

MOTION ON NOTICE

B.5

5. An Age-Friendly Arbutus Corridor

MOVER: Councillor Ball

SECONDER:

WHEREAS Vancouver's Seniors' Advisory Committee approved and passed the motion "An Age-Friendly Arbutus Corridor" on September 23, 2016, noting the following:

- In 1995, Council approved the Vancouver Greenways Plan, which stated that the purpose of greenways is to "expand the opportunities for urban recreation and to enhance the experience of nature and city life;"
- In 2000, Council approved the Arbutus Corridor Official Development Plan, designating the Corridor as a public thoroughfare for transportation and greenways, including pedestrian paths, heritage walks, nature trails, and cyclist paths;
- In 2012, Council approved the Transportation 2040 Plan, which prioritizes the needs of pedestrians, including at-risk groups such as seniors;
- In 2013, Council approved the Age-friendly Action Plan and the City's plan to seek recognition from the World Health Organization as a "Global Age-friendly City;"
- Key features of an age-friendly city are adequate, safe, and accessible green spaces and walkways;
- The Arbutus Corridor is an excellent location for these vital amenities.

THEREFORE BE IT RESOLVED THAT Council direct staff to:

1. Ensure that the new Arbutus Corridor Development Plan is consistent with the goals of an age-friendly city.
2. Ensure the Seniors' Advisory Committee's recommendations on design, conflict reduction between users, and additional matters, set out in the attached Appendix A are considered.
3. Include the Seniors' Advisory Committee, Persons with Disabilities Advisory Committee, and other relevant Advisory Committees in all stages of the planning process.

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Design Recommendations

The following should be taken into consideration when planning the Arbutus Greenway.

- i. Easy access should be given to residents living along the greenway, including older adults and those with mobility issues.
- ii. The corridor should provide convenient access to public transit.
- iii. Existing parking adjacent to the corridor should be retained, and new parking should be added to allow seniors and disabled drivers to access the corridor for recreation.
- iv. Special attention should be paid to sections of the greenway that intersect with streets, which may increase the risk of collision between pedestrians, cyclists and motor vehicles.
- v. The entire greenway should be accessible to emergency vehicles.
- vi. Cycling and pedestrian routes should be clearly marked by painted lines or different surface textures.
- vii. The surface of shared-used paths should be safe and comfortable in all weather conditions and for all users, including those using assistive devices (e.g., canes, crutches, wheelchairs, scooters) as well as cyclists. This applies to both surface materials and surface grades which should not exceed 5%.
- viii. Rest areas should be provided, especially at the top of surface inclines where pedestrians may need to sit. They should be sheltered and equipped with comfortable seating, drinking fountains, washrooms, and garbage containers.
- ix. Where appropriate, existing community gardens and vegetation should be retained, and new landscaping should be added to create a pleasing and enjoyable park-like environment.
- x. Adequate lighting should be installed to improve visibility and safety in all weather conditions, especially for those who are visually impaired.
- xi. Public art should be installed along the greenway and it should reflect the characteristics of the surrounding neighbourhoods and the CPR's historic connection with Vancouver.
- xii. The greenway should connect with existing bikeways, such as those along West 10th and West 7th Avenues. Consideration should be given to installing bike rental stations, safe bike racks, and access to electrical charging

stations for mobility assisted devices (e.g. electric bicycles, tricycles, motorised wheelchairs, and cars).

Suggestions to Reduce Potential Conflicts Between Users of the Greenway

- i. Signage in multiple formats should clearly communicate designated uses and the rules of conduct for different users.
- ii. Easily-visible way-finding signage (preferably illuminated at night) should be provided.
- iii. Shared-use paths should be of sufficient width to accommodate all users.
- iv. Where appropriate, paths for users travelling at different speeds (e.g., cyclists, pedestrians) should be separated.

Additional Considerations

- i. Regular maintenance should be provided, including garbage removal, leaf clean up, sanding/salting surfaces, and repairing street furniture.
- ii. Environmental design features (Crime Prevention Through Environmental Design) should be used to deter criminal behaviours like vandalism, drug use, overnight camping, and physical assault.
- iii. Presence of pets should be regulated (e.g., designate special areas for pets, require dogs to be on leash).
- iv. Urban wildlife such as raccoons, skunks, coyotes, birds, and bees are a natural part of the corridor and should therefore be protected.