BUTE GREENWAY - PHASE 2 SURVEY

Submit by Sunday, April 30, 2023

We want to hear from you!

The City of Vancouver is exploring ways to improve and prioritize for walking, cycling, and rolling, with vibrant public spaces for people of all ages and abilities.

The vision for the Bute Greenway will be implemented using a phased approach, beginning with building a permanent Bute-Robson Plaza and enhancing adjacent blocks.

- This survey will take 10-20 minutes to complete.
- **The survey will remain open until Sunday, April 30.**
- Your responses will be confidential. The survey is also available online at: shapeyourcity.ca/bute-greenway

Introduction

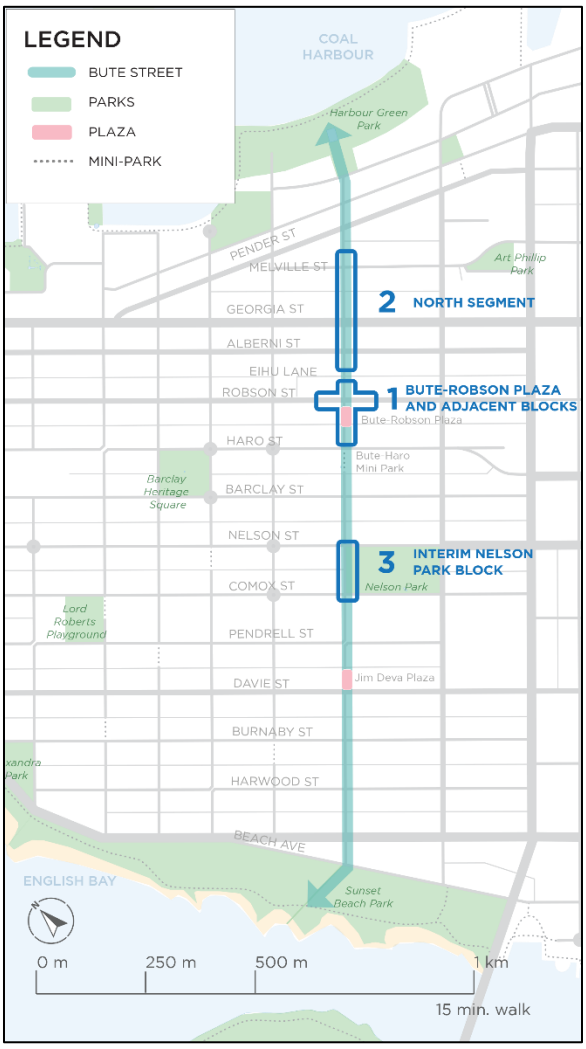
In Phase 2, we are:

- Discussing a vision for the greenway
- Sharing designs for the permanent Bute-Robson Plaza and associated work which includes widening sidewalks along adjacent blocks of Robson Street and linking the plaza with the existing Bute-Haro Mini-park towards the south.
- Exploring ways to expand greenway on blocks north of Robson Street (between Eihu Lane to Pender Street) and block adjacent to Nelson Park (between Nelson and Comox Streets).

Please take a look at the map below. You will be able to provide feedback on as many of the three segments as you would like and on overall project.

1. Which segment segment(s) would you like to comment on? (Select all that apply)

☐ **1**	**Bute-Robson Plaza and adjacent blocks** - Between Haro Street and Eihu Lane and on Robson
☐ **2**	**North Segment** - Between Eihu Lane to Pender Street
☐ **3**	**Interim Nelson Park Block** - Between Comox and Nelson streets



1. Bute Robson Plaza and adjacent blocks

Based on input from businesses, stakeholders and the community, we have **finalized a design for the Bute-Robson Plaza**. This will build on the success of the interim plaza, and help address the deficit of public gathering spaces in the West End and Downtown.

Key design elements for a permanent Bute-Robson Plaza include:

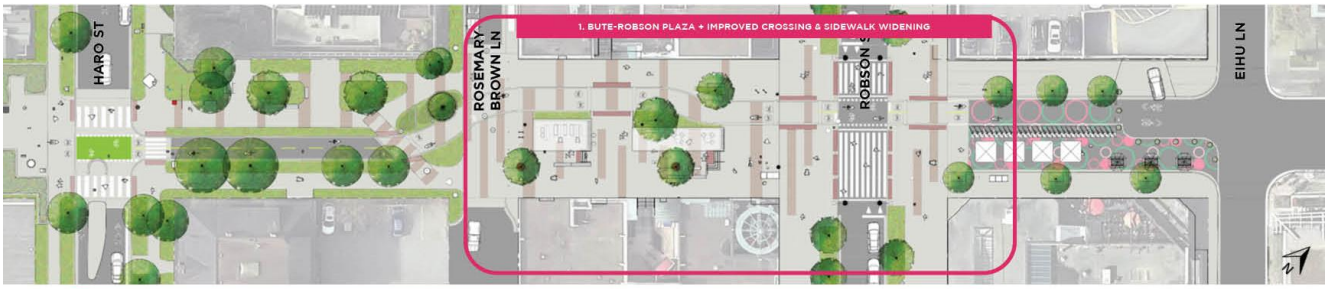
- Clear and accessible separation between plaza and paths to walk, roll and cycle
- Seating and gathering space
- Green rainwater infrastructure elements (e.g. tree trenches and planting) to manage urban rainwater runoff
- Terracing with built-in seating
- New lighting features
- New weather protection
- Flexible programmable event space

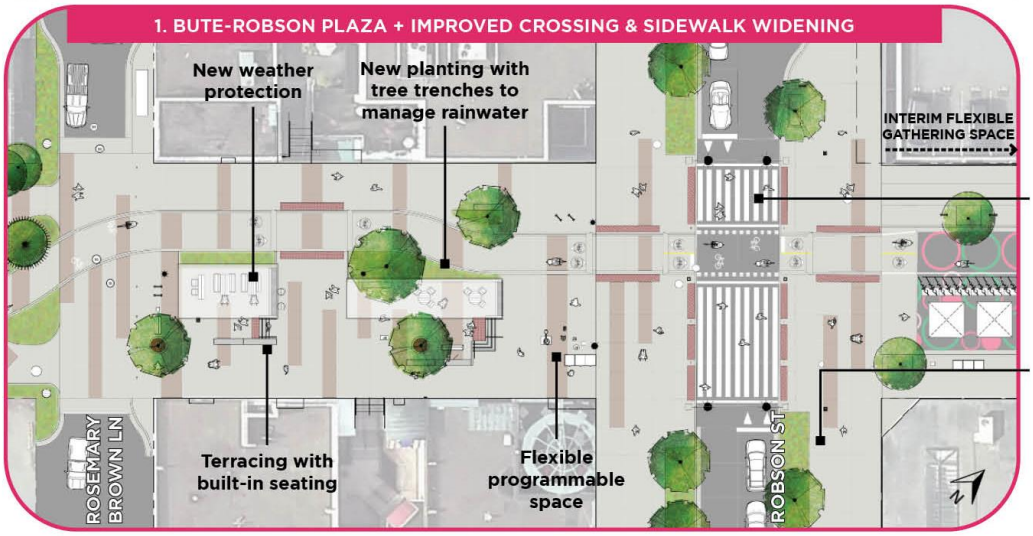
We also identified opportunities to integrate Bute-Robson Plaza to the north onto Robson Street and to the south towards Haro Street to create a linear car-free public space. Based on feedback we heard in phase 1, staff refined the design to:

- Extend Bute-Robson Plaza onto Robson Street with widened sidewalks wrapping around each corner to create **a pedestrian node on Robson Street**
- Upgrade **pedestrian crossings** and incorporate **raised crosswalks** at Bute-Robson intersection.
- Create more **space for public gathering**, particularly on the north side of the Bute-Robson intersection between Robson Street and Eihu Lane.
- Enhance **connectivity** between the Bute-Robson Plaza and the Bute-Haro Mini-park.
- Accommodate **emergency vehicle access**, parkade access and other loading needs in the area.

Staff are also developing a **stewardship strategy** in collaboration with Robson Street Business Improvement Association and other community partners. The strategy would focus on **managing, maintaining, and programming of the plaza** to ensure that it remains safe, vibrant, clean and comfortable for everyone at all times.

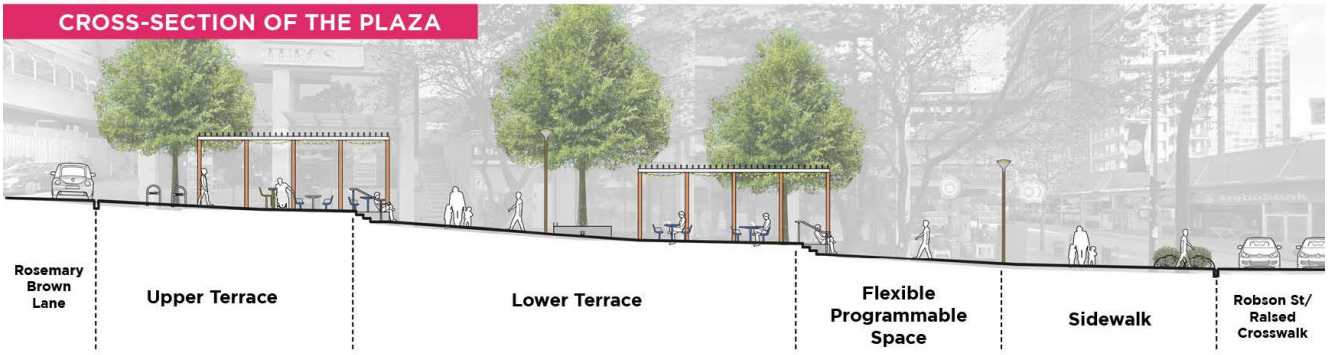
Bute Robson Plaza and sidewalk widening on Robson Street





Upgrade pedestrian crossings and incorporate raised crosswalks at Bute-Robson intersection

Widened sidewalks on Robson Street wrapping around each corner to create a pedestrian node




Terracing with built-in seating


New tree planting

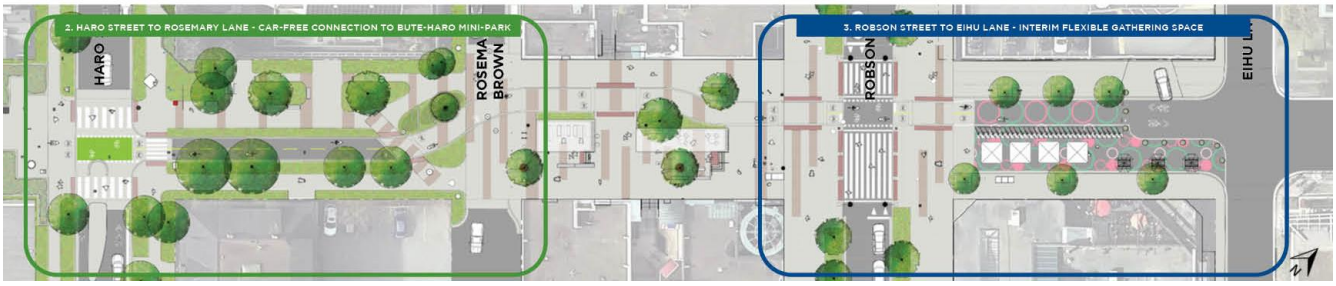



New built-in lighting features

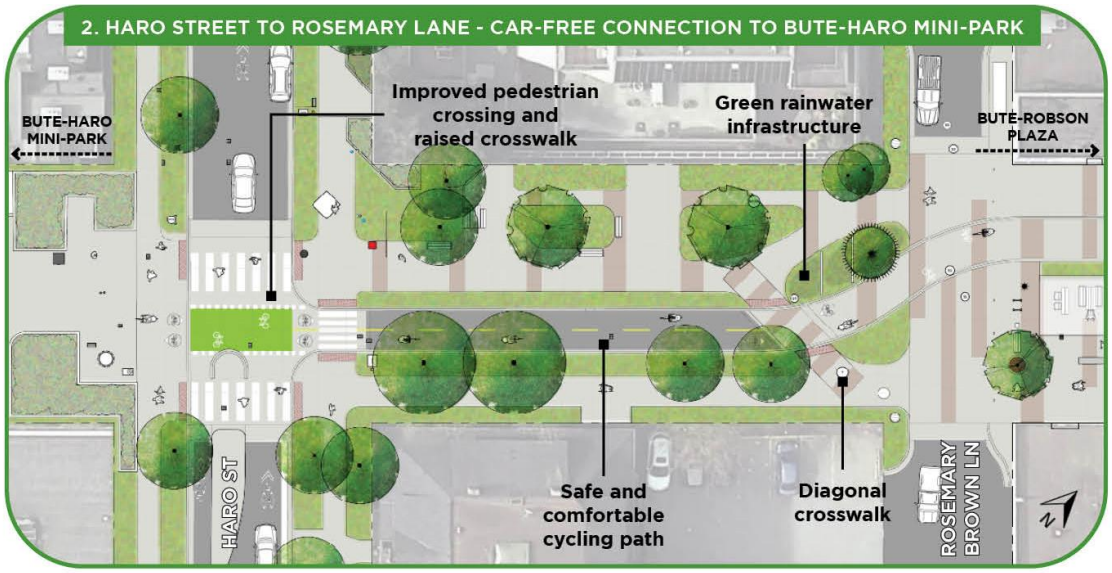

New weather protection


Flexible programmable space

Adjacent blocks of Bute Robson Plaza



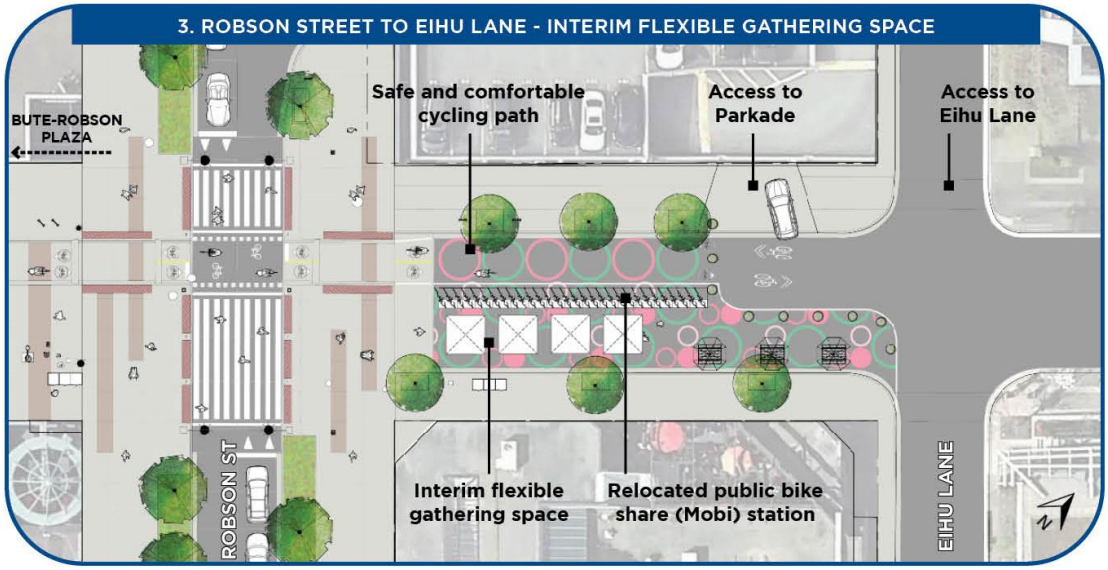
Haro Street to Rosemary Brown Lane – Car-free connection to Bute-Haro Mini-park





Enhanced connection between Bute-Robson Plaza and Bute-Haro Mini-park

Robson Street and Eihu Lane – interim flexible gathering space





More space for public gathering, particularly on the north side of the intersection between Robson Street and Eihu Lane.

2. **How often and which mode do you use to travel between this segment (Haro St to Eihu lane) of Bute Street?** (Select one option for each row)

Mode and frequency	**5 or more days/week**	**2-4 days/week**	**1- 4 days a month**	**Less than once a month**	**Never**
Walk or wheel using an assistive device (e.g., wheelchair, walker etc.)	○	○	○	○	○
Cycle (including bike share, e-bike)	○	○	○	○	○
Micro mobility device (e.g., in-line skate, skateboard or push scooter, e-scooter)	○	○	○	○	○
Driver or passenger in a motor vehicle (e.g., car, truck, van, motorcycle, etc.)	○	○	○	○	○
Transit (e.g., bus, nearby SkyTrain, HandyDART)	○	○	○	○	○

3. **Which design feature(s) are you most excited about for the new permanent Bute-Robson plaza?** (Select all that apply)

- □ Clear and accessible separation between plaza and paths to walk, roll and cycle
- □ Seating and gathering space
- □ Elements to manage urban rainwater (e.g. tree trenches, planting)
- □ Terracing with built-in seating
- □ New lighting features
- □ New weather protection
- □ Flexible programmable event space
- □ Other (please specify):_____
- □ None

4. **What improvements would you like the most on the adjacent blocks of the plaza?** (Select all that apply)

- □ Seating and gathering spaces across all blocks
- □ Connectivity between the Bute-Robson Plaza and the Bute-Haro mini-park
- □ Wider sidewalks on Robson Street
- □ Green rainwater infrastructure features across all blocks (e.g. rain gardens)
- □ Clear separation between paths for walking/gathering and cycling across all blocks
- □ Raised crosswalks and continuous sidewalks at Bute St-Rosemary Brown Lane, Bute St-Haro St, Bute St-Robson St
- □ Other (please specify):_____
- □ None

5. **How do you see yourself using this space?** (Select all that apply)

- □ Access local businesses and/or services
- □ Socialize with people
- □ Run/exercise
- □ Eat and/or drink
- □ Rest and/or people watch
- □ Read, work or study
- □ Pass by on my way through the neighbourhood
- □ Use public bike share
- □ Access nearby Transit
- □ Attend special events
- □ Other (please specify): _____

6. **We will be developing a management plan to ensure Bute Robson Plaza is a safe, inclusive, clean and comfortable space for everyone at all times.**

What are your suggestions for community partnerships, programming or events that could help keep the plaza safe, inclusive, clean and comfortable for all users?
(Please be as specific as possible)

_____

_____

_____

7. **As staff prepare for construction, do you have additional comments on final design for Bute-Robson Plaza and adjacent blocks?** (Please be as specific as possible)

_____

_____

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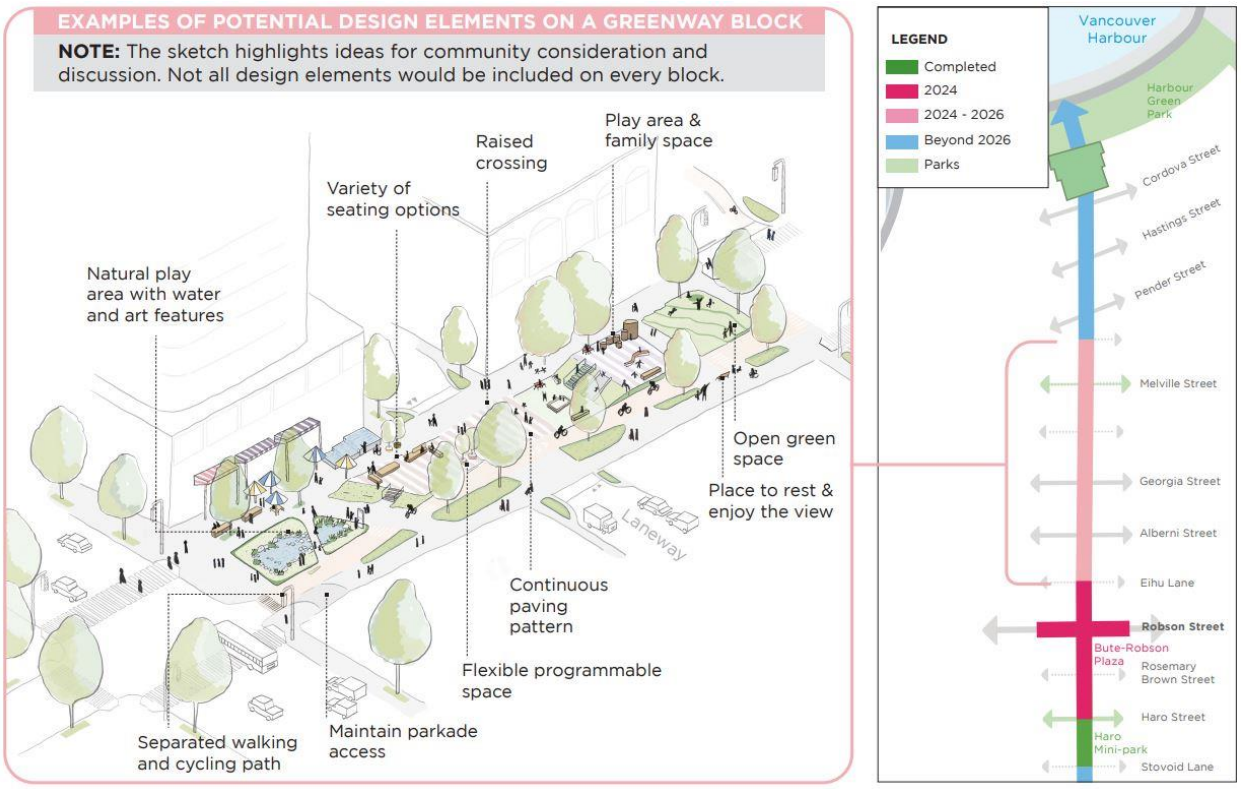
8. **Are you interested in participating in, or hosting events or activities in the plaza?**

- ○ No
- ○ Yes, please share your contact information: _____

2. North Segment - Eihu Lane to Pender Street

The next phase of the vision development will focus on segment between Eihu Lane and Pender Street where there is the most potential to improve the experience for people walking, cycling and rolling in this area. Staff are hoping to better understand community needs for this portion of the greenway. Phase three will provide a chance to review and give feedback on design proposal for this segment.

The sketch below highlights examples of potential design elements on a greenway block in the north segment between Eihu Lane to Pender Street. Greenway upgrades, including expanded sidewalks with play areas, water features, and seating options, can enhance the area's character and create an enjoyable experience on blocks adjacent to busy arterial streets.



NOTE: The sketch illustrates ideas for community consideration. Not all design elements would be included on every block.

9. **How often and which mode do you use to travel along north segment (Eihu Lane to Pender St) of Bute Street?** (Select one option for each row)

Mode and frequency	**5 or more days/week**	**2-4 days/week**	**1-4 days a month**	**Less than once a month**	**Never**
Walk or wheel using an assistive device (e.g., wheelchair, walker etc.)	○	○	○	○	○
Cycle (including bike share, e-bike)	○	○	○	○	○
Micro mobility device (e.g., in-line skate, skateboard or push scooter, e-scooter)	○	○	○	○	○
Driver or passenger in a motor vehicle (e.g., car, truck, van, motorcycle, etc.)	○	○	○	○	○
Transit (e.g. bus, nearby SkyTrain, HandyDART)	○	○	○	○	○

10. **How do you use north segment? What do you do here?** (Select all that apply)

- □ Commute to or from work/school
- □ Access nearby park or plaza
- □ Visit local businesses or services
- □ Travel through to local businesses or services elsewhere
- □ Use for recreation purpose
- □ Other (please specify):_____

11. Past engagement feedback has helped identify, other safe and comfortable cycling and rolling connections. If you <u>cycle</u> or <u>use micro mobility devices</u> (e.g. e-scooter, inline skate etc.), which connections are important to you? (Select one option for each row)

Connections	Very Important	Somewhat Important	Fairly Important	Not Important	I do not cycle or use micro mobility devices
Access to destinations on and along Bute Street	○	○	○	○	○
Access to shopping streets (e.g. Robson)	○	○	○	○	○
Connection to downtown and SkyTrain via Melville/Dunsmuir	○	○	○	○	○
Connection to downtown via Haro/Smithe/Nelson	○	○	○	○	○
Connection to Burrard and Granville Bridges via Burnaby/Drake	○	○	○	○	○
Connection to Seaside at Harbour Green	○	○	○	○	○
Connection to Seaside at Sunset Beach	○	○	○	○	○
Connection to Beach Ave/Pacific St	○	○	○	○	○

12. Are there other cycling or rolling connections in the area that are important to you? Please specify.

_____

_____

EARLY IDEAS FOR EIHU LANE TO PENDER STREET

To help address the park and public space gap identified by VanPlay and Downtown Public Space Strategy, there is an opportunity to develop a car-light or car-free greenway on blocks between Eihu Lane to approximately Pender Street. By repurposing road space, we can create opportunities to build new community amenities such as spaces to rest or play as well as comfortable cycling and walking connections. Through community feedback received in previous phase of engagement, one of our design goals would be to accommodate emergency access and reduce motor vehicle traffic while maintaining circulation in the neighbourhood.

Below are some early ideas and themes that we are exploring for the blocks between Eihu Lane and Pender Street along Bute Street.

MOVEMENT ALONG THE GREENWAY: Dedicated space for people walking, cycling, and rolling will offer a continuous travel experience on all blocks in this segment. Staff will work to maintain access to laneways and driveways, as well as prioritizing passenger and loading zones on cross-streets/laneways near Bute Street. Examples: wider sidewalks, meandering paths to lookouts, cycling and rolling paths, loading zones in lane-ways, and enhanced intersection crossings.

PLAY FOR ALL: Play is an important component for children, families, and the young-at-heart. It can help encourage social connections, connections with the environment, or just be simple fun. Examples: Play surfaces and structures, mini-playground, water feature, games and, seasonal amenities.

COMFORT FOR ALL: Resting spaces are an important factor while designing shared spaces. This involves introducing formal and informal options with variety of seating at regular intervals to pause and appreciate the surroundings. Examples: benches, lighting, and view points.

GREEN SPACES: Providing shared spaces which integrate green rainwater infrastructure along the greenway corridor can increase pedestrian activity, social gathering and enliven the street encouraging outdoor seating. Examples: community garden, planters and rain gardens.

14. Which greenway theme(s) would you like to see in each block of this segment? (Select all that apply)

Blocks and opportunities	Opportunities for all ages and abilities			**None**
	PLAY (play surface, installations, games)	**COMFORT** (flexible shelter, benches, viewing points)	**GREEN SPACES** (e.g. community garden, planters, rain gardens)	
Pender St to Melville St	☐	☐	☐	☐
Melville St to Georgia St	☐	☐	☐	☐
Georgia St to Alberni St	☐	☐	☐	☐
Alberni St to Eihu Lane	☐	☐	☐	☐

15. Do you or someone associated with your home/business currently stops a motor vehicle on or near Bute Street?

Please tell us the nearest cross-street/laneway and corner of the intersection, as well as the activity (e.g. accessible parking, pick-up/drop-off, deliveries). This will help us accommodate access in the neighbourhood.

_____

_____

_____

16. Do you have any <u>ideas</u> for blocks between Eihu Lane to Pender Street? (Please be as specific as possible)

_____

_____

_____

17. Do you have any <u>concerns</u> about blocks between Eihu Lane to Pender Street? (Please be as specific as possible)

_____

_____

_____

3. Nelson to Comox streets – Nelson Park Block

Staff are exploring the potential for an **interim greenway block** adjacent to Nelson Park on Bute Street between Nelson Street and Comox Street. This would be an interim measure while the school, BC Hydro underground substation and park are under-going upgrades. It would help us achieve a safe and comfortable walking, cycling, and rolling connection between Burnaby and Melville streets. In the future, we expect more permanent features on this block to be built in coordination with the Park Board, the new school and BC Hydro West End Substation.

An interim space adjacent to the park creates an opportunity to learn what community members would like to see in the space in advance of this work. Next phase of engagement will provide a chance to review and give feedback on design proposal for these segment.

18. **How often and which mode do you use to travel along block adjacent to Nelson Park (between Nelson to Comox streets) of Bute Street?** (Select one option for each row)

Mode and frequency	**5 or more days/week**	**2-4 days/week**	**1-4 days a month**	**Less than once a month**	**Never**
Walk or wheel using an assistive device (e.g., wheelchair, walker etc.)	○	○	○	○	○
Cycle (including bike share, e-bike)	○	○	○	○	○
Micro mobility device (e.g., in-line skate, skateboard or push scooter, e-scooter)	○	○	○	○	○
Driver or passenger in a motor vehicle (e.g., car, truck, van, motorcycle, etc.)	○	○	○	○	○
Transit (e.g., bus, nearby SkyTrain, HandyDART)	○	○	○	○	○

19. **How do you use this segment? What do you do here?** (Select all that apply)

- □ Commute to or from work/school
- □ Access nearby park or plaza
- □ Access community garden
- □ Travel through to local businesses or services elsewhere
- □ Use for recreation purpose
- □ Other (please specify):_____

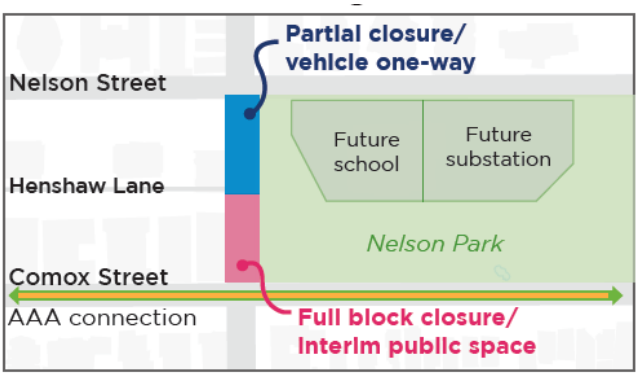
EARLY IDEAS FOR INTERIM DESIGN ON NELSON PARK BLOCK

One of our early ideas for the interim greenway block between Nelson and Comox streets is to extend the park experience onto Bute Street by creating a car-free block next to Nelson Park.

Designing for All Ages and Abilities (AAA)

Bute Street between Robson and Davie streets is already a designated bikeway. Adding traffic calming measures here, would help reduce vehicle volumes to meet the targets (<500/day) for an AAA cycling connection between Melville and Burnaby streets. The traffic calming measures could include:

1. **Proposed interim greenway block:** A closure for vehicles between Comox Street and Henshaw Lane with partial closure between Henshaw lane and Nelson Street. The closure creates an interim public space and gives us the opportunity to learn what community members would like to see in this space in advance of future work.

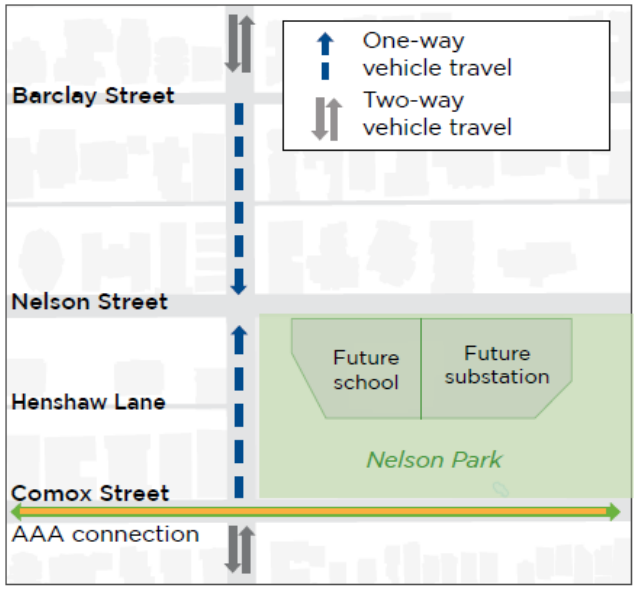



W 18th Avenue at Cambie Street


Vernon Drive at Adanac Street


Glen Drive at E 17th Ave

2. **Alternate concept:** Vehicle volumes could also be lowered with converging one-way travel blocks between Comox Street and Barclay Street. While this concept creates extra space for people cycling and using mobility devices on the roadway, there isn't space for additional public space features as displayed above.



20. What do you think about *proposed (1) interim greenway block design* to add a street closure that would expand the park experience onto Bute Street? (Select one)

- ○ Really like it
- ○ Like it
- ○ Neutral
- ○ Don't like it
- ○ Really don't like it

21. If you don't like the *proposed (1) interim greenway block*, do you like the *(2) alternate concept* of lowering vehicle volumes with converging one-way travel blocks between Comox Street and Barclay Street?

- ○ Yes
- ○ No
- ○ Unsure

22. Please tell us why.

_____

_____

23. If you like the idea of creating an *(1) interim greenway block next to Nelson Park*, which elements would you like to see included? (Select all that apply)

- □ Community Gardens
- □ Planters and other landscape features
- □ Open space for people to walk, cycle, roll
- □ Variety of seating
- □ Seasonal activations
- □ Decorative separation between walking/rolling and cycling/rolling paths (e.g. street mural)
- □ Opportunities for informal play
- □ None
- □ Other (please specify): _____

24. Do you have other <u>ideas</u> for an interim greenway block design between Nelson and Comox streets? (Please be as specific as possible)

_____

_____

_____

25. Do you have any <u>concerns</u> about an interim greenway block design between Nelson and Comox streets? (Please be as specific as possible)

Overall Bute Greenway

26. Do you have further ideas or comments for the Bute Greenway project that you haven't already shared? (Please be as specific as possible)

27. Are there other walking, cycling, and rolling connections or public spaces that you think should be improved in West End? (Please be as specific as possible)

28. Reflecting on this consultation, please indicate how much you agree or disagree with the following statements? (Select one option for each row)

	Definitely agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Definitely disagree
The information presented was clear and understandable.	○	○	○	○	○
I understood how my input would be used.	○	○	○	○	○
I felt that my input would make a difference.	○	○	○	○	○
I felt that participating was a valuable experience for me.	○	○	○	○	○
There was enough opportunity to share my views.	○	○	○	○	○
I felt I learned something new.	○	○	○	○	○

29. Would you like to sign-up for our newsletter and receive project updates?

- ○ No
- ○ Yes, please share your email: _____

About You

It's important to us that we hear from a diverse group of people and perspectives. The following questions help us determine how the feedback we receive represents the community.

30. What is the postal code of your residence/business? _____

31. How would you describe your gender identity? (Select one)

- ○ Woman
- ○ Man
- ○ Non-binary/Gender diverse
- ○ Prefer not to say
- ○ None of the above. I identify as: _____

32. What are your primary ways of traveling? (Select up to two)

- ☐ Walk or wheel using an assistive device (e.g., wheelchair, walker etc.)
- ☐ Cycle (including bike share, e-bike)
- ☐ Micro mobility device (e.g., in-line skate, skateboard or push scooter, e-scooter)
- ☐ Driver or passenger in a motor vehicle (e.g., car, truck, van, motorcycle, etc.)
- ☐ Transit (e.g., bus, nearby SkyTrain, HandyDART)
- ☐ Other (please specify):_____

33. What age group do you belong to? (Select one)

- ○ Under 19 years
- ○ 20 -29 years
- ○ 30-39 years
- ○ 40-49 years
- ○ 50-59 years
- ○ 60-69 years
- ○ 70-79 years
- ○ 80 years or older
- ○ Prefer not to answer

34. Which of the following best describes your total household income per year before taxes? (Select one)

- ○ Under $15,000
- ○ $15,000 to under $30,000
- ○ $30,000 to under $50,000
- ○ $50,000 to under $70,000
- ○ $70,000 to under $100,000
- ○ $100,000 to under $150,000
- ○ $150,000 to under $200,000
- ○ Above $200,000
- ○ Prefer not to answer

35. What do you consider your main ethnic origin or that of your ancestors (parents, grandparents)? (Select all that apply)

- □ Indigenous (First Nations, Métis, Inuit)
- □ African (e.g. Moroccan, Ghanaian, Ethiopian, etc.)
- □ East Asian (e.g. Chinese, Japanese Korean, etc.)
- □ Caribbean (e.g., Cuban, Jamaican, Bajan, etc.)
- □ Central/South American (e.g. Mexican, Salvadoran, Argentinian, etc.)
- □ European (e.g. British Isles, German, French, Greek, etc.)
- □ Middle Eastern (e.g. Lebanese, Iranian, Syrian, etc.)
- □ Oceanian (e.g. Australian, New Zealander, etc.)
- □ South Asian (e.g. Punjabi, Indian, Pakistani)
- □ Southeast Asian (e.g. Filipino, Vietnamese, Thai)
- □ Prefer not to say
- □ None of the above. I identify as:_____

36. How did you learn about the project? (Select all that apply)

- □ Direct mail (e.g. post card)
- □ Public event
- □ Facebook
- □ Twitter
- □ Instagram
- □ Road signage or poster
- □ City of Vancouver website
- □ Word of mouth (e.g. from family or friends)
- □ Traditional media (e.g. television, radio, print newspaper)
- □ Online news/articles/blogs
- □ Don't know/ don't remember
- □ Other (please specify)_____

Thank you for taking the time to provide your feedback on the Bute Greenway. Please place the form in the drop box here today or submit by **Sunday, April 30, 2023** through any of the following methods:

Scan and Email: butegreenway@vancouver.ca
Online: shapeyourcity.ca/bute-greenway

Mail us:
City of Vancouver
Attention: Community Transportation Branch
Engineering Services
320-507 W Broadway, Vancouver, BC V5Z 0B4

Drop off at City Hall (brass box):
453 W 12th Avenue, Vancouver
Attention: Community Transportation Branch

Drop-off at Community Locations:
West End Community Centre, Coal Harbour Community Centre and Vancouver Aquatic Centre.