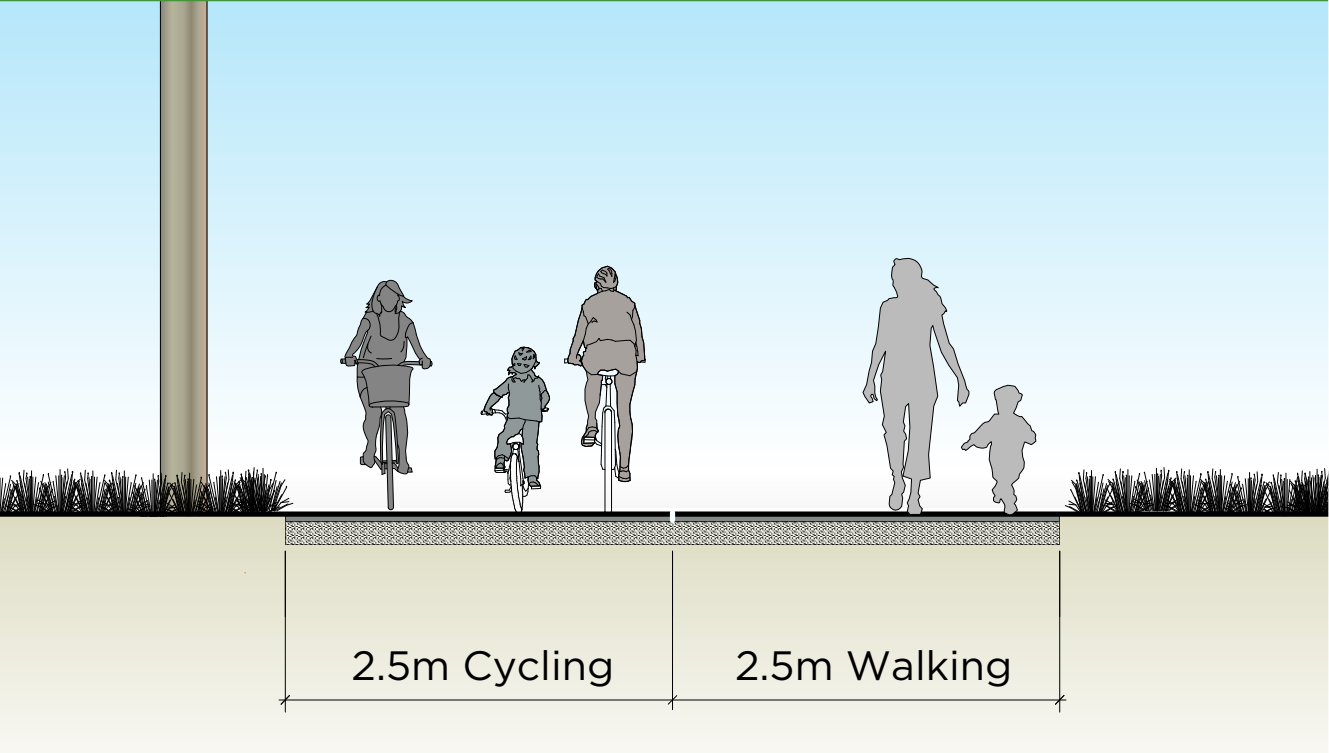
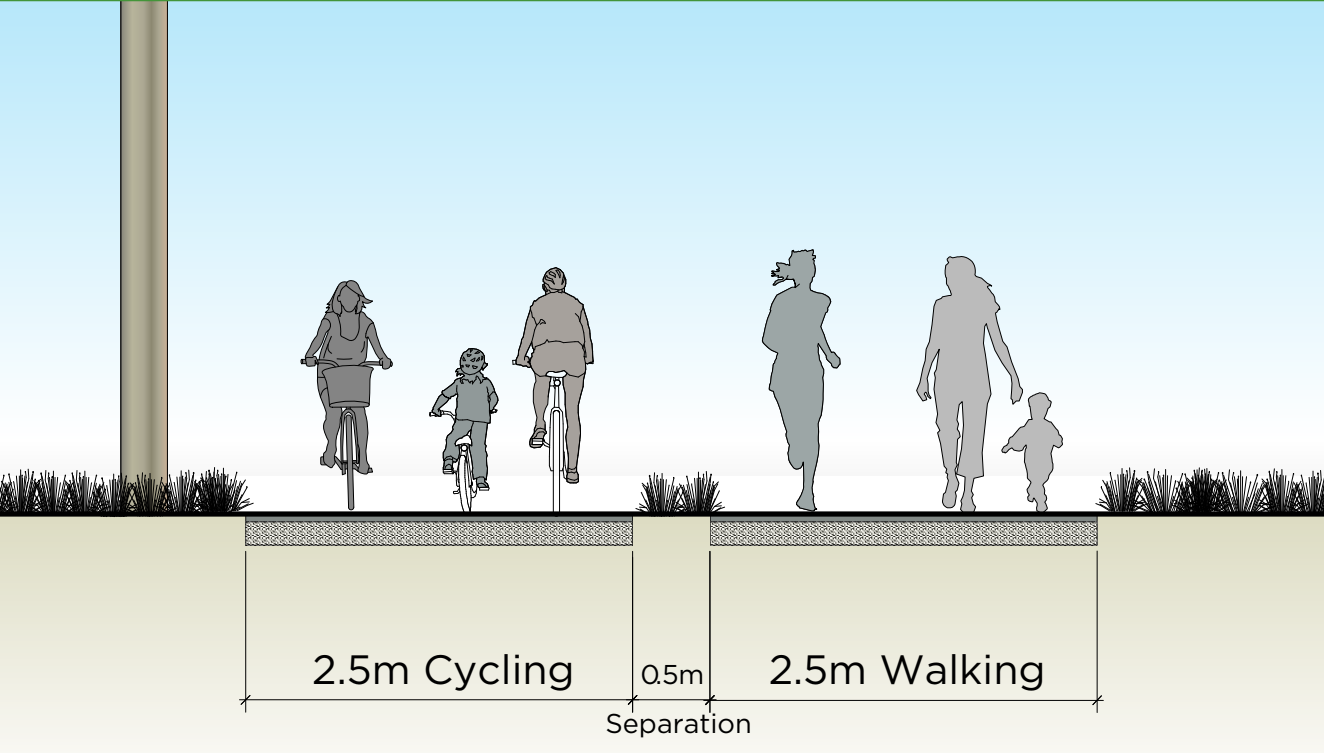
- 2.5m asphalt path for walking
- 2.5m asphalt path for cycling
- 0.5m-1m separation between paths*

* Separation widths are "typical" and may be reduced or increased based on local conditions.

PLANNED DESIGN: BENEFITS AND TRADE-OFFS

We consistently heard that **safety and accessibility** were fundamental considerations. **Asphalt provides a smooth, predictable surface** for people of all ages and abilities. In addition to providing an asphalt path along the length of the corridor, we’ve incorporated **bark mulch** for those who prefer walking and running on a softer surface.

Here are the benefits and trade-offs of our three designs:

DESIGN	A 4m asphalt, 0.5-1.5m separation*, 2m bark mulch	B 5m asphalt, separated by a painted line	C 2.5m asphalt, 0.5-1m separation*, 2.5m asphalt
CROSS SECTION			
LOCATION	<ul style="list-style-type: none">• Fir Street to West Broadway• West 16th to West 33rd Avenue	<ul style="list-style-type: none">• West Broadway to West 16th Avenue,• West 33rd Avenue to West 41st Avenue	<ul style="list-style-type: none">• West 41st Avenue to Milton Street
BENEFITS	<ul style="list-style-type: none">• Asphalt path with painted line reduces potential for conflicts between people walking and cycling by giving all users clear indication of where to travel• The addition of bark mulch provides a second option for walking and running• Opportunity to plant grass or wildflowers in space between paths	<ul style="list-style-type: none">• Increased width of asphalt accommodates more people, and allows for separation of walking and cycling• Painted line reduces potential for conflicts by giving all users clear indication of where to travel	<ul style="list-style-type: none">• Asphalt path with physical separation reduces potential for conflicts between people walking and cycling• Opportunity to plant grass or wildflowers in space between paths
TRADE-OFFS	<ul style="list-style-type: none">• Separation of users requires additional width, reducing green space	<ul style="list-style-type: none">• Separation of users requires additional width• A wider asphalt path is less attractive to some	<ul style="list-style-type: none">• Separation of users requires additional width, reducing green space
COMMENTS	<ul style="list-style-type: none">• 4m asphalt path already in place from West 16th to West 33rd Avenue	<ul style="list-style-type: none">• Used in locations where there isn’t enough space for two physically separated paths	<ul style="list-style-type: none">• Increased width of the corridor in this section allows for two separated paths

* Separation widths are “typical” and may be reduced or increased based on local conditions.

PLANNED DESIGN: RENDERINGS

CYPRESS STREET, KITSILANO



WEST 43RD AVENUE, KERRISDALE



NEXT STEPS



CONSTRUCTION OF THE TEMPORARY PATH

Construction on the temporary path will begin shortly.
Our goal is to have a usable path along the corridor by the end of the year. This will include intersection improvements and connections to other paths.

FUTURE CONSIDERATIONS

Once the path is constructed, we will monitor how it’s being used and will adjust it, if needed, for comfort or safety.

The City will install benches in the spring. We are also exploring lighting options for the corridor at select locations. Additional amenities such as washrooms and public art will be part of the future greenway.

CONSULTATION ON THE FUTURE ARBUTUS GREENWAY

Join the conversation: Public engagement on the future Arbutus Greenway is planned to start in **early December**. Sign up for the project newsletter to be notified of upcoming events.



FOR MORE INFORMATION
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