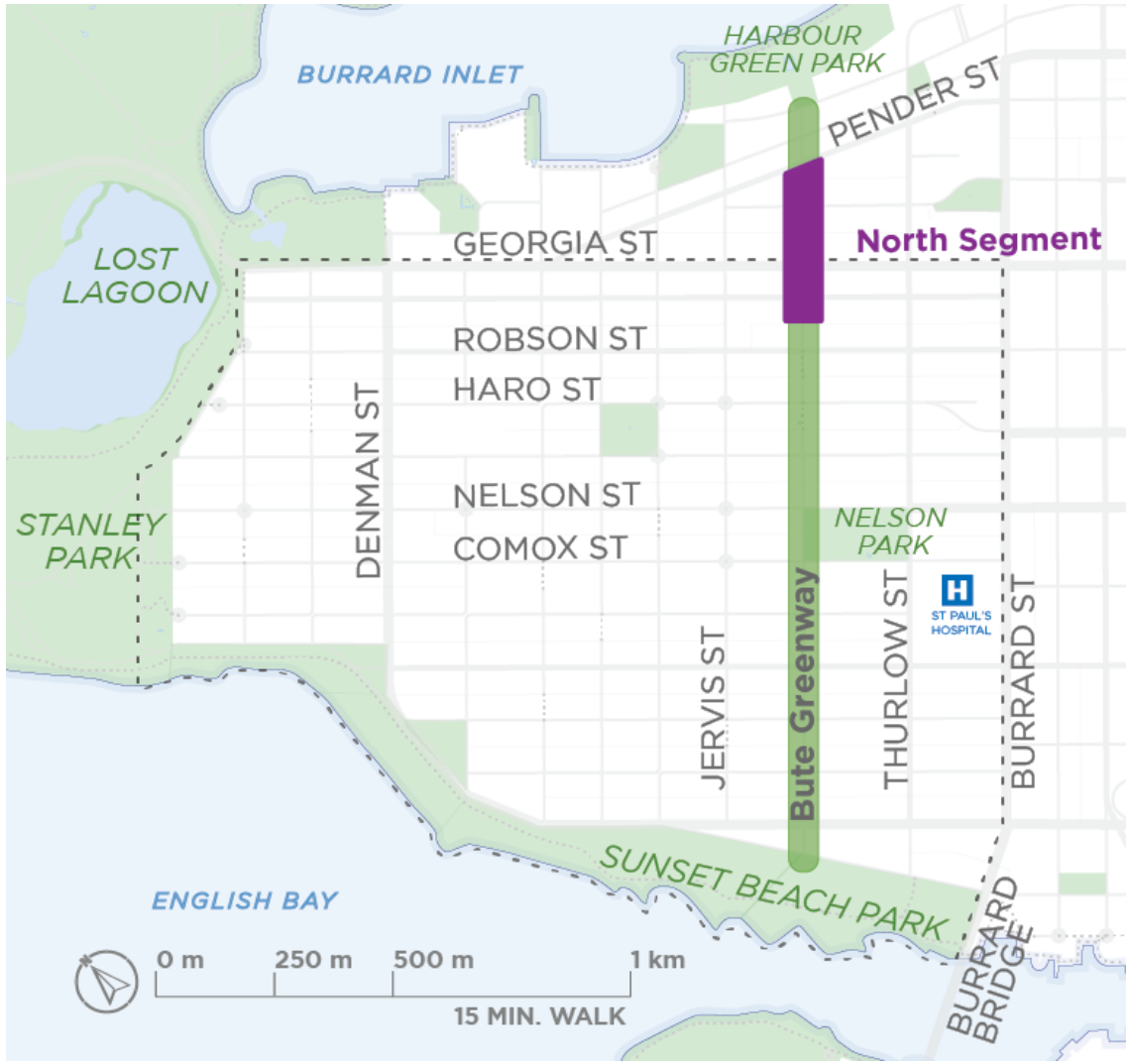
Bute Greenway

Phase 2 public engagement summary

What we heard - 2023



Phase 2 engagement explored different ideas and approaches to the 'north segment'.

North Segment

Eihu Lane to Pender Street

Overview

Early ideas are supported, provided vehicle access can be accommodated

Support for expanding public space on Bute Street to deliver the goals of the greenway

Survey respondents shared that:

- Greenery is an essential design feature.
- Play space should be considered in the design, it is lacking in this area.
- Active transportation improvements should connect to the wider active transportation network downtown.

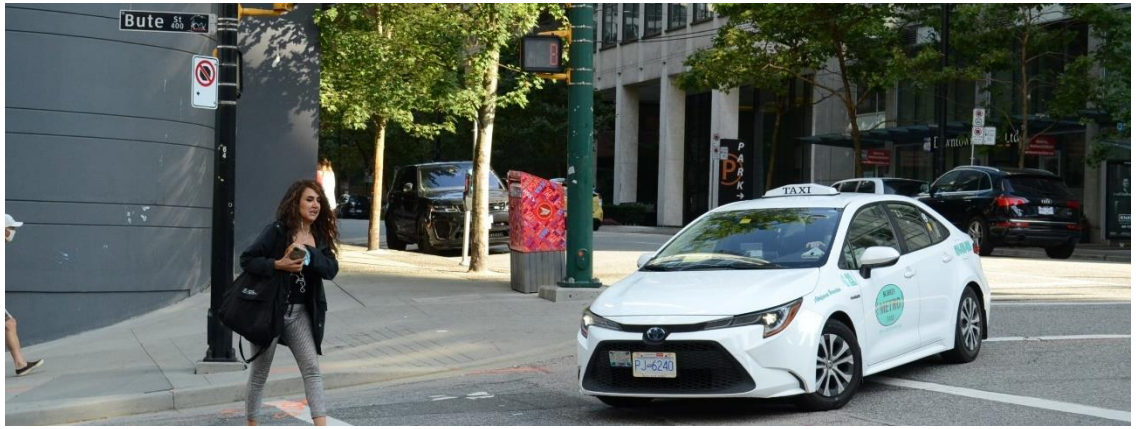
Keeping vehicle access to residential buildings is key

- Full closure of Bute Street to vehicles could affect access to homes and their parkades.
- Survey comments identified key vehicle access locations.

Need to balance movement needs and opportunities to spend time on the greenway

- Many feel changing how road space is allocated poses more opportunities than downsides.
- Circuitous vehicle routes are a concern for some.





Safe and comfortable walking and cycling routes are needed given the current demand. Street space reallocation can support safer cycling (top) and reduce pedestrian-vehicle conflicts (bottom).

Top themes that people talked about



Access needs

- Some felt a car-free design would affect accessibility for those with mobility issues



Space for play

- Support for adding informal and formal play spaces



Some feel changes are not needed

- Some concerns around whether greenway investment or trade-offs are worthwhile
- E.g. “leave as is, it’s fine, and I bike!”



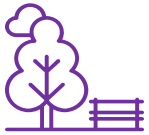
Separate different travel modes, connect to existing active travel routes

- Concerns around conflict between (fast) e-bikes/e-scooters and pedestrians
- Delineate space and slow down speeds
- Link to the Downtown bike network



Pedestrian and bike wayfinding

- Signage, separated, straight routes



Informal meeting places welcomed

- Preference for public benches and small community seating spots over more busy plazas for events or group socializing
- Desire to avoid encouraging noise and disturbance (Bute-Alberni Plaza from 2020 often cited)



Public space: utility, value and attractiveness

- Public spaces should cater to residents and visitors
- Concern: *“It won’t be used when it rains”*
- Concern: Public congregation and increased street activity from people experiencing homelessness



Driver inconvenience

- Concerns over longer journey times and circuitous vehicle routes

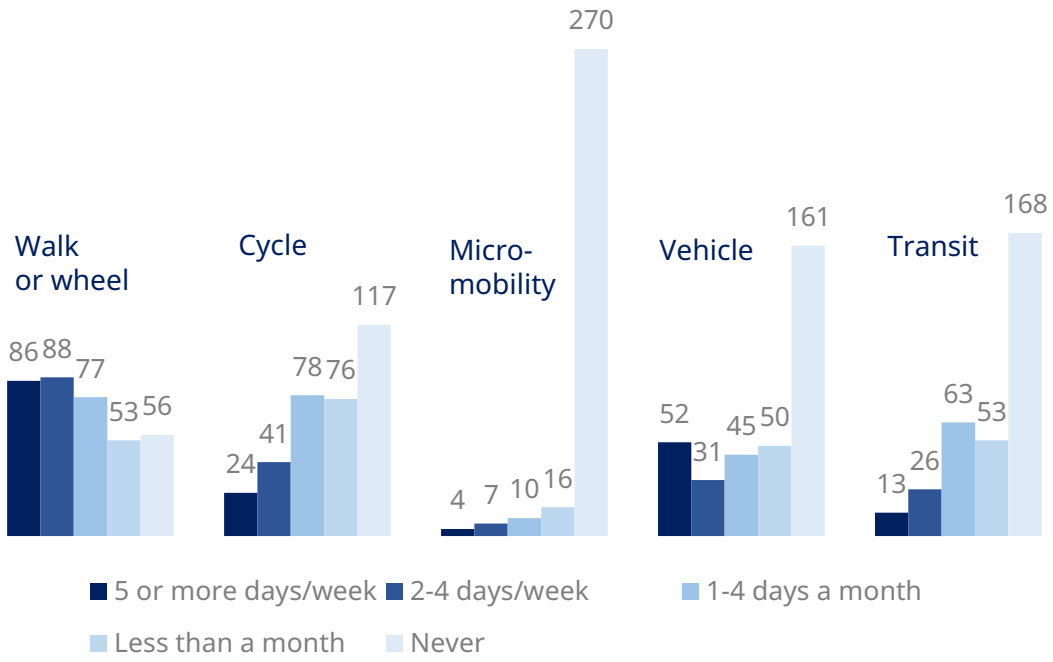


Vehicle access needs (loading & drop-off)

- Approx.25% have no vehicle access needs
- Concerns around congested or blocked laneways
- Specific locations needing vehicle access identified

Fewer survey respondents cycle here compared with other Bute Street blocks

More vehicles drive along here than other parts of the Greenway, but it's still a popular walking route



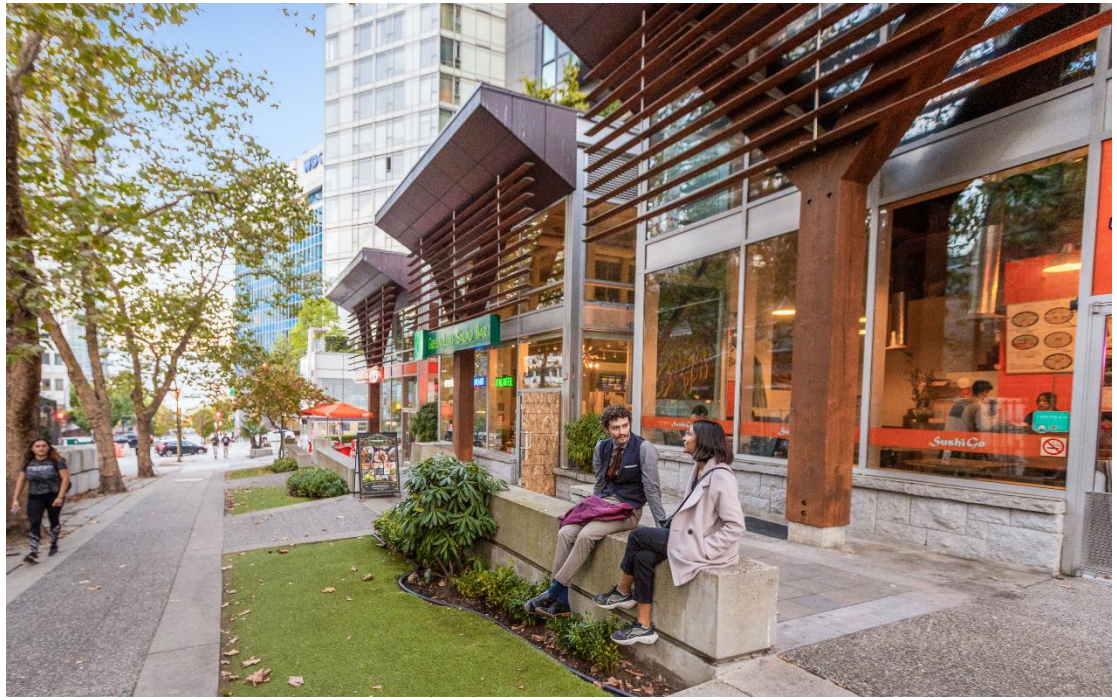
Responses to public survey question "How often and which mode do you use to travel along the north segment of Bute Street (Eihu Lane to Pender Street)?" [372 total responses]



Bute Street is more vehicle-orientated south of Eihu Lane, with longer crossing distances, no protection for bikes or micro mobility devices, and higher numbers of vehicles using the roadway.

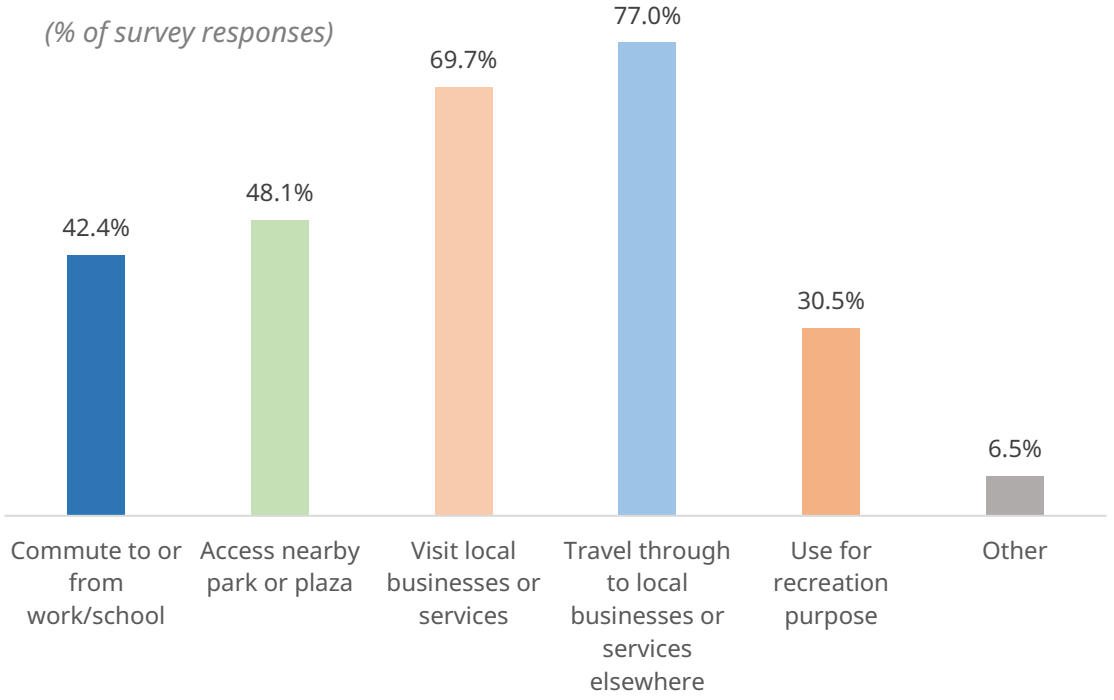
Opportunities to encourage people passing through to stop, and to spend time

Greenway design features can encourage people moving through to stop and stay



People walking to offices, accessing nearby eateries or businesses, or visiting Harbour Green Park, make this segment a vibrant part of downtown.

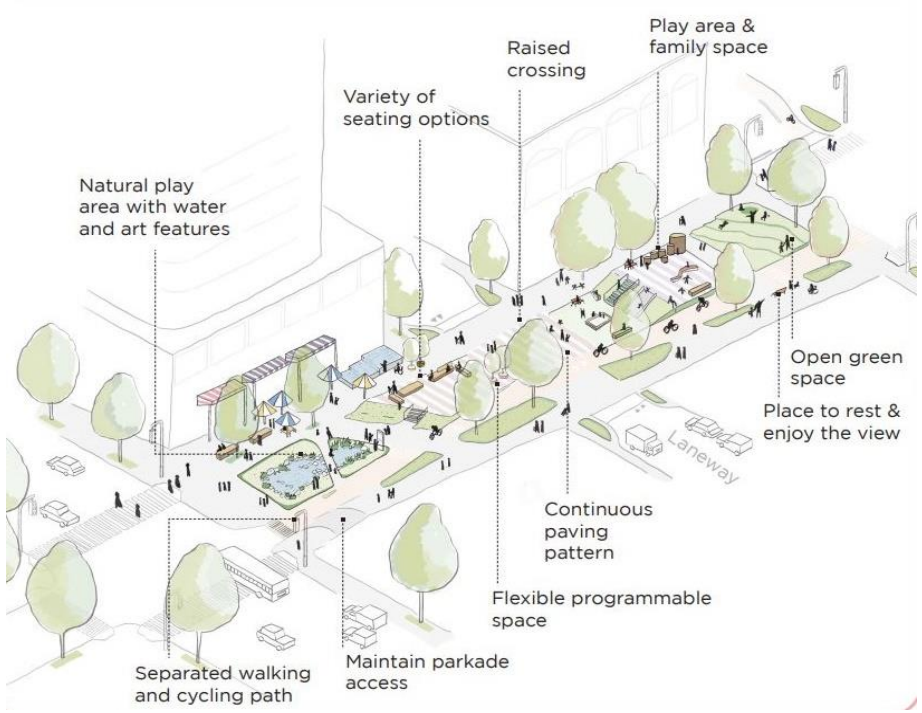
How do people use this part of the greenway today?



Responses to public survey question "How do you use the north segment? What do you do here? Select all that apply" [% of 370 total responses]

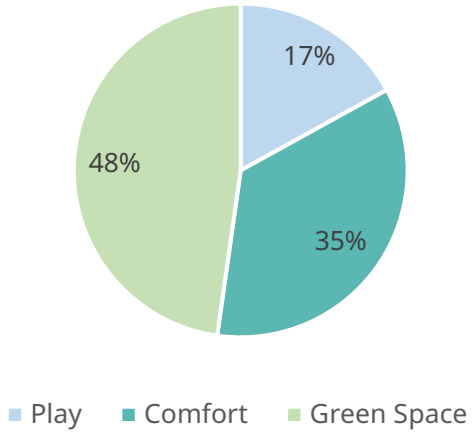
Highest value placed on additional green space followed by comfort and play

Potential design elements on a greenway block*



**This sketch was shared to highlight potential ideas for consideration and discussion. Bute Greenway blocks could include some or any combination of the design elements shared here.*

Greenway themes prioritized by survey respondents



Above: combined responses to public survey question "which greenway theme(s) would you like to see in each block of this segment?" [362 total responses]

Percentages indicate relative importance of each theme

Space for play

- Play equipment: suggestions for integrating educational features
- Playful design elements
- *"Coal Harbour is very short of children's play"*

Comfort

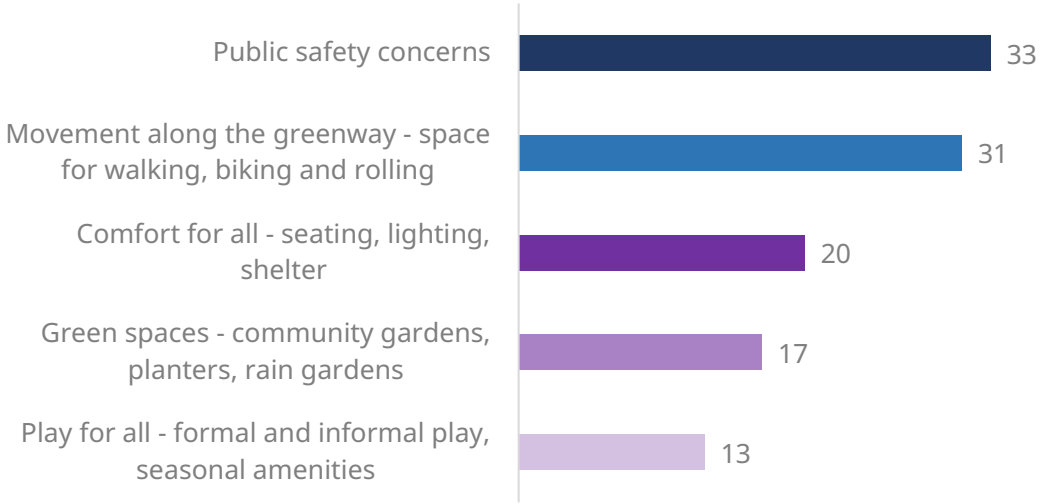
- Rain protection
- Lighting
- "better places for office workers to sit"

Green Space

- Community gardens
- Planters and rain gardens
- Pollinator areas
- Public water features
- Plants or green areas that can protect people from busy roads

Most support potential new public space, although there are public safety concerns

Ideas and concerns*



Analysis of 319 total responses to open-ended public survey questions, grouped by theme, showed that public safety concerns were most raised. Note: Analysis excludes general comments (63) and other ideas (22).*

Other ideas

- Food trucks
- Use Bute Street's slopes to create spots to admire views

Public safety concerns

- Noise and disturbance – the Bute-Alberni Plaza from 2020 was frequently referred to negatively
- Public congregation and increased street activity from people experiencing homelessness.

Support for separated bikes and pedestrians

- As well as improving connections to the wider network

Greenery and play

- New trees and plants are essential to create a greenway feel
- Play space should be protected from vehicles - this will encourage use during the day

General comments:

- Comments expressing overall support or opposition
- Suggestions across a spectrum, from "leave Bute Street as is" to expand public open spaces further into other downtown areas

***Public survey questions:*
Do you have other ideas for blocks between Eihu Lane and Pender Street?" [154 responses]
Do you have any concerns about blocks between Eihu Lane and Pender Street?" [160 responses]

A quarter of respondents expressed concern over vehicle access

A minority commented on space for vehicles; those who did so expressed concerns over reduced vehicle space

- 80 comments shared concerns around vehicle access, whereas 35 comments expressed an ambition for more extensive car-free measures

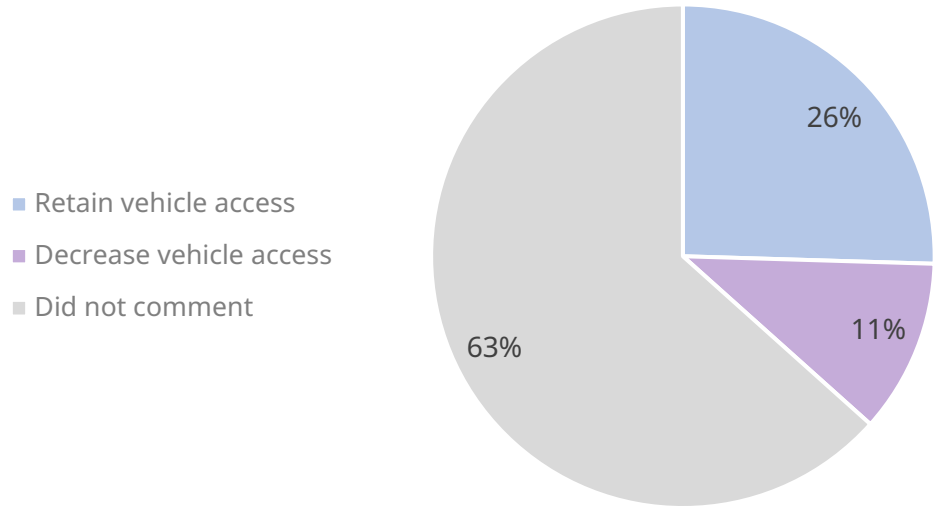
Concerns

- Circuitous vehicle routes
- Impact on access and egress from homes
- Need for alternative motor vehicle routes, particularly northbound

Ideas

- Evo and Modo parking spots
- Traffic calming measures on the greenway
- Buffers and protective bollards where the greenway meets busy cross-streets

Sentiments around the need for vehicle access

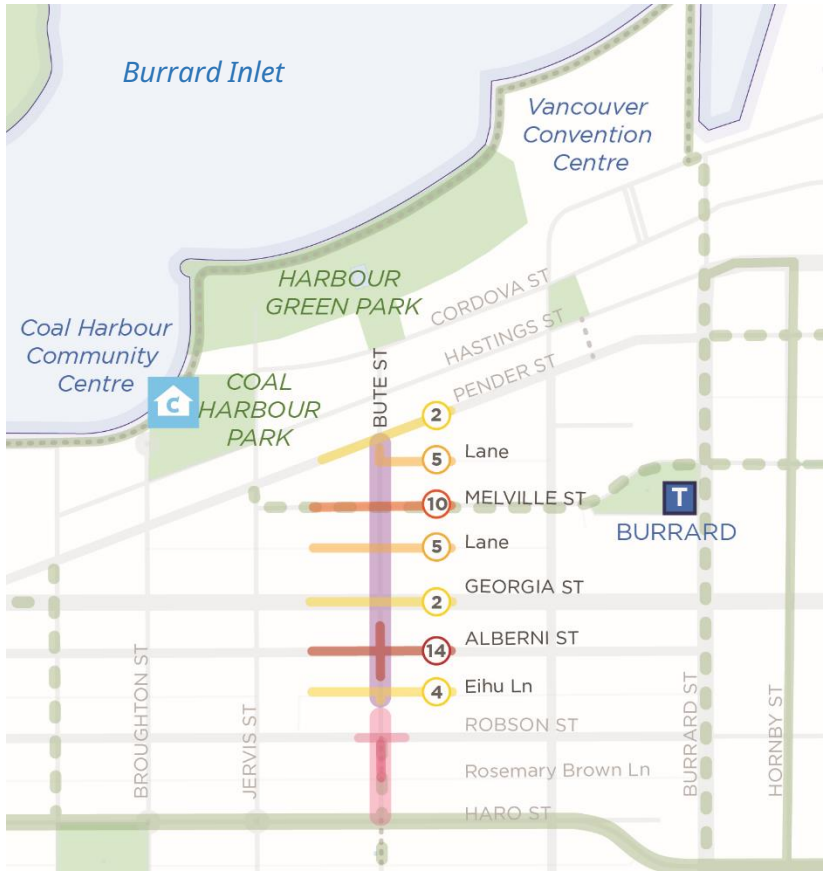


*Above: A review of 314 total responses to the open-ended public survey questions** revealed that 80 commented on vehicle access issues, compared to 35 that advocated for further public space expansion. The remainder (199) didn't comment on vehicles at all).*

***Public survey questions:*
Do you have other ideas for blocks between Eihu Lane and Pender Street? [154 responses]
Do you have any concerns about blocks between Eihu Lane and Pender Street? [160 responses]

Community input helped identify vehicle pick-up/drop-off and parking needs

Melville & Alberni streets raised most vehicle needs



Key

*# of comments**

- *1-4*
- *5-8*
- *9-12*
- *13-16*

Bute Greenway

- *North Segment*
- *Plaza construction (2024)*
- *Interim Plaza*

Active Transportation

- *AAA network*
- *bike network*

Comments included support for:

- Laneway parking
- Unobstructed parkade accesses via laneways
- Short-term parking
- Modo and Evo spots
- Pick-up, drop-off spots
- Stopping areas for deliveries
- Keeping lanes clear

Does someone associated with your home/business currently stop a motor vehicle on or near Bute Street? Please tell us the nearest cross-street/lane and what your needs are (e.g. accessible parking, pick-up/drop-off, deliveries). [111 responses]

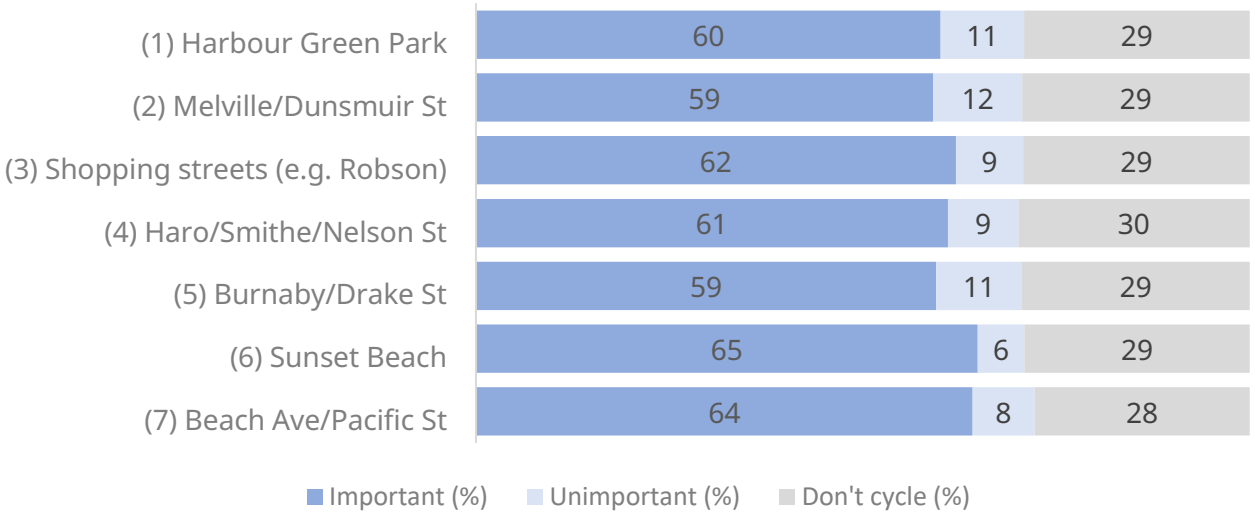
Analysis of responses to this open-ended public survey question showed:
- 42 comments identified specific vehicle access locations.
- 16 were opposed to any vehicle access restrictions on this segment, compared to 28 that had no vehicle access needs.
- 25 comments on other segments

Support for improving bike/micro mobility connections to/from Bute Street

There was little variation in how important these connections are viewed

Below: responses to public survey question "In the past, engagement feedback has helped identify other safe and comfortable cycling and rolling connections. If you cycle or use micro mobility devices (e.g. e-scooter, inline skate etc.), which connections are important to you?"

Most people who cycle or use micro mobility devices felt these were important



Other connections* people highlighted included:

- Stanley Park (8 comments)
- Comox-Helmcken Greenway (5)
- Alberni Street (4)
- Lions Gate Bridge (3)

**Responses to public survey questions "Are there other cycling or rolling connections in the area that are important to you" [100 total responses]*