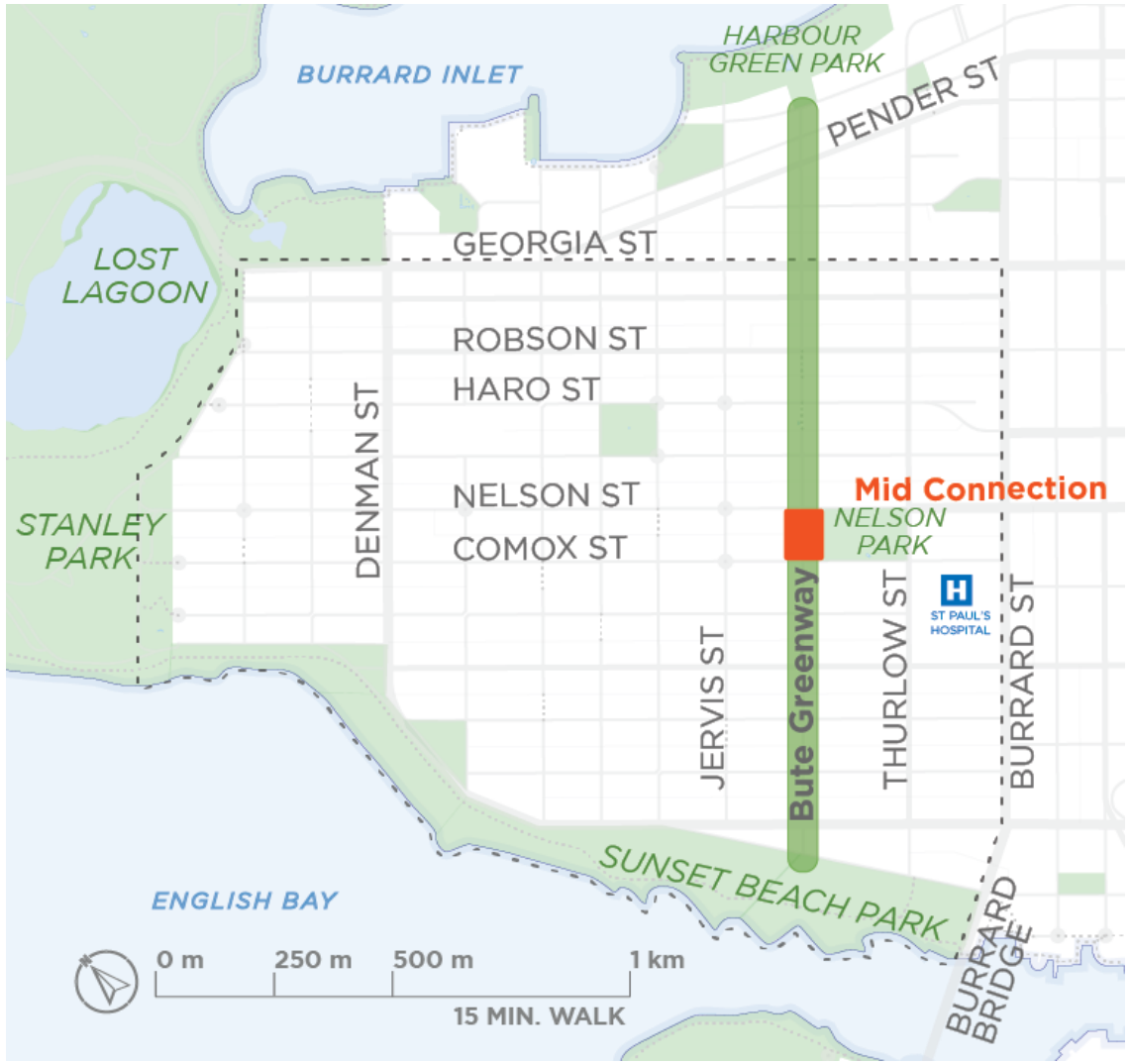
Bute Greenway

Phase 2 public engagement summary

What we heard - 2023

Mid Connection

Nelson Street to Comox Street



The mid connection proposes an interim public space adjacent to Nelson Park.

Overview

Support for a new interim public space adjacent to Nelson Park

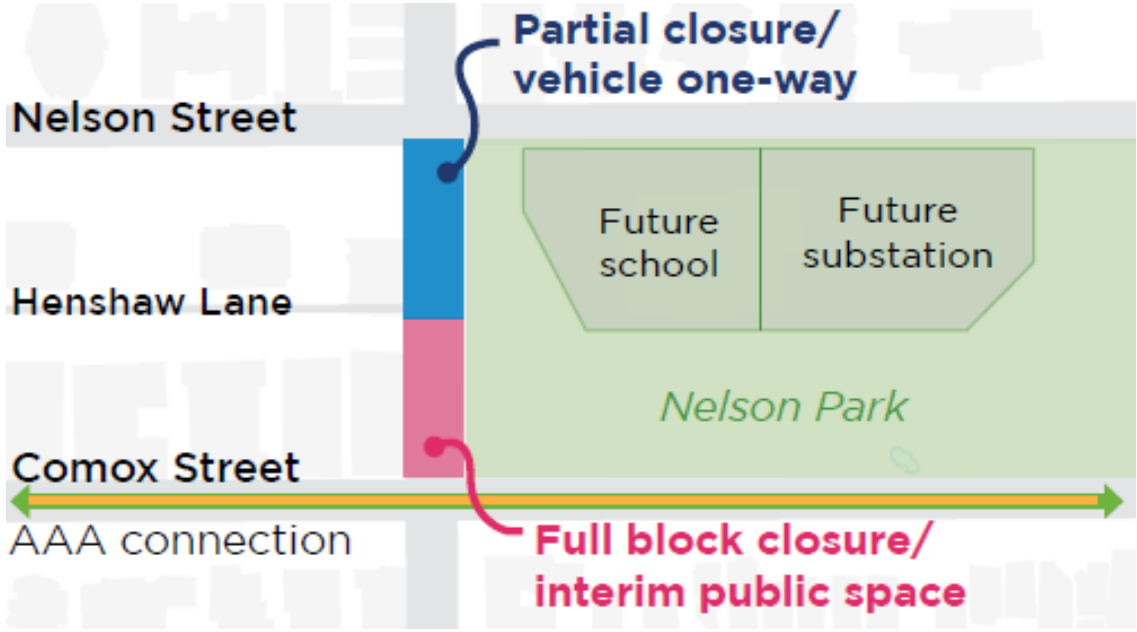
Most survey respondents liked option 1 (65%)

- Prioritization of walking, biking and rolling is aligned with how people move through this block today.
- Most respondents rarely use this block for driving.
- Residential parkades can be accessed from elsewhere.
- Some scepticism over how successful this additional public space could be if it were closed to vehicle traffic.

Many saw opportunity in a potential interim space

- People identified opportunities for recreation in this space, as well as passing through.
- Most responses on this segment didn't mention vehicle access. Among those that did (19%), 1 in 3 felt public space expansion could be more ambitious.

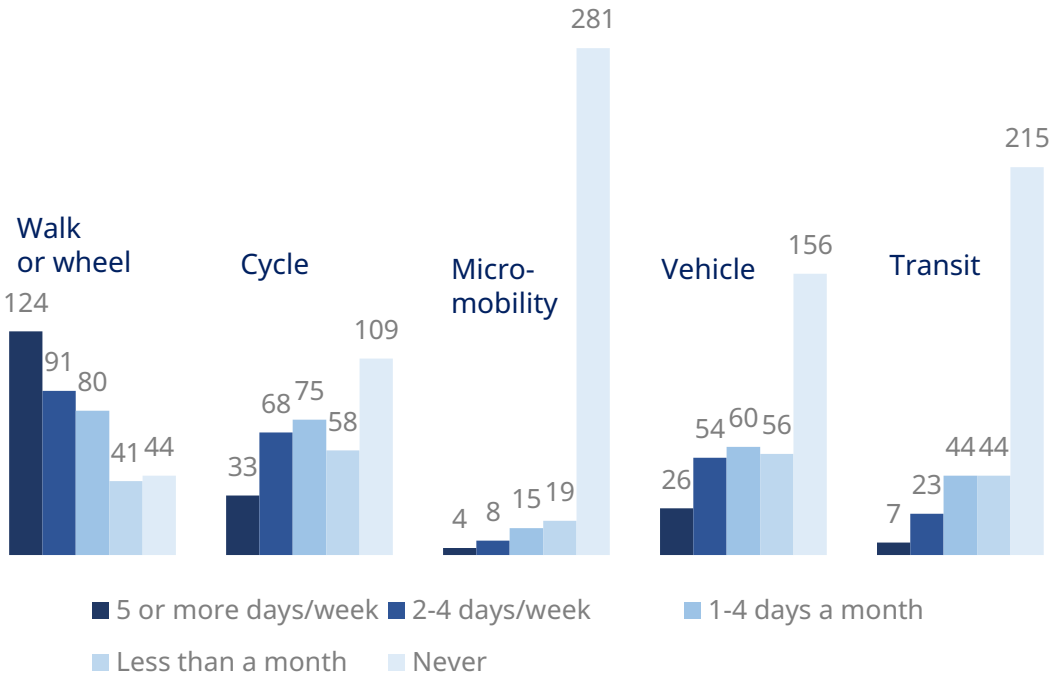
Option 1 – interim public space



Above: A diagram of Option 1 for the interim greenway block:
- *one-way for vehicles between Nelson Street and Henshaw Lane*
- *Closure to vehicles between Henshaw Lane and Comox Street, to create an interim public space*

People mostly walk and cycle along this part of Bute Street today

Most survey respondents rarely use vehicles to travel along this block of Bute Street



Responses to public survey question "How often and which mode do you use to travel along the block adjacent to Nelson Park (Nelson Street to Comox Street)?" [382 total responses]



Above: Bute Street, looking southwest from Nelson Street.

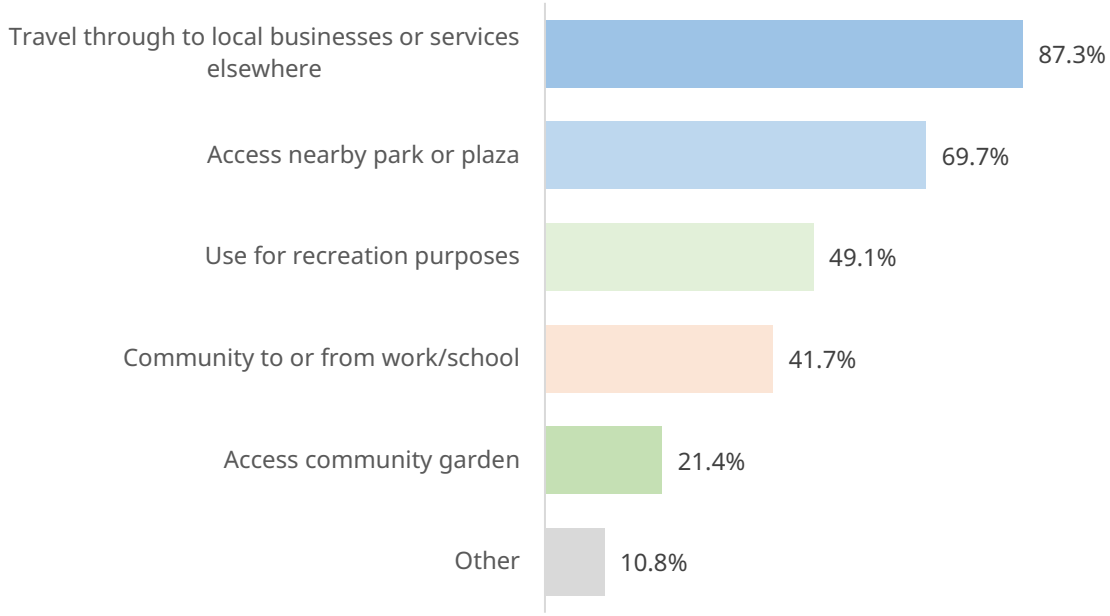
Recreational opportunities around this block are often what brings people here

The block has potential to better support recreation and movement



The Nelson Park block of Bute Street supports community gardening and is a gateway to the park for residents.

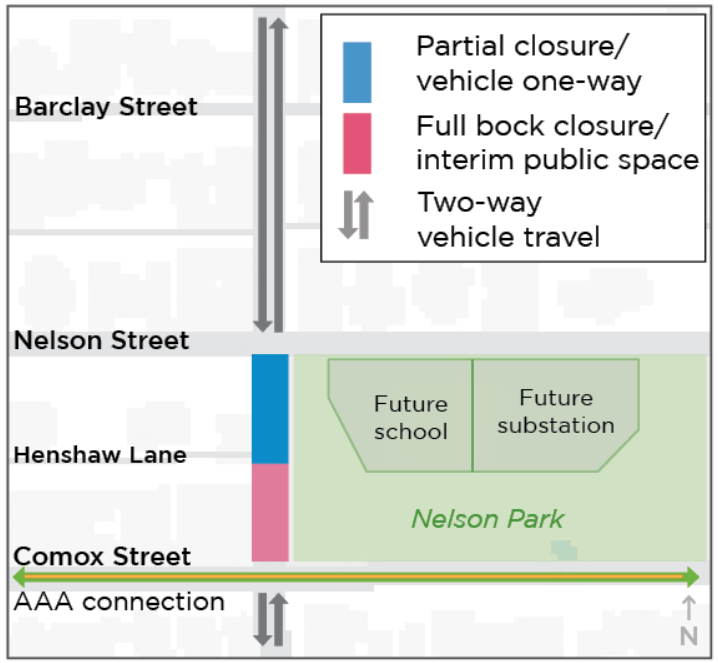
How do people use this part of Bute Street today?



Responses to public survey question "How do you use the block adjacent to Nelson Park? What do you do here? Select all that apply" [% of 379 total responses]

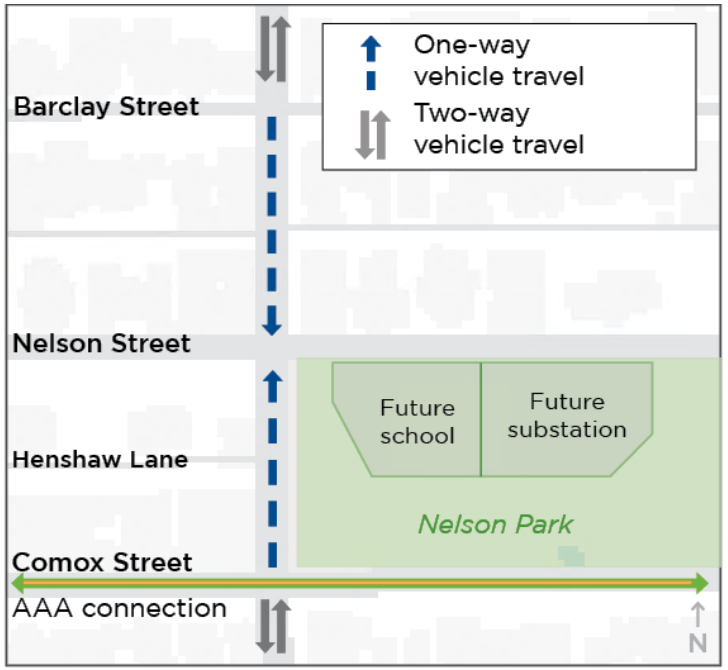
Two design options were considered to better support recreation and movement

Proposed interim greenway block



- **Two-way:** between Barclay Street and Nelson Street
- **One-way:** between Nelson Street and Henshaw Lane
- **Interim public space:** between Henshaw Lane and Comox Street; closure to vehicles

Alternate option

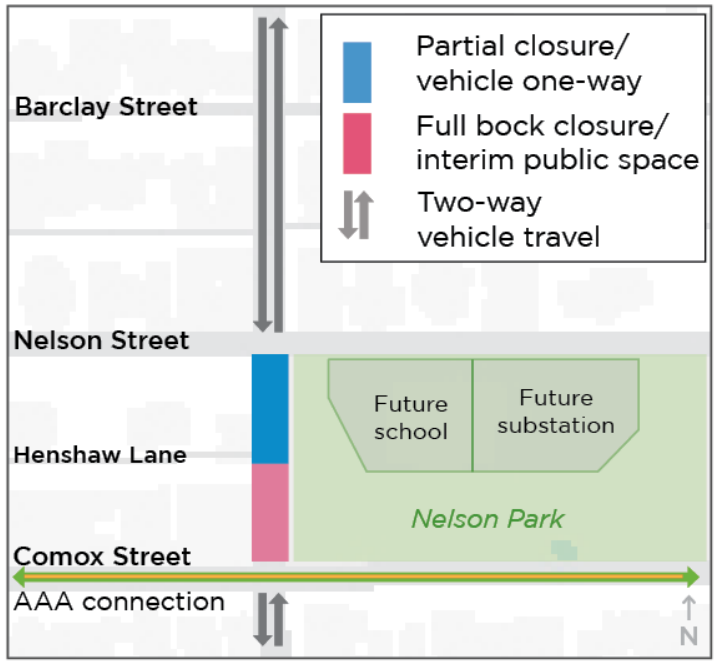


- **One-way:** between Barclay Street and Nelson Street
- **One-way:** between Comox St and Nelson Street
- **No interim public space**

The proposed interim greenway block can support walking, biking and rolling and create more space for recreation

We heard support for adding an interim public space and expanding the park experience

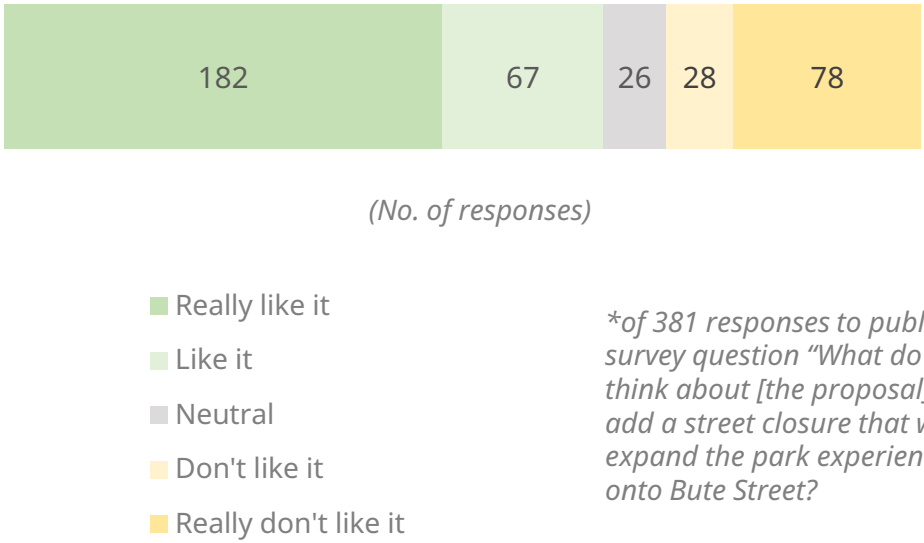
Proposed interim greenway block



- **Two-way:** between Barclay Street and Nelson Street
- **one-way:** between Nelson Street and Henshaw Lane
- **Interim public space:** between Henshaw Lane and Comox Street; closure to vehicles

65% liked or really liked this option

28% didn't like (or really didn't like) it. The remaining 7% were neutral



**of 381 responses to public survey question "What do you think about [the proposal] to add a street closure that would expand the park experience onto Bute Street?*

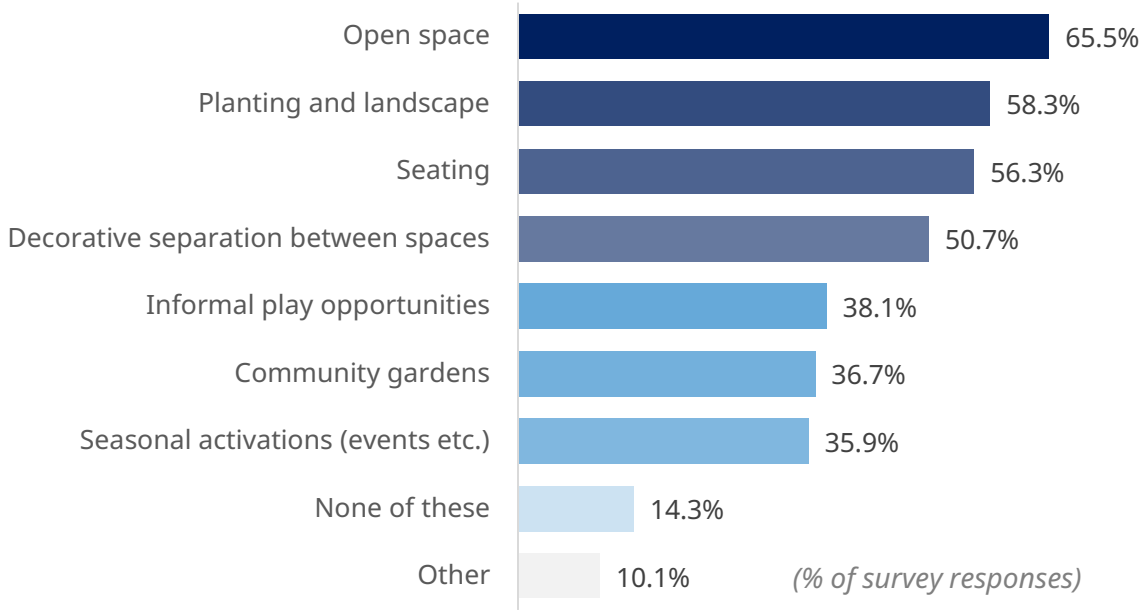
An interim car-free space could deliver new open space, planting and seating

People most wanted to see a new public open space



Additional public space could be kept open for people moving through, with some potential for planting, landscaping and seating.

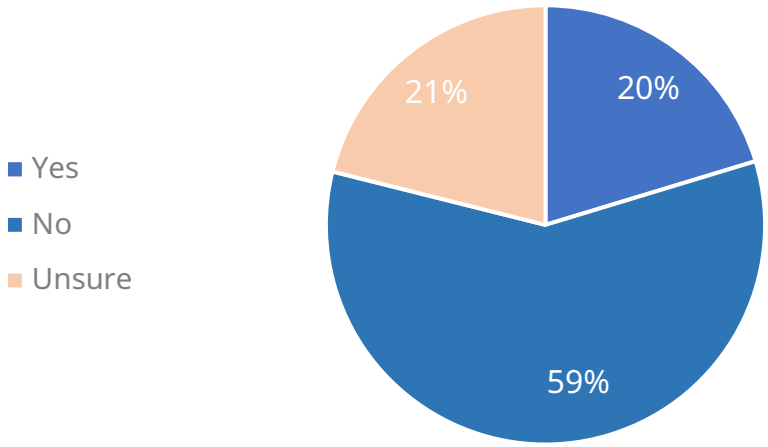
People most wanted to see an interim greenway block with plants, landscape elements and seating



Responses to public survey question "If you like the idea of creating an interim greenway block next to Nelson Park, which elements would you like to see included? Select all that apply" [% of 357 total responses]

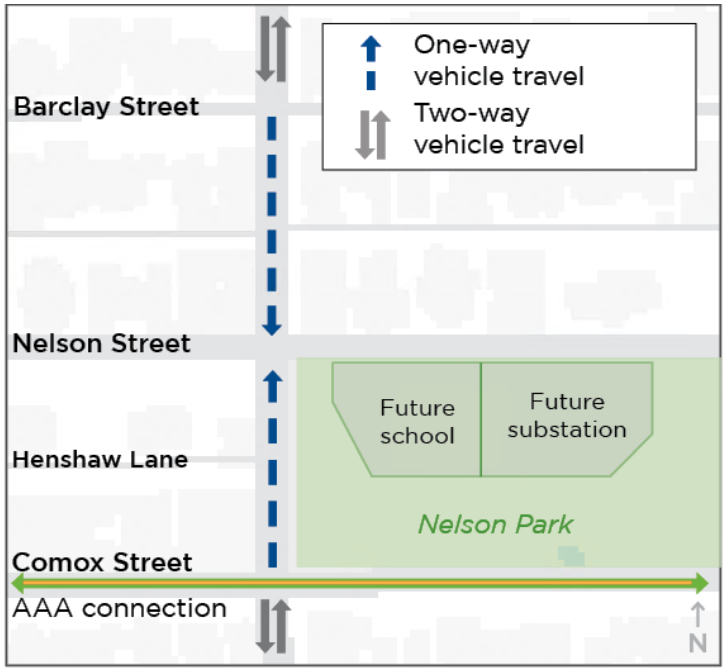
Of those who did not like the proposed interim greenway block, most also did not like the alternate option

Do you prefer the alternate option?



Above: Responses to the public survey question "If you did not like the (1) proposed interim greenway block, do you like the (2) alternate concept to lower vehicle volumes with converging one-way travel blocks between Comox Street and Barclay Street?"

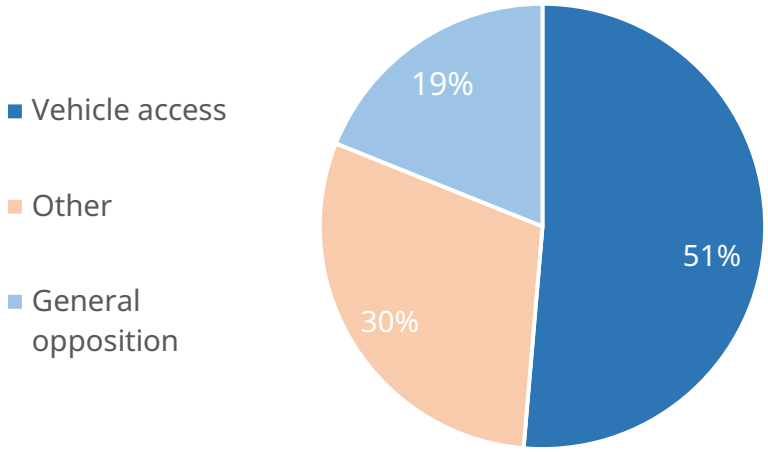
Alternate option



- **One-way:** between Barclay Street and Nelson Street
- **One-way:** between Comox St and Nelson Street
- **No interim public space**

Restrictions on driving was the main concern, for those who didn't like either option

Reasons for not liking the proposed or alternate option



Analysis of 111 responses to public survey prompt "Please tell us why", whereby survey respondents could share their reasons for not liking the alternate option (or not liking either option).

51% had vehicle access concerns (57 comments)

- Many cited concerns with access and egress from homes.
- Some sentiments expressed frustration with circuitous routes through the West End.
- Perception of the change as an anti-car measure.

30% of comments (33) touched on varied topics, including:

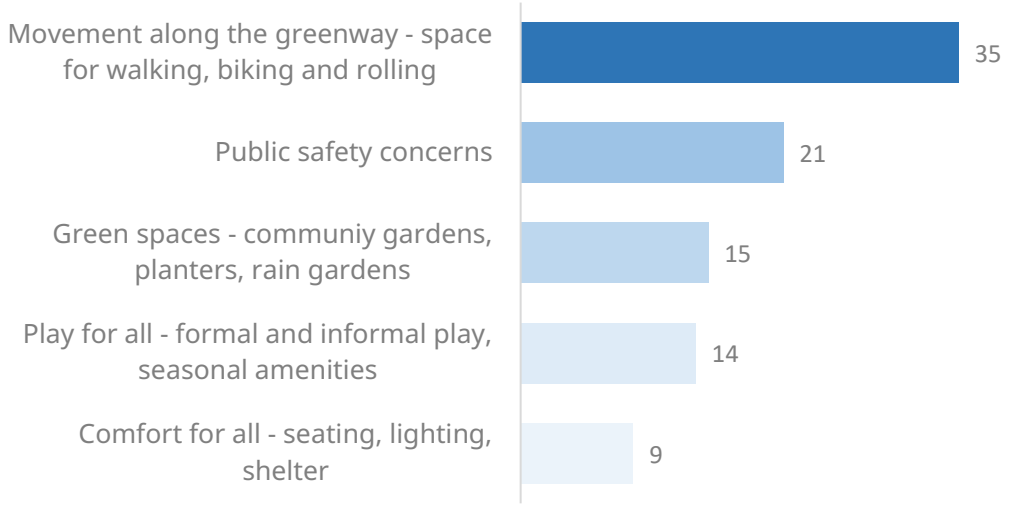
- Suggestions for a more ambitious car-free design.
- More greenery.
- Alternative transportation suggestions.

19% (21 comments) expressed general opposition, including:

- Additional public space is unnecessary.
- Opposition to the Bute Greenway overall.

Walking, biking and rolling through the Nelson Park block was most important to people

Ideas and concerns*



Analysis of 283 total responses to the open-ended public survey questions, grouped by theme, showed that movement along the greenway by walking, biking and rolling was raised the most.*
Note: this excludes general comments (94) and other ideas (15).

Safety concerns for people walking and cycling

- Clear separation, enhanced crossings, more lanes, improved connections.

Public safety concerns

- Potential noise and disturbance, as well as sharing space with people experiencing homelessness.

General comments

- Support or opposition; desire to ‘leave as is’ or ‘expand further’.
- Concerns with process; value for money or interim vs permanent.

Other ideas

- Commercial elements like market stalls, coffee carts and food trucks, or more space for the farmers’ market.

***Public survey questions:*
Do you have other ideas for an interim greenway block design between Nelson and Comox Streets? [129 responses]
Do you have any concerns about an interim greenway block design between Nelson and Comox Streets? [154 responses]

Need for vehicle access through the Nelson Park block was also highlighted

Support for interim public space outnumbers concerns around reducing road space

- Supportive comments around a new interim public space (249) outweighed comments expressing vehicle-related concerns (54).
- Some shared ambitions for more extensive car-free measures, beyond those proposed in the proposed interim greenway block.

Concerns included...

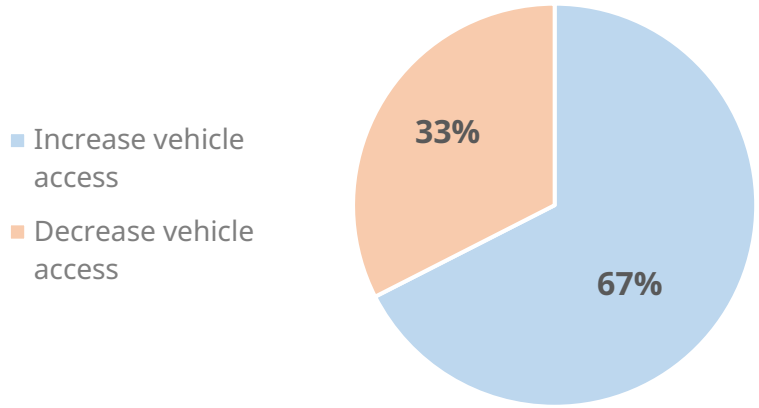
- Longer journey times, frustration with circuitous routes.
- Impact on vehicle access and egress from homes.
- Perception of more cost than benefit*.

Ideas included...

- Permanent rather than interim build out.
- Further public space expansion.

**Many felt that reducing vehicle access would do little to improve active transportation or walking safety and comfort, but still inconvenience drivers*

Vehicle access sentiments



*Above: Analysis of 283 total responses to the open-ended public survey questions** revealed that 54 commented on vehicle access issues, compared to 26 that advocated for further public space expansion beyond that proposed.*
Percentages are calculated based on vehicle sentiments only.

***Public survey questions:*
Do you have other ideas for an interim greenway block design between Nelson and Comox Streets? [129 responses]
Do you have any concerns about an interim greenway block design between Nelson and Comox Streets? [154 responses]