

Bute Greenway

Phase 2 public engagement summary

What we heard - 2023

Bute-Robson Plaza

Haro Street to Eihu Lane



The permanent Bute-Robson Plaza is scheduled for construction starting in 2024. It includes the main plaza, wider sidewalks on Robson Street, and adjacent improvements between Eihu Lane and Haro mini park.

Overview

The community is excited about the new plaza and the improvements it brings

Many respondents look forward to spending time in the new, permanent public spaces

- Including to eat and drink, socialize, and rest

Some participants worry about how plazas spaces will be kept clean and welcoming*

Many respondents felt the permanent plaza design successfully separated the spaces for people to sit and gather, from the paths for people moving through

- This separation helps avoid conflicts and make the space comfortable for everyone

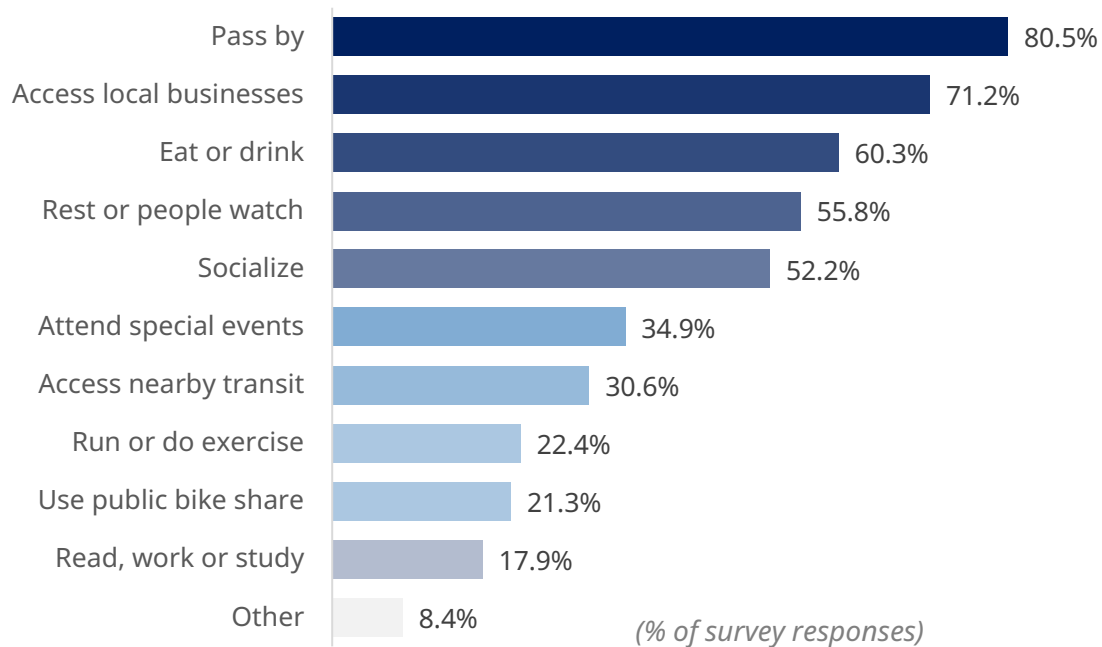
**Community partners like the Robson Street Business Association (RSBA) can continue to support day-to-day Plaza management. The City can provide additional support to help keep it clean, safe and welcoming.*



Many felt that events and community activities/celebrations (like markets, events, or other 'things to experience') would make the permanent Plaza an interesting place to spend time. Some wished the piano (installed 2017) could return.

Survey respondents valued the variety of functions or activities the plaza can hold

Most people see themselves passing through or visiting a business nearby



Above: responses to public survey question "How do you see yourself using this space? Select all that apply" [% of 441 total responses]

Many look forward to spending time in the permanent plaza

The top activities include eating or drinking, resting and socializing.

Respondents mentioned* the following design elements, which support these activities:

- clear delineation of space for people walking, biking and rolling
- Smooth surfaces for accessibility
- bollards to prevent vehicles accessing the Plaza
- a water fountain, electrical outlets and space for food trucks

Additional comments* included

- Some concerns around lack of vehicle access, public safety and e-bike and e-scooter speeds
- **Additional design suggestions:** Public washrooms, a pedestrian-activated crossing signal**

*Design-related responses to public survey question "As staff prepare for construction, do you have any additional comments on the final design?" [213 responses]

**A pre-timed signal is preferred at the Bute-Robson intersection to allow safe crossing and maintain transit and vehicle traffic flow

Stewardship and programming are key to a safe and welcoming plaza space

When asked for “...**suggestions for community partnerships, programming or events...**” respondents mentioned:

The importance of keeping public spaces feeling safe and welcoming

- Some respondents felt more police, monitoring and enforcement was needed*

Need for appropriate infrastructure to keep the space lit and clean such as:

- Regular cleaning, garbage and recycling facilities
- Integrated lighting can help to help keep the plaza feeling welcoming at all times of day.

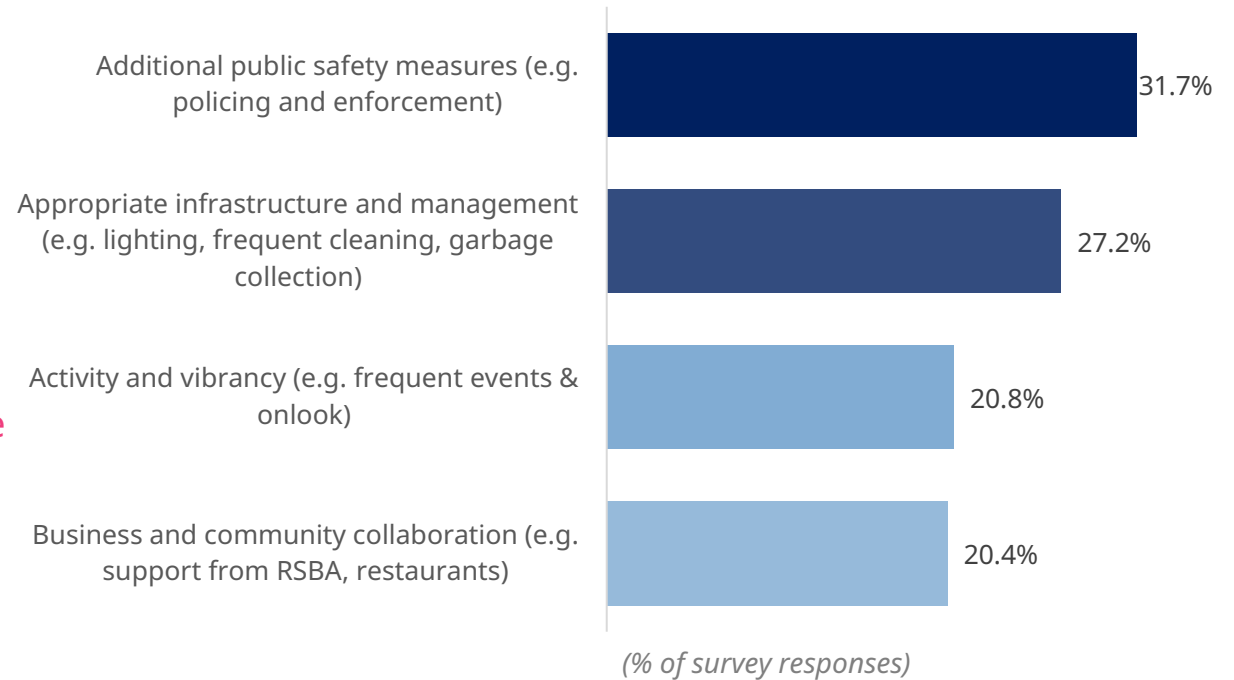
The importance of community programming and activities to keep the spaces ‘activated’

The City can work with and support:

- Businesses: respondents felt neighbouring businesses could assist with cleanliness, for example around take-out food.
- Community partners: the Robson Street Business Association (RSBA) already support day-to-day Plaza management and programming.

**These included increased street activity from people experiencing homelessness, and the potential for noise and disturbance at night time.*

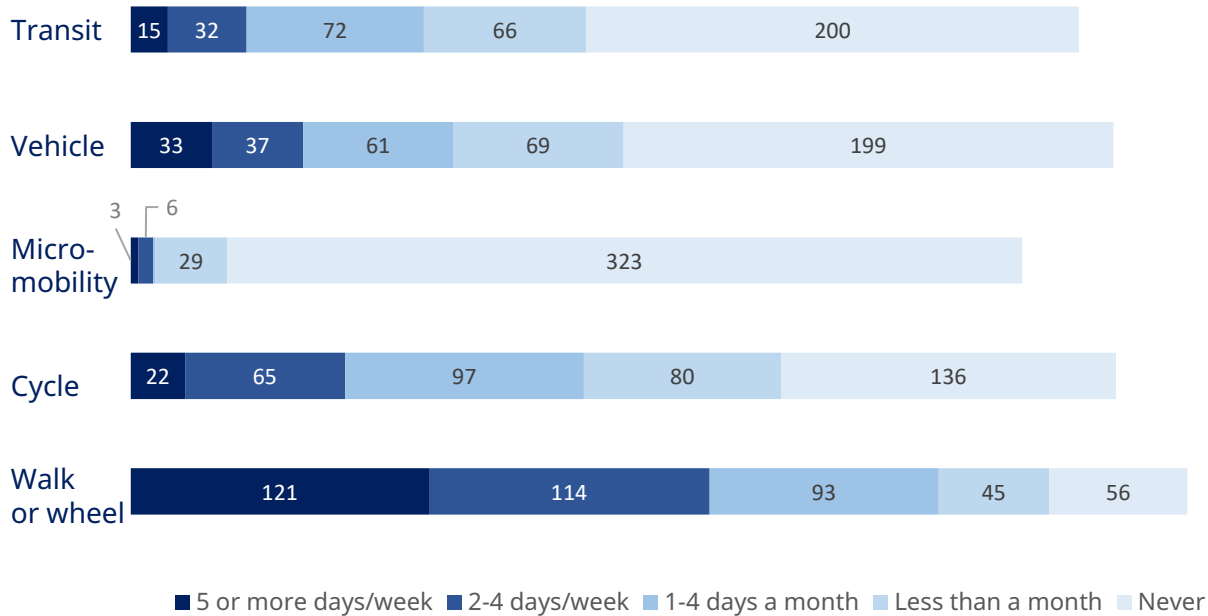
Suggestions for stewarding the permanent plaza**



***Analysis of 265 responses to the public survey question “What are your suggestions for community partnerships, programming or events that could help keep the plaza safe, inclusive, clean and comfortable for all users?” grouped by theme. This analysis excludes the 48 comments containing sentiments unrelated to maintenance and stewardship.*

Walking/wheeling and cycling are already the most popular ways to get around along here

Most survey respondents rarely use vehicles to travel through these blocks of Bute Street



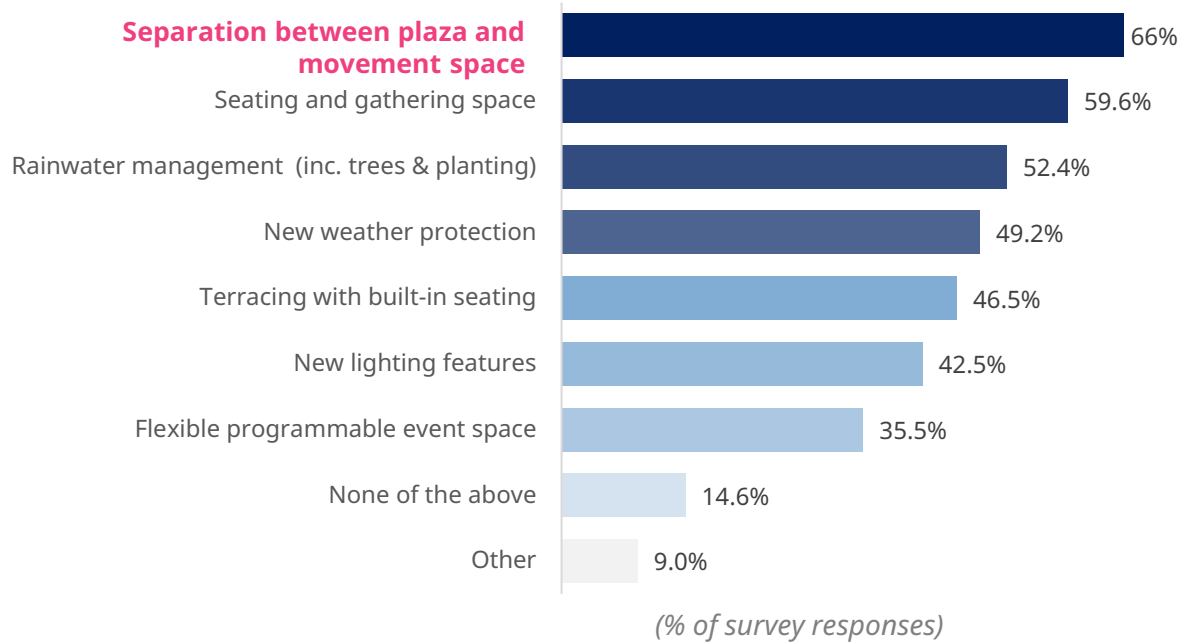
Responses to public survey question "How often and which mode do you use to travel along this segment of Bute Street (Haro Street to Eihu Lane)?"
[447 total responses]



The interim plaza and the blocks around it have become popular spaces for walking, biking and rolling since the interim plaza was installed in 2017.

The design separates plaza users from people passing through, and this attracted the strongest support from respondents (66%)

Survey respondents appreciated the seating, rainwater management and weather protection features in the design

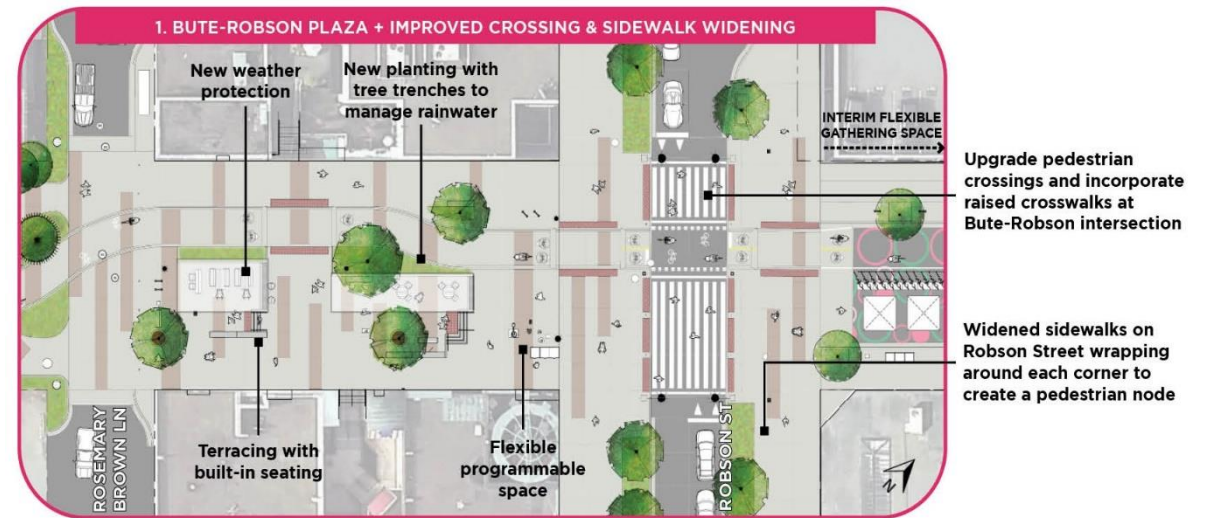


Responses to public survey question "Which design feature(s) are you most excited about for the permanent plaza? Select all that apply" [% of 445 total responses]

Resolving conflicts between plaza users and people passing through is essential

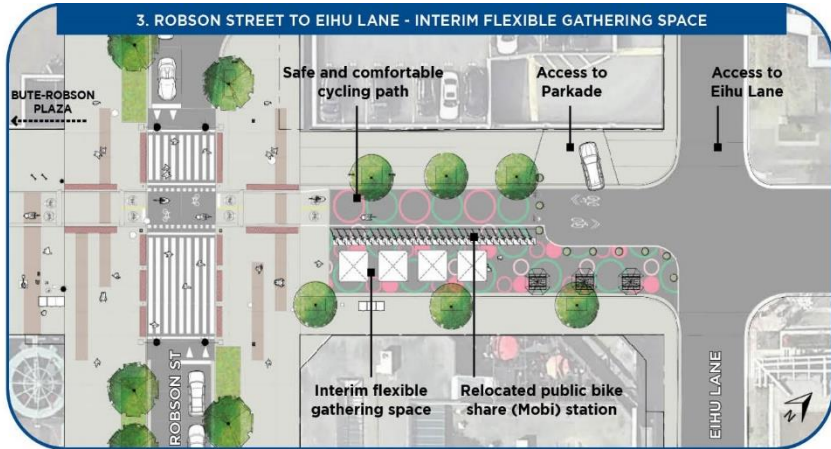
- Bike and micro-mobility speeds detract from people's experience of the interim plaza. Separating walking space from biking and rolling space can help reduce conflicts.

A minority (14.5%) did not support any design features

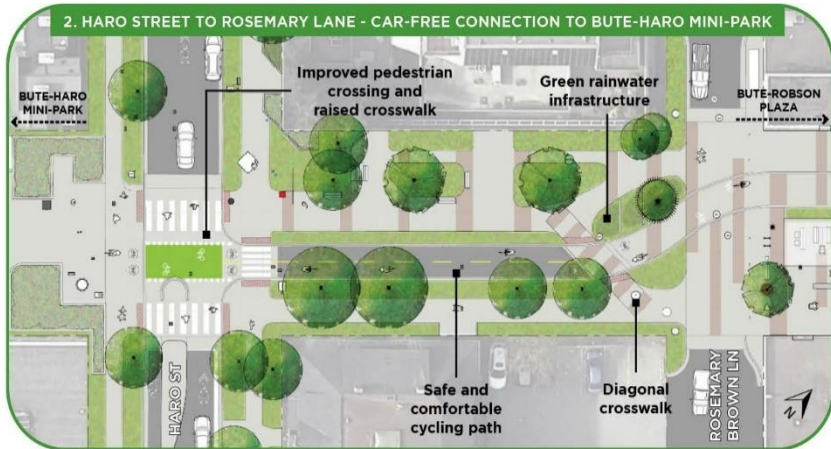


Above: Diagram of the permanent plaza design

Strongest support for design measures to separate plaza users from passers by

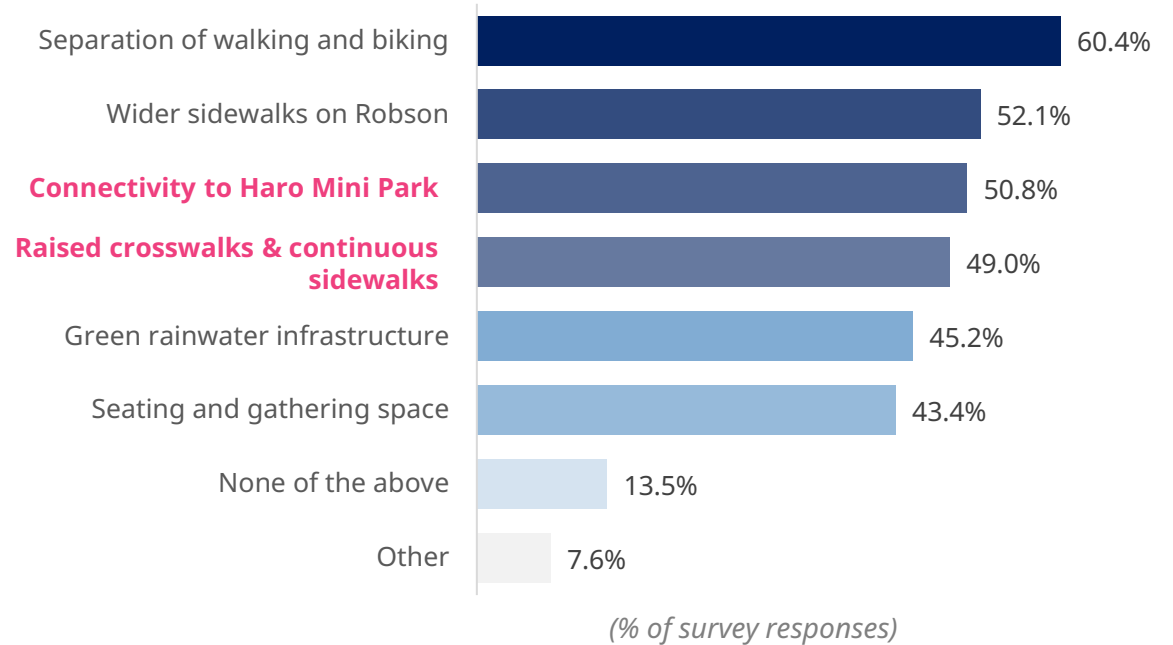


Above: design north of Robson Street



Above: the block connecting to Haro mini park*

People liked the continuous pedestrian experience with design measures linking the plaza to adjacent blocks



Above: Responses to public survey question "What improvements would you like most on the adjacent blocks?" Select all that apply" [445 total responses]

*the construction extent on this block has been revised to address budget constraints