



# CITY OF VANCOUVER

## ADMINISTRATIVE REPORT

Report Date: June 10, 2005  
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**TO:** Standing Committee on Transportation and Traffic

**FROM:** General Manager of Engineering Services in consultation with the Director of City Plans and the Director of Current Planning

**SUBJECT:** Main Street Showcase - Pedestrian and Transit Priority Project

### RECOMMENDATION

- A. THAT Council approve the Main Street Showcase Corridor Plan, as described in this report, at an estimated cost of \$5,976,000 with funding to be provided as follows:
- i) \$5,471,000 from existing capital approved for the Urban Transportation Showcase program (previously approved with \$1.5 million City funding, \$2.6 million Translink funding, and \$1.371 million Transport Canada funding),
  - ii) \$46,000 from 2005 Basic Capital for Downtown Eastside Revitalization Program,
  - iii) \$189,000 contribution ICBC, and
  - iv) \$270,000 from 2004 New Pedestrian Signals Unallocated account (30006973).
- B. THAT Council direct staff to pursue, as part of future funding or existing City programs, the measures identified through the Showcase initiative that can not be implemented at this time; and
- C. THAT additional annual costs of \$17,000 related to ongoing maintenance be reflected in future Operating Budgets, subject to the 2006/2007 budget review process.

## **COUNCIL POLICY**

Council has adopted the Transport 2021 Regional Transportation Plan (1993), Vancouver Transportation Plan (1997), Downtown Transportation Plan (2002), and Vancouver Transit Strategy (2002) which prioritize transit and other non-auto modes to accommodate future increases in travel demand.

In February, 2004, Council approved participation in the Urban Transportation Showcase (UTS) Program, with City funding of \$4.63 million including \$1.5 million for Main Street improvements.

## **PURPOSE**

This report seeks Council approval to implement measures developed through the Main Street Showcase Plan to improve pedestrian and transit services along Main Street. Council is also asked to direct staff to pursue, as part of future funding or existing City programs, measures identified through the Showcase process that cannot be implemented at this time due to budget constraints.

## **BACKGROUND**

The Urban Transportation Showcase Program is a pilot project initiated by Transport Canada to reduce greenhouse gas emissions by encouraging municipalities to adopt more energy-efficient transportation and land use practices.

In 2001, the Greater Vancouver Regional District and Translink (GVRD / GVTA) applied for a grant from Transport Canada under the Showcase Program. In April 2003, Council approved the City's participation in the application which included six improvement projects in Vancouver:

- Main Street Showcase - Pedestrian and Transit Priority;
- Central Valley Greenway;
- Transit Villages;
- Hybrid Bus Demonstration;
- Goods Movement Efficiency and Green House Gas Study; and
- Travelsmart: Individualized Travel Marketing Program.

In November 2003, Transport Canada awarded funding to the GVRD's application and allocated \$1.371 million for Main Street. Subsequently, in February 2004, City Council approved participation in the Showcase Program with funding which included \$1.5 million towards Main Street. Translink's contribution for Main Street improvements is \$2.6 million.

With funding contributions from Transport Canada, Translink, and the City the budget for the Main Street Showcase - Pedestrian and Transit Priority Measures totals \$5.471 million.

The Showcase Program schedule requires that the improvements on Main Street be implemented by Fall of 2006. This would allow for about 3 months of follow-up transit and traffic studies and market research before submitting the final report to Transport Canada.

In order to coordinate construction with RAV, staff propose to expedite this schedule and have most of the streets construction along Main Street completed within 2005. Sewer and Water Utility Works are already underway along the corridor and expected to be complete by this Fall.

## **DISCUSSION**

The Main Street/Downtown (No. 3) bus route is one of the highest ridership routes in Vancouver. Main Street was identified for the Showcase project because transit service on Main can be slow and trip times can vary significantly. Delays incurred by buses include congestion, large passenger loading volumes boarding and alighting, and inefficient stop spacing. These delays affect ridership, travel times, and operating costs.

Ridership also depends on pedestrian accessibility, safety, and comfort. In addition, there are a number of locations along the corridor where conditions for pedestrians were less than optimal. This was particularly evident in neighbourhood shopping areas, where the lack of pedestrian crossings, narrow sidewalks and the lack of pedestrian amenities do not deliver a public realm which facilitates and encourages pedestrian activity on the street. With these two inter-related issues in mind, the Main Street Showcase process has involved a thorough review of the corridor between Hastings and Marine Drive with the aim of improving the street's transit and pedestrian operation and environment.

Main Street serves both residential and commercial uses, and is an important goods movement corridor linking to the Port. It is part of the Major Road Network and is a City truck route. This Showcase project seeks to create a superior pedestrian and transit corridor while recognizing the street's important role. Furthermore, an important objective of Showcase is to develop a plan that can be applied to "Main Streets" in Vancouver and for other municipalities to use this as an example to develop Showcase streets.

Given the many stakeholders along Main Street, City and Translink staff held 5 public open houses and community workshops to gather public input on issues and ideas and to help establish priorities for measures along the corridor. These meetings were well attended and comments were generally favourable towards the project. Appendix A further details the public process and specific commentary. Based on this feedback, a "toolkit" of measures was developed as detailed in Appendix B. Based on the public consultation, detailed staff review and consultation with Translink, the following initiatives are recommended for the Main Street Showcase Corridor Plan:

## **PROPOSED INITIATIVES**

### **TRANSIT MEASURES**

- Installing bus bulges at 11 intersections along the corridor to facilitate passenger loading and unloading, and increase public space on the sidewalk. These are mostly at local shopping areas and/or at major transit connections.
- Implementing Signal Priority at select intersections along Main Street.
- Installing customer information signs, such as next bus information, at select bus stops.
- Truncating the north end of the No. 3 - Main Street/Downtown Bus Route near Hastings to reduce delay and improve schedule reliability. Ridership north of Hastings is

generally quite low and most delay is caused by the route through Downtown. In addition, there are alternative bus routes and Skytrain for transit riders on Main to access Downtown.

- Rationalizing bus stop locations so they are not too close but still provide adequate accessibility for transit customers. This involves reducing the number of stops from 76 to 66 along the corridor between Cordova and Marine Drive.
- Implementing north and southbound bus queue jumpers on Main at Terminal to reduce bus delay at the intersection.
- Providing a transit short-turn for the No. 3 Route near the Sunset Community Centre for buses behind schedule and during off-peak times (staff to conduct further consultation with residents on exact routing).
- Encouraging Translink and Coast Mountain Bus Company to implement all door loading at high volume stops to reduce bus delays and improve schedule reliability.
- Implementing articulated trolley buses along Main Street to increase capacity and reliability of the current line.

#### PEDESTRIAN INITIATIVES

- Installing pedestrian bulges at all intersections where bus bulges are proposed.
- Installing pedestrian bulges at 5 additional intersections to shorten pedestrian crossing distance and increase public space on the sidewalk.
- Installing 3 new pedestrian-controlled signals, on Main St. at 20<sup>th</sup>, 46<sup>th</sup>, and 62<sup>nd</sup> Avenues, to facilitate pedestrians crossing and access to transit stops.
- Installing additional crosswalks and crosswalk treatments to highlight pedestrian crossing facilities.
- Repairing sidewalks along the corridor to improve walking conditions and reduce trip hazards.

#### STREET FURNITURE INITIATIVES

- Installing additional bus shelters, benches, waste receptacles, and bicycle racks along the corridor.
- Developing public art and wayfinding signage to highlight character areas and destinations along Main Street. Examples include: Chinatown, Mount Pleasant, Mid-Main, Riley Park, Langara, and Punjabi Market. (Staff will conduct further consultation with residents and businesses regarding public art and signage).

#### LANDSCAPE INITIATIVES

- Installing additional trees, hedging, ground cover, and planters to improve the streetscape along Main Street.
- Installing additional seating along the corridor to enhance the pedestrian environment.
- Creating mini-parks within pedestrian bulges to increase and enhance public space.

At this time, staff propose the following changes in Mount Pleasant as part of the plan, which include:

- redesigning Main and Kingsway to increase pedestrian space and reduce crossing distances;
- implementing full-time parking on the east side of Main Street in Mount Pleasant, between 14<sup>th</sup> to 16<sup>th</sup> Avenues, to improve pedestrian comfort between the sidewalk and moving traffic, and also to address parking demand in this busy retail area (the west side of Main between 14<sup>th</sup> to 16<sup>th</sup> currently has no rush regulations); and

- installing various public art and streetscape improvements (staff will consult with local businesses and residents regarding details).

Within Chinatown, staff propose the following changes:

- removing the AM parking restrictions to introduce full-time parking on the east side of Main Street between Union and Hastings;
- installing pedestrian bulges at Pender and Keefer Streets to enhance existing pedestrian conditions; and
- installing various public art and streetscape improvements (staff will consult with local businesses and residents regarding details).

Appendix C provides further details on the proposed initiatives recommended for installation as part of the Main Street Showcase Corridor Plan.

### **FUTURE IMPLEMENTATION**

As part of the Showcase initiative, staff have also identified measures which are recommended for future implementation.

Bus and pedestrian bulges on Main Street at 10<sup>th</sup>, 14<sup>th</sup> and 16<sup>th</sup> Avenues within Mount Pleasant are proposed for consideration at a later date. It is anticipated that traffic volumes on Main Street may increase during the construction of the RAV line and Cambie/Broadway Station. Staff will continue to monitor traffic conditions on Main Street during the construction of RAV to determine if there are opportunities to implement these bulges prior to its completion.

Through the Showcase Initiative, the current bus stops at southbound 10<sup>th</sup> Avenue and northbound 11<sup>th</sup> Avenue on Main Street have been identified as candidates to be consolidated. However, the community has raised concerns regarding eliminating these stops. Therefore, staff will work with Translink in consultation with the community to resolve these stop locations.

Within Chinatown, staff propose that full-time parking on the west side of Main Street between Union to Hastings be reviewed and considered as part of the False Creek Flats study. Further technical review and community consultation regarding bus bulges at Georgia and Hastings is required and so these are recommended as priorities for future implementation in Appendix D.

Shown in Appendix D are additional measures identified through the Main Street Showcase initiative which are not proposed for implementation at this time due to funding constraints and coordination with future developments.

Staff are continuing to seek additional funding sources such as the City's Public Art Program and Translink's Transit Related Road Infrastructure Program (TRRIP). If additional funding is secured, staff propose that this funding be used for additional public art along the corridor and for the pedestrian and bus bulges at intersections identified for future implementation, as prioritized in Appendix D.

In addition to the scope of work proposed in this report, over the next few years, the city will undertake other initiatives on and near Main Street that will build on the goals and outcomes of the Showcase project. Through approved and pending Community Visions in Sunset and Riley Park/South Cambie, neighbourhood centre planning will focus on reinforcing local

shopping areas by enhancing their urban design, considering additional housing opportunities nearby to strengthen their viability and building strong business organizations. Similar initiatives are underway now in Chinatown, and will form part of future planning in the Mount Pleasant area.

The pedestrian and bus bulges designed for this project provide adequate width for a shared cycling and vehicle curb lane. Translink staff have raised some concerns with regard to the operation of the bulges when cyclists encounter buses stopped for loading. City staff have reviewed these concerns and believe that the proposed design, which is consistent with the current City standard established through Council policy and approved by the Bicycle Advisory Committee (BAC), is appropriate. Staff will monitor the operation of the bulges with Translink and the BAC in order to ensure compatibility with all transportation modes.

### FINANCIAL IMPLICATIONS

The total cost for the Main Street Showcase corridor plan as outlined in this report is estimated at \$5,976,000. The sources of funding are to be provided as follows:

i) Capital approved for the Urban Transportation Showcase program (\$1.5 million City funding and remaining funding from CB2EA6DA, \$2.6 million Translink funding, and \$1.371 million Transport Canada funding)	\$5,471,000
ii) 2005 Basic Capital for Downtown Eastside Revitalization Program	\$46,000
iii) ICBC Contribution	\$189,000
iv) 2004 New Pedestrian Signals Unallocated account (30006973)	\$270,000
<b>TOTAL PROJECT BUDGET</b>	<b>\$5,976,000</b>

All work related to the Showcase Program must be completed and reported to the GVTA prior to January 31, 2007, in order for the City to receive Translink and Transport Canada contributions for the project.

Future Operating Budgets will be affected by increases in maintenance costs associated with the addition of new signals, bulges, signage, road markings, and landscaping. The annual operating cost will increase by \$17,000, without offset, and includes \$8,400 for the addition of 3 pedestrian signals (\$2,800 per signal), \$1,600 for road markings and signage, and \$7,000 for horticultural maintenance. It is anticipated that half the maintenance costs (\$8,500) will be required for 2006 and the entire amount would be needed starting 2007. Therefore, this funding increase will be subject to the 2006/2007 Operating Budget Review.

### ENVIRONMENTAL IMPLICATIONS

The Urban Transportation Showcase Program is a pilot project initiated by Transport Canada to reduce greenhouse gas emissions by encouraging municipalities to adopt more energy-efficient transportation and land use practices.

The Main Street Showcase corridor plan helps to achieve this objective. In addition, it is consistent with the City's Transportation Plan to prioritize sustainable modes of transportation. As part of the Showcase Program, staff will be working with Translink to

conduct before and after transit studies and market research to determine the environmental, customer service, and community impacts as a result of this project.

## **IMPLEMENTATION PLAN**

Staff propose that Council approve the implementation of the Main Street Showcase Corridor Plan as detailed in Appendix C.

Staff are continuing to seek additional funding sources such as the City's Public Art Program and Translink's Transit Related Road Infrastructure Program (TRRIP). If additional funding is secured, staff propose that this funding be used for additional public art along the corridor and for the pedestrian and bus bulges at intersections identified for future implementation, as shown in Appendix D. If this funding is not secured, staff recommend that these measures be considered as part of existing City programs in future years.

## **CONCLUSION**

The goal of the Main Street Showcase - Pedestrian and Transit Priority project is to reduce greenhouse gas emissions by obtaining a shift in travel mode to walking and transit. The corridor plan as outlined in this report is consistent with the City's Transportation Plan and sustainability objectives. Furthermore, these initiatives will help to prioritize walking and transit modes by making them more accessible, safe, reliable, and enjoyable. For these reasons, it is recommended that Council approve the implementation of the corridor plan as detailed in this report.

\* \* \* \* \*

## PUBLIC CONSULTATION

### A) SUMMARY OF PUBLIC OPEN HOUSES AND WORKSHOPS

- 1) **Initial Public Open House**  
October 27, 2004, Heritage Hall
- 2) **Public Workshop - Mount Pleasant**  
Saturday, April 16<sup>th</sup>, 2005, Mount Pleasant Community Centre
- 3) **Public Workshop - Chinatown, CityGate, and Representatives from Carnegie Centre**  
Thursday, April 21<sup>st</sup>, 2005, Chinatown Revitalization Committee
- 4) **Public Workshop - Riley Park & Sunset**  
Saturday, April 23<sup>rd</sup>, 2005, Moberly Arts Centre
- 5) **Final Public Open House**  
Tuesday, May 24<sup>th</sup>, 2005, Heritage Hall

### B) PUBLIC FEEDBACK RECEIVED DURING OPEN HOUSE MEETINGS AND WORKSHOPS

#### 1) Initial Public Open House

##### (I) What was the Main street Open House?

The following is a summary of the Showcase Open house held on Wednesday October 27 from 4pm to 8pm at Heritage Hall. The goal of the Open House was two fold; one to inform and educate the public on the project itself, and two, to gather feedback from the public on what pedestrian and transit improvements are most attractive to them, and where they would like to see these improvements implemented. The outreach also solicited new ideas from the public on what their ideas were for improving how people get around on Main Street. Depending on their scale, these ideas could also be worked into the current project or be used to inform and guide the long term strategy for improving the Main Street Corridor.

##### (II) How was the event promoted in the Neighbourhood?

The event was promoted in a variety of ways. Possible participants were approached directly via presentations at local meetings. Staff from the City of Vancouver and TransLink made presentations at:

- Riley Park Vision's Business owners Meeting on September 28,
- Sunset Community Annual General Meeting on October 5<sup>th</sup>,
- Chinatown Revitalization Committee meeting on October 14<sup>th</sup>.

14 other community groups (listed below) that are based along the Main Street Corridor or are concerned with transportation issues were contacted directly by telephone.

Antique Row Merchants Association  
Better environmentally Sound Transportation (BEST)  
Bus-riders Union  
Carnegie Centre  
Kingsgate Mall Merchants Association  
Little Mountain Neighbourhood House



Mid Main Business Association  
 Mount Pleasant Neighbourhood House  
 Mount Pleasant Heritage Conservation Society  
 Mount Pleasant Family Centre  
 Mount Pleasant Business Improvement Association  
 Riley Park Community Association  
 Riley Park Community Liaison Group  
 Sunset Community Association

100 posters promoting the event were distributed by city employees to businesses, community centres and libraries along Main Street in the two weeks preceding the event. The open house was also advertised in the Vancouver Courier newspaper and the Ming Pao Chinese language newspaper one week before the event. The Mount Pleasant BIA also received posters which they agreed to distribute to their membership that also promoted the open house.

**(III) Who Attended the Open House?**

Approximately 106 people attended during the four hours the event was open. Feedback from our interactive boards indicated that while there was representation from the whole corridor the majority of the attendees were from between Broadway and 41<sup>st</sup> Avenue the neighbourhood known as Riley Park. Representatives from BEST, the Mid Main Business Association, Little Mountain Neighbourhood, the Sunset Community Association and the China Town Revitalization Committee were present and participated.

The event was well staffed with representation from various City Departments including Engineering and Planning. TransLink representatives were also present to answer questions. All staff present fielded questions and elaborated on the display material presented when needed throughout the open house.

**(IV)**

The following is a compilation of the data gathered from the seven interactive question boards.

**1. What do you view as being the most important improvements to Main St.?**

Safer pedestrian crossings		27
Improved sidewalks		31
More street furniture		30
More green space		30
Other	All of the above	6
	Street car	1
	Traffic calming	1
	Bike lanes for pedestrians	1
<b>Total:</b>		<b>127</b>

**2. What sort of information would you like to see at your bus stop?**

Real time electronic displays	45
<b>Bus Schedule</b>	<b>50</b>
Route maps	32
Local Shopping Area map	5
<b>Total:</b>	<b>132</b>

**3. How much more are you likely to use the Main St. bus after the improvements?**

Once more per month	10
Once more per week	6
<b>A couple more times per week</b>	<b>20</b>
I will change my whole community strategy	10
<b>Total:</b>	<b>46</b>

**4. What changes would prompt you to take the bus more often?**

Improved service	18
Improved reliability	18
<b>Faster trip times</b>	<b>24</b>
Real time vehicle arrival information	17
The ability of the bus to avoid traffic delays	22
<b>Total:</b>	<b>99</b>

**4. Other Comments:**

<b>Keep the fares at the current rates</b>	<b>5</b>
Lower fares	3
Main Street or Fraser buses reaching Yaletown effectively	1
Allowing bicycles on Skytrain would improve usage	1
Less crowded! I want a seat	1
A guaranteed seat	1
Less harsh stops and starts	1
Same day bookings for handy dart like service	1
<b>Total:</b>	<b>14</b>

The following responses were taken from questions accompanied by a map that respondents affixed stickers to, to indicate their response.

Bus Stop Improvements	North Bound	South Bound
59 <sup>th</sup>	1	0
55 <sup>th</sup>	1	0
53 <sup>rd</sup>	1	0
41 <sup>st</sup>	1	1
35 <sup>th</sup>	2	1
33 <sup>rd</sup>	2	0
26 <sup>th</sup>	1	0
King Edward	6	2
18 <sup>th</sup>	2	1
19 <sup>th</sup>	1	1
17 <sup>th</sup>	1	0
16 <sup>th</sup>	1	0
13 <sup>th</sup>	0	1
12 <sup>th</sup>	2	0
11 <sup>th</sup>	1	0
Broadway	0	1
Kingsway/7 <sup>th</sup>	0	1
Second	0	1
Terminal	2	1
National Street	1	0

**6. What pedestrian crossings would you like to see improved?**

54 <sup>th</sup>	1
49 <sup>th</sup>	3
45 <sup>th</sup>	1
38 <sup>th</sup>	1
33 <sup>rd</sup>	3
28 <sup>th</sup>	4
King Edward	7
21 <sup>st</sup>	5
19 <sup>th</sup>	0
18 <sup>th</sup>	3
17 <sup>th</sup>	2
16 <sup>th</sup>	3
15 <sup>th</sup>	1
14 <sup>th</sup>	2
13 <sup>th</sup>	4
12 <sup>th</sup>	
Broadway	4
Kingsway	9
Industrial	1
Second	1
Terminal	5
National St.	1

The following comments were provided by the public on a Board that asked for their ideas for improving how people get around on Main Street. From this seven major themes arose.

**7. The major themes from posted comments were:**

- A. Bicycle related issues
- B. Auto traffic concerns
- C. Public Realm improvements
- D. Transit Service improvements
- E. Bus shelter improvements
- F. Rapid transit
- G. Other (Miscellaneous)

**A. Bicycle Issues**

- Buses that carry bikes for free
- Bike lanes especially in shopping areas
- More bike racks u/down Main Street
- Bike lane
- Bike lanes
- Bike racks for businesses between Broadway and 30<sup>th</sup> (in areas where a concentration of small businesses waive fees fro bikes)
- Fewer intrusive bike racks
- Buses that accommodate bikes (3)
- A bike lane would be great; otherwise just more bike racks
- Cycling road; reduce to 1 lane road
- Encourage cyclists to use bike routes and stay off Main Street
- Main street needs bike racks - especially around 25<sup>th</sup> to 35<sup>th</sup> Avenue
- Bike racks please

### B. Automobile Traffic Concerns:

- My concern is car drivers on Fraser Street get congested behind a bus at new bus bulges. This could happen on Main Street too if the bulges (flares) are put in place (3)
- Need less bus/car/pedestrian congestion at Main and Broadway - not sure on solution
- I have much concern the sidewalk bulges will slow traffic more and cause more of too much cut through traffic West on 18<sup>th</sup> Avenue which is already a rat run cutting
- Curb flares cause backup behind buses in intersections
- Decide with Fraser re commuter street and do traffic calming on Main. Pedestrian livability please.
- Advanced left at Main and 16<sup>th</sup> and 25<sup>th</sup> (2)
- More advance lights force left turns on Main mostly between Broadway and King Ed
- Buses S.W. corner of Main/Broadway - difficult for cars turning north as buses turn out into traffic and without much warning
- Problem - people turning left into 16<sup>th</sup> Avenue mall at 14<sup>th</sup> - causes back up in traffic - unsafe

### C. Public Realm Improvements

- Not enough space on sidewalks between 25<sup>th</sup> and 28<sup>th</sup> (2)
- Bus/pedestrian flares would make Main Street more public friendly. Perhaps (one hopes) private vehicle traffic would decrease public/pedestrian increase
- Improve crossing at Kingsway and Main (2)
- Main Street is an emerging art and cultural area. The bus improvements should be planned in the context of an intention to make it a special street with it's own appropriate character
- Visible delineation of colour on sidewalk and crossing (different colour and treatment)
- It would be great to make Main Street more pedestrian friendly (appealing) south of 33<sup>rd</sup> and again south of 49<sup>th</sup>
- More pedestrian signals and reduce transit fares
- Wider and safer sidewalk (no "heaving" pavers) medians and mid-road boulevards as havens in crossing Main i.e. 11<sup>th</sup> Avenue.
- Pedestrian lighting on all portions of Main Street. Public art. High quality urban design detailing
- Community art from local artists on Main Street near benches and green patches that go with hip feel of Main Street character
- Street trees south of 52<sup>nd</sup> to "bring in" the streetscape i.e. so it won't seem so wide
- More pedestrian crossing preferably between 41<sup>st</sup> and 49<sup>th</sup> , between 51<sup>st</sup> and 57<sup>th</sup> with illuminated crossing signs
- Widen sidewalk between 7<sup>th</sup> and 8<sup>th</sup> with a bus stop bulge at 8<sup>th</sup>
- Main Street has improved a lot at retail/commercial level-the public realm enhancements need to compliment that: more people, better sidewalks
- Cobblestones in lieu of sidewalks in certain areas e.g. Antique Row
- Park at 18<sup>th</sup>/NMaing great opportunity to reduce pedestrian crossing distance, decrease intersection size, increase and improve park area - maybe eliminate the N-S run off
- Please find more money for streetscape design - trees, fix sidewalk and intersection crossings
- Public art/community bulleting boards at stops
- Many of the sidewalks need repair and improvements. Mid-block, corner ramps, etc.
- Include local artists in community art on Main Street
- Overhead illuminated crosswalk signs
- More pedestrian lights on arterials including at 14<sup>th</sup> Avenue (not pedestrian control through it seems too - lights take forever to change (2)

- Street lights coming on earlier in winter
- Offset cross streets e.g. 28<sup>th</sup> are an opportunity to create more pedestrian space and simplify crossing - possibility
- Sidewalks are in poor condition between 25<sup>h</sup> and 28<sup>th</sup>
- Improved sidewalk in areas of high pedestrian traffic i.e. between Broadway and 30<sup>th</sup>
- 18<sup>th</sup> Avenue pedestrian crossing is a death trap. Fix it so we don't keep getting hit or almost hit.

#### D. Transit service changes:

- articulated trolleys to fit all the bus riders
- express bus in peak hours stops downtown, Chinatown, SkyTrain, 12<sup>th</sup>, 16<sup>th</sup>, 25<sup>th</sup>, 41<sup>st</sup>, and 49<sup>th</sup>
- traffic light "control" activation by bus operator
- Have better synchronization of buses at main bus intersections i.e. arrive with "99" going east, I want to catch "3" going south. Question?: How can I alert other 99 bus drivers alert the "3" bus going south to wait for traffic light change?
- Better information about website schedule information available
- New east-west line (trial with shuttle) along 16<sup>th</sup> or thereabouts
- Reduce fares - have drivers subsidized buses - and I am a driver (2)
- Charge signage on #3 bus to recognize (can't read remainder of writing)
- Dedicated bus lane. Vancouver is lagging behind on this cheap and effective idea
- Have more buses run more frequently throughout the day on this bust street
- Bus only lane Hastings to Terminal could do wonders for bus schedule
- Develop a way for drivers to alert each other about passengers wishing to transfer, service - more service between SkyTrain and King Edward
- How about a bus route that only services between mid-Main and Downtown instead of the full route?
- Have some buses form east side reach Granville and Davie or Yaletown without having to switch buses
- Cleaner bus please. Main street bus is particularly dirty, compared to other buses
- Express route - limited stop on Main street (try peek hour rule)
- Express service on Main to compliment local service

#### E. Bus Shelter Improvements:

- Update and improve transit shelters
- Protection from the rain
- South bound bus stop and SkyTrain is very cold, windy and miserable in winter
- Make space under SkyTrain platform into a more comfortable shelter area
- The new shelters are horrible. They don't shelter
- Bus schedule at stops
- Bus info readily visible at/in close proximity to bus stop, so you can get the information beforehand
- Glass bus shelters must have sun tinting if not adjacent to a building so that riders have heat/sun protection as well as we weather protection

#### F. Rapid Transit Ideas:

- SkyTrain additional related comment made that the SkyTrain was too expensive
- How about a B-Line on Main? 55 (2)
- B-Line on Main Street and Kingsway
- Some parts of Main Street should have HOV lane, bus only
- B-line on Main
- Light rail (2)
- Street car with bike racks

- B-line bus on Main - busiest bus route in Vancouver
- Bring on the RAV line on nearby Cambie to reduce North/South congestion
- Fewer buses! More rapid transit - underground or otherwise

**G. Other Comments:**

- Have any of these ideas been implemented somewhere else before? How successful have they been?
- New community centers should not have big parking lots with drop off zones
- TransLink should have regular/quarterly company meetings with Transit users for input and/or suggestions boxes on bus (3)
- TransLink board to have a few long term “transit dependent” users on the TransLink board (6)
- There seems to be way more sirens at night. Can you do something about this?

**(V) Follow up**

Planning staff from the City of Vancouver has since received emails thanking them for holding the event and commending them on the quality of information presented, and on the content, scale and scope of the project itself. Members of the general public who signed in at the door have been entered into a contact list that has been sorted geographically so that they can be contacted to see if they would like to contribute to the appropriate workshops.

***See following pages for email content:***

**Correspondence - A**

Dear TransLink and City Representatives,

I would like to thank you for hosting the open house at Heritage Hall on October 27<sup>th</sup>, and for the opportunity to comment on the proposed Main Street project as both a resident and urban designer.

Improvements to public transit on Main Street (and throughout the region) are very important and long past due. The project your are proposing contains some progressive elements that will make taking the bus much more efficient and pleasant and will help in its own way to provide a viable alternative to the private automobile. However, this project is not just about bus stops, efficient transit and crosswalks. It will have an impact on the community beyond the bounds of Main street, and therefore a more concentrated effort is in order. I encourage you to consider the issues listed below which are relevant to this project.

**Pedestrian Safety** When improving the public transit service in a high-traffic corridor it stands to reason that the pedestrian regime should be enhanced proportionately in denser segments where commercial store frontages and foot traffic are prevalent. Pedestrian lighting is especially important for night time safety in winter when dark, wet pavement causes both glare and light absorption problems. Currently, the stretch of Main Street from 16<sup>th</sup> Avenue to King Edward does not have the pedestrian lighting found elsewhere on this street, yet the commercial frontages and adjacent medium-density residential developments are continuous and growing. Further, an increased number of pedestrian-activated signalized crosswalks will help not just bus passengers cross a busy thoroughfare, but will enhance the ability of all pedestrians to access stores on both sides of this increasingly active shopping street.

**Recommendations:** Add additional luminaries on each lighting pole at a suitable pedestrian height between 16<sup>th</sup> Avenue and King Edward. The lamp style should reflect the heritage of the neighbourhood. You proposed increasing the number of pedestrian-activated signalized crossing. Perhaps this could be accomplished in phases to complete the current two-block sequence, then later at one-block and /or mid-block locations in the busiest areas.

**Vehicular Traffic through Neighbourhoods** The neighbouring streets currently experience significant non-resident traffic volumes with cars and trucks avoiding congestion on Main Street throughout the day and evenings. Many cars travel in excess of 60km/h on the narrow side streets - often past parks with playgrounds full of children - and sometimes miss stop signs at full speed. The advent of transit priority measures on Main Street, especially the temporary blocking of outside travel lanes while buses load/unload at bus stop bulges, will likely cause an increase in “rat running” on side streets. This potential must be adequately countered.

**Recommendations:** Demarcate clearly a 30kph playground speed zone on the 100 block of East 19<sup>th</sup> Avenue adjacent to Grimmatt Park, which contains two playgrounds, and on all other side streets that contain parks and playgrounds within two blocks of Main street. Improve road markings and stop sign visibility on all side streets throughout the area. Provide as a priority traffic circles, corner bulges and other permanent residential traffic calming measures on streets and intersections within two blocks of the densest parts of Main street. Consider a 30km/h speed zone on all residential streets adjacent to Main Street.

**Pedestrian -Scale Urban design:** The recent provision of well-designed bus shelters throughout the city is appreciated by many. However, given their ubiquity and the blandness of bus stop bulges in other parts of the city (e.g. West 10<sup>th</sup> & Sasamat), I feel the treatment proposed for Main Street could be done much better. Developing a detailed urban streetscape plan unique to the physical and historic attributes of South and Mid-Main Street should certainly fall within the purview of this project, or form a significant follow-up project by the City. The wide sidewalk extensions and curb bulges proposed at bus stops offers great opportunities for accent paving, ornamental planting and street furniture, decorative lighting and banners, and public art. All features could be specific to Main Street. The widened bus stop areas could be treated like small urban plazas, each with a richness of detail best appreciated by the thousands of people who take the Main Street bus every day. Like wise, the sidewalks between bus stops in the densest and most historic areas could receive more intensive design treatment. Design competitions are excellent in providing focus and stimulating interest. Main Street could be treated in several manageable segments each with their own urban design and public art competition, budget and implementation timetable.

**Recommendations:** Host design and public art competitions to make the pedestrian realm of the Main Street corridor unique and delightful, starting with the proposed transit improvements. Tie crosswalk surfacing and lighting into the pedestrian design features proposed for sidewalks. Encourage business owners to participate by improving their store frontages. Consider making small grants and design guidelines available to business owners in sidewalks to promote the health of street trees in urban conditions Use appropriate tree species. Consider separate competitions with more intense emphasis for smaller, coincidental sites such as key intersections, sidewalks adjacent to significant heritage buildings, and pocket parks such as that located at 18<sup>th</sup> and Main.

Thank you for your consideration.

#### **Correspondence - B**

RE: Main Street showcase project funding or equivalent funding to improve the unique quality of the Little Mountain Neighbourhood area between 16<sup>th</sup> Ave 33<sup>rd</sup> Ave on Main Street.

Due to increased traffic and need for calming, safety city planning, community visioning programs and street beautification this proposal is put forward.

#### **DETAILS**

A public art project at 18/Main. Due to mapping and observing the irregular grid pattern and directional change to the area, a N-S,E-W gateway is called for. At present the area is lit by harsh lighting. To soften the light and create a private-public cooperative realm an interface community art team has been set up to put forth this proposal. The role would be to teach and demonstrate

sustainable living, get youth involvement, revitalization, bring sidewalk alive, trace the community history by a video proposal, interact with a bus shelter, co design benches and trash bins.

As well pedestrian crossing at 19/Main between the coffee shop at Bean around the World (a recycled shops) and Birkeland wool store will control the sidewalk life,. Numerous displays and signage's have improved the cleanliness and shopping-business experience. As you are aware a C-2 mixed use zoning study is underway.

Finally the New Little Mountain Neighbourhood House can take on a leading role to set up a forum where these kinds of discussions and projects can take place. Varouj Gumuchian Graduate Architect.

#### **Correspondence - C**

Dear Frank,

Just wanted to let you know I thought the open house last night was very good. As you may recall, my thesis was an evaluation of public participation at UBC, so I went yesterday with an critical eye. I thought you were very clear about expectations, presented information effectively, and I was especially impressed with the board that described the overall process and where we were in it (the one with the timeline).

The only thing that stuck out for me and a couple of friends was that most people seemed to work their way through the exhibits backwards, providing feedback before they learned about what was being considered.

Anyway, great seeing you, and good luck with the project. Let me know if I can help out, and please keep me in the loop as to public events if you have an email or mail list.

#### **Correspondence - D**

Hi

I'm not sure if this is the right place to provide input on the proposed Main Street transit and pedestrian improvements, but having been given your name by the switchboard, I figure it's a good place to start. I attended your open house, but had another thought I would like to have incorporated into the public feedback you're receiving.

In the afternoon peak period, the flow of southbound traffic on Main Street at King Edward, including buses, is tremendously constrained by vehicles turning right from Main onto King Edward. Because of the number of pedestrians using the crosswalk, few right-turning vehicles seem to make it through on the green light, and the narrowness of King Edward precludes a lot of vehicles from safely making the right turn on the red light. This movement seems to get very backed up, clogging up traffic trying to get through the intersection, such as buses.

I suggest that the project improvements include either a right turn lane at this point (there is an extremely wide sidewalk in front of the Royal Bank at the corner that could allow for this) or an advance right-turn green that would allow a few vehicle through before the pedestrians enter the crosswalk. I think this would not only provide a safer environment for pedestrians, who won't be as much in the way of right-turning vehicles, but will also allow transit buses to get through the intersection that much more efficiently once the right-turning vehicles have made it through.

#### **2) Public Workshop - CityGate & Mount Pleasant**

- Exciting to see this change on Main Street
- There's a lot of history on Main that should still be retained through this project
- Need to have a "wow" affect for Main Street Showcase
- The car is not liked but in general stores/retail do better when they have store front parking
- Major rental residential in Mount Pleasant.
- Retail stores do not want to loose any more parking.



- Retail stores feel that they are struggling in this area.
- Find better ways for parking. Perhaps angled parking not on Main Street but perhaps on the side streets.
- Traffic concerns related to St Patrick's Secondary School. A marked crosswalk is needed at Quebec and 11th Avenue.
- Perhaps too much Resident Parking Only (RPO) near Main Street. Suggest making it time limit parking or making RPO only take affect during certain times.
- Concerns of removing the bus stop in front of Planet Bingo. They need to be consulted.
- Perhaps a taxi zone in front of Planet Bingo could be implemented.
- Brewery Creek - Talk to this group regarding public art or some kind of monument to signify the creek near 10th Avenue. Watson and 10th was the bed of the creek.
- More pay phones, trash receptacles, bike racks, maps, shelters are needed.
- Larger shelters will be needed since stops will be consolidated.
- There are concerns that with all the development happening in the area that Mount Pleasant will get a "generic" look.
- Box wood planters would be nice.
- 10th Avenue between Main to Kingsway is used as a thoroughfare. Traffic Calming should be considered.
- The nature of Mount Pleasant changes between Seventh Avenue and Broadway, and again between Broadway and Twelfth Avenue and then again from Twelfth Avenue to Sixteenth Avenue.

**3) Public Workshop - Chinatown, CityGate, and Representatives from Carnegie Centre**  
*Staff Notes from the Workshop:*

- Individuals from the group "questioned whether bulges would work now because it was determined that in a previous study, that bulges wouldn't work because traffic volumes were too high."
- The group expressed concern regarding any measures that would restrict traffic flow in Chinatown as they see this can lead to less people going there to shop.
- Members of the group did not want trucks on Main street in Chinatown.
- Concerns with bus bulge in front of Carnegie Hall as it may create more space for people to congregate. Specific consultation with Police and CRC was recommended by members before action is taken.
- The group agreed with removing the NB bus stop at far side Union as it is confusing
- Individuals raised the issue of removing the SB stop under the viaduct as the spacing is relatively far to the next stop
- The group was open to the proposal to truncate the north end of the route
- Concerns were raised about the reliability of bus service between Terminal and Chinatown. Operators are not stopping at designated stops.
- Citygate (Terminal to Viaducts) - would like to see parking re-instated in this area, and better bus service from their area to Yaletown and Granville Island.
- Quebec Connector - Concerns that the streetcar will cause further traffic congestion and would like to know if there are plans for the connector to address this.
- The need for a connection between Main St and the new RAV station at 2nd Avenue was raised.
- A member of the City Gate community asked about installing mid block pedestrian signals between National and Terminal.
- The group was asked if there was anything proposed during the presentation that they could not live with to which they responded that all was acceptable but the Carnegie Bulge requires more study.

#### 4) Public Workshop - Riley Park & Sunset

##### *Riley Park Community Comments*

- concerns over some bus stop relocations creating longer walking distances, esp. around 33<sup>rd</sup> Avenue
- desire for convenient ped/transfer links to east/west bus routes, also implying need for rider amenity at these east/west stops
- desire for good ped/bike links and wayfinding signage to new sports/recreation facilities near Nat Bailey Stadium
- issues with shortcutting at some arterial cross streets through residential neighbourhoods, again at 33<sup>rd</sup> Avenue, southwest quadrant
- generally supportive of bulge locations and generic designs. Vicinity of 21<sup>st</sup> Avenue as a major placemaking initiative not disputed.
- comment from Marta to not go into detailed design without more local consultation (re paving, etc.)
- comment from other landscape architect to put majority of design attention and \$\$ to bulges (landscape, good materials, art, furniture, etc.)

##### *Sunset Community Comments*

- Main at 48th should be a priority intersections since it is where the Punjabi Market starts to the north
- Street Banners should also start at 48th to signal the entrance of Punjabi Market
- More wayfinding signage is necessary to direct people to Punjabi Market and Langara College
- Bulges should have seating and flowers.
- Pedestrian Lighting is important
- Electrical upgrades and the installation of 'step-down' transformers is desired on lighting poles for merchants to install festival lighting.
- Ensure that Sunset Community Centre bulge treatment at 51st is consistent with bulges at 50th
- Increase wayfinding signage along the bikeway to direct cyclists
- Market Logo should be developed with input from the BIA
- Would like to see more trees, greening and hanging baskets
- Outlets for holiday lighting was requested
- Pavers on sidewalks were not desired because of concerns of drainage and pooling
- Stamps/logos for the sidewalk is desired
- Wayfinding from Main at Marine Drive to Punjabi Market is desired
- Bike racks are needed and could be installed on side streets because of limited space on Main Street
- Northwest corner of 50th Avenue is the desired place for a mini-park/plaza
- Intersection at 50th and Main street is important for seasonal festival space
- Water fountains, trash cans desired
- Bulges will help to restrict motorists from parking too close to the intersection
- More greenery needed between 39th to 41st.
- Retention of Parking on Main Street is important for Merchants.
- Some extension or connection to Fraser river waterfront desired in the future.

#### 5) Final Public Open House

##### *Quotes from the public:*

- "How about a street car?"
- "The section of Main Street from 16<sup>th</sup> to 33<sup>rd</sup> is part of Riley Park CityPlan process. It has great potential as a unique streetscape in this city with a character that reflects the many artist studios/design outlets and other creative activities now focussed in this area. The streetscape improvements (bulges, crosswalks etc.) that are built in this area should not pre-empt the opportunity for a really thoroughly designed future streetscape. So as not to pre-

- empty these significant possibilities the bulges in this area should be plain so that they adapt to public art and specially designed features that come later to make Main St. reflect its community.”
- “Are these bus islands [pointing to the 01.Transit Initiatives 8<sup>th</sup> image] like the ones in Richmond. You have to cross busy driving lanes?”
- “Need traffic calming measures on Quebec St. and Sophia St.”
- “Won’t curb bulges tie up traffic worse than what it is now? If the “bulges” hinder traffic on Main St. there might be more “car traffic” travelling on side streets - i.e. Quebec - Prince Edward”
- “If the cost of these are \$1000 or less then 10 is something under \$10,000 that’s a lot of money for me to know when the next bus is coming.”
- “What about using a cell phone option? Call \* something (toll free) provide a bus stop # and get next bus, plus info on any delays. Edmonton has this.”
- “18th Ave cut through - Neighbourhood concern regarding additional cut through traffic onto 18th and down/south on Quebec Street to avoid Main Street congestion”
- “Need more hand holders and poles on trolley buses especially for seniors. Buttons on poles to notify drivers of need to stop. Need to better accommodate large strollers on buses. Welcomes newer articulated buses on No. 3 route.”
- “Traffic calming measures on Main Street lead to congestion on neighbouring side streets, such as Quebec Street, 18th Avenue,... This is already a problem.”
- “Great job. Am really happy to see these improvements along Main, particularly for buses. It is such a busy route but very under-serviced. Thanks for the review.”
- “Spacing of bus stops between 25th and 33rd especially on the east side - between 25th and 28th.”
- “From 55th - Marine Dr. you take out 4 stops and only replace/relocate 1. Is the idea to reduce stops?”
- “Moving the bus stops at 36th Ave to 37th Ave will severely impact seniors and others with mobility issues who have their housing there.”
- “I agree!” [arrow pointing toward previous comment]
- “Bus stop does not need to be moved from 36 -> 37th besides the impact on the people in the social housing Sr. care etc it puts that stop now 4 blocks away from 33rd - this not 1.5 - 2 blocks as stated for closeness of stops.”
- “57th and Main bus stop. It would be nice to have some sort of a bench at this shelter.”
- “Main and 41st is truly lacking any sense of place/neighbourhood, especially compared to some GREAT areas along Main. Emphasize pedestrian presence, street furniture, art - whatever it takes to bring respect to that busy intersection (where we catch the bus!).”
- “Bus coming from SE Marine Drive is almost always full by the time it gets to Main and 41st. Dispatch more buses from 41st and pick up passengers from 41st.”
- “Why end Main St. buses here (Main at Hastings)? You will lose riders and force transit riders some who are senior or adults with more than 1 child or with strollers etc. to change buses to get to downtown - transferring to Skytrain at Main is too much walking for these riders. What about late night users who go to movies or work late and want to catch 1 bus (safer) instead of having to transfer either at Skytrain and Main or Hastings!! Keep Main St to downtown route going. With Woodward’s development there you will need buses.”
- “Southbound bus stop at Main and Terminal is very loud and uncomfortable in winter and when it rains (Skytrain overhead turns the street into a wind tunnel) most Main Street bus users use this bus stop, making improvements here is something that will benefit a large portion of transit users. Please make the wait less cold and wet and windy!”
- “Bulges” - There must be further consultation with local stakeholders before any “bulges” are put in place at the Main and Pender, Main and Keefer, and Main and Hastings Intersections.
- “A driver - The above note needs underlining [previous comment]. The bulges that have been put in many sidewalks are a menace. It is not pedestrians that need help - they need fines for walking between intersections. The bulges are very dangerous to drivers.”
- “Nothing planned between Keefer and 7th Ave???? That’s where all the congestion is!! That’s where the buses get stuck in traffic!!”

- "There is a torn up median between 11 and 12th, its been torn up for over 2 years, will it ever be fixed??"
- "On the repaving portion of 7th -> 16th (uptown) are we setting any special pavement treatments, say identifying intersections??"
- "Bus bulge at King Ed on Main"
- "Trees and sidewalks conditions?"
- "Please remember that trees grow and block traffic information."
- "Currently - intersection at 18th and Main is dangerous (cars frequently don't see the red light and drive through). Anything that can be done to slow people down here and make stop light more prominent would be most helpful!"
- "Why is the bus bulge future and peds are now?"
- "More bike racks for parking throughout area. More benches - not just at the bus bulges."
- "More benches please and shelters that actually protect you from wind and rain."
- "Difficulty turning from small streets to Main St with bus bulge at 28th and Fraser I have witnessed 3 accidents from reduced line of sight."
- "Main Street Transit Show Case also an opportunity to increase bike racks. Also, ensure that changes to traffic on Main do not impact bike routes on Ontario, 37th, Prince Edward and Windsor."
- "Please give us more of these plazas, they are very conducive to a vibrant street-life."
- "Furniture (benches and trash cans) should respond to local need - not disappear and reappear without a process. Neighbourhood should be involved in designing where/how many on sidewalks and bulges."
- "It rains a lot. Awnings, bus shelters and such mean a lot to pedestrians and transit users. Please keep that in mind when planning."
- "This is the location of Mt. Pleasant original band stand. Historic significance."
- "Something neon would celebrate local business and important aspect of City's History (loud capital of neon - 1940s)"
- "6th and Main is a great place to take a bus north: the #3, #8, and #19 stop there. Therefore, a pedestrian - controlled crossing at 6th Ave and Main would be an excellent addition!"
- "Re: Crosswalk across Kingsway. Timing of walk signal at present changes to "walk" before southbound traffic from 7th Ave has cleared intersection. Timing of lights should be reworked."
- "If plastic gallon milk containers could be recycled like waste containers there would be less plastic garbage going to the fill."
- "It's very difficult to get onto Skytrain from the Main St. lines during rush hour. Need to expand capacity of Skytrain to make it possible to transfer without having to force yourself onto a crowded Skytrain car."
- "Has there been any discussion of Express buses on Main St.? During rush hour a bus will be full at 25th and still meander down stopping and cramming in more people until its uncomfortable!! I think Macdonald has or had an Express. Main needs it."
- "Good job! But keep going! Looking forward to the detailed urban design study 16th - 33rd Ave!"
- "Everything looks great! Get building."
- "Please don't allow the new 'free' daily newspapers and their boxes to continue. Litter is definitely increasing. They are a waste of precious resources and are not being recycled. (recycling take energy too). Reduce, reduce, reduce."
- "More garbage receptacles. Please and empty more often."
- "Put up can/bottle recycling bins to encourage people to recycle."
- "Recycling "bins" too. Ban free daily newspapers."
- "Southbound 8th: concerns regarding bus stop at GOH ballet; garbage at stop; upgrade stop once community centre open"
- "Southbound 12<sup>th</sup>: move to near side; in lanes 3 rows of cobble stone pavers when digging - can we set them aside for re-use"
- "Bus location for mobility restricted @ 36th/37th."
- "3 Accidents @ bus bulges on Fraser & 28th. The implication here was that we could somehow test "bulge safety" on this adjacent corridor prior to installation on Main Street.

## TOOLKIT OF INITIATIVES

Based on the public outreach, the following “toolkit” of initiatives was developed. Note that not all of the initiatives listed below are proposed as part of the corridor plan.

### 1. PEDESTRIAN INITIATIVES

- Pedestrian bulges
- Pedestrian-controlled signals
- Marked crosswalks
- Raised crosswalks
- Sidewalk repair
- Pedestrian Lighting
- Mini-parks in bulges
- Curbside Parking
- Building setbacks

### 2. TRANSIT INITIATIVES

- Curbside Bus Stop
- Bus Bulge
- Bus Island
- Bus Information Signs
- Bus Bay
- Queue Jumper

### 3. STREET FURNITURE INITIATIVES

- Bus shelter
- Building mounted bus shelter
- Benches
- Waste receptacles
- Bicycle racks
- Information Kiosks
- Public Art
- Newspaper stands

### 4. LANDSCAPE INITIATIVES

- Boulevard Street Trees
- Median Street Trees
- Hedging and ground cover
- Tree bulge
- Constructed planter along street

**MAIN STREET SHOWCASE - CORRIDOR PLAN**

The following measures are recommended for implementation as part of the Main Street Showcase Corridor Plan.

<b>MAIN at</b>	<b>PROPOSED INITIATIVES</b>	<b>Project Cost</b>	<b>Funding</b>
	MAIN STREET SHOWCASE CORE FUNDING		<b>\$5,471,000</b>
<b>Bus and Pedestrian Bulges</b>			
Pender	Pedestrian Bulge	\$31,500	
Keefer	Pedestrian Bulge	\$99,500	
Kingsway	Pedestrian Bulge - Remove right-turn channel & shorten crosswalk	\$89,000	
18th Avenue	Bus and Pedestrian Bulges/Closing SB Slip Lane	\$307,000	
20th & 21st Avenues	Bus and Pedestrian Bulges/Plaza Bulge	\$492,000	
22nd Avenue	Bus and Pedestrian Bulges	\$223,000	
King Edward	Curb extention at southwest corner	\$45,500	
27th Avenue	Pedestrian Bulges	\$160,500	
30th Avenue	Bus and Pedestrian Bulges	\$202,000	
36th Avenue	Bus and Pedestrian Bulges	\$203,000	
39th Avenue	Bus and Pedestrian Bulges	\$193,000	
46th Avenue	Bus and Pedestrian Bulges	\$233,000	
49th Avenue	Curb extention at southwest corner	\$25,500	
50th Avenue	Pedestrian Bulges - Mini-park	\$185,500	
51st Avenue	Bus and Pedestrian Bulges	\$228,000	
59th Avenue	Bus and Pedestrian Bulges	\$208,000	
	OTHER FUNDING - 2005 DTES Program		\$46,000
	OTHER FUNDING - ICBC Contribution		\$189,000
	<b>Subtotal</b>	<b>\$2,926,000</b>	<b>\$235,000</b>
<b>Pedestrian Crossing Devices</b>			
20th Avenue	New Pedestrian-Controlled Signal	\$90,000	
46th Avenue	New Pedestrian-Controlled Signal	\$90,000	
62nd Avenue	New Pedestrian-Controlled Signal	\$90,000	
	OTHER FUNDING - 2004 New Signals Unallocated		\$270,000
	<b>Subtotal</b>	<b>\$270,000</b>	<b>\$270,000</b>
<b>Street Furniture &amp; Landscaping</b>			
Various	Bus Shelters, Benches, waste receptacles, & bike racks	-	
Various	Public Art, Wayfinding Signage, Trees, hedging, ground cover, and planters in pedestrian and bus bulges	\$86,500	
	<b>Subtotal</b>	<b>\$86,500</b>	

<b>Intelligent Transportation Systems (ITS) Elements</b>			
Various	Intersection Transit Signal Priority (TSP) Equipment	\$1,222,000	
Various	Customer Information Signs	\$260,000	
	Automatic Vehicle (Bus) Locators	\$175,000	
	Software Development/Server Reconfiguration	\$120,000	
	ITS - Detail Design & Procurement, Contingency	\$374,500	
	Readerboard Electrical Contingency	\$200,000	
	<b>Subtotal</b>	<b>\$2,351,500</b>	
<b>Project Planning</b>			
	Planning Study	\$175,000	
	Consultation	\$15,000	
	Monitoring/Market Research	\$70,000	
	Marketing	\$35,000	
	EMME	\$12,000	
	Headway Based Scheduling Pilot	\$35,000	
	<b>Subtotal</b>	<b>\$342,000</b>	
	<b>GRAND TOTAL</b>	<b>\$5,976,000</b>	<b>\$5,976,000</b>

**FUTURE IMPLEMENTATION**

If additional funding is secured, staff propose that this funding be used for additional public art along the corridor and for the pedestrian and bus bulges at intersections identified for future implementation.

The bus and pedestrian bulges identified for Main at 10<sup>th</sup>, 14<sup>th</sup> and 16<sup>th</sup> Avenues within Mount Pleasant are proposed for consideration at a later date. It is anticipated that traffic volumes on Main Street may increase during the construction of the RAV line and Broadway Station. Staff will continue to monitor traffic conditions on Main Street during the construction of RAV to determine if there are opportunities to implement these bulges prior to its completion.

<b>MAIN at</b>	<b>FUTURE IMPLEMENTATION</b>	
<b>Bus and Pedestrian Bulges</b>		<b>Cost</b>
Hastings	Bus Bulge – Further technical review and consultation with community recommended	
Georgia	Bus Bulge – Further technical review and consultation with community recommended	\$73,000
10th Avenue	Pedestrian Bulges - Further technical review and consultation with community recommended	\$150,000
14th Avenue	Bus and Pedestrian Bulges - Further technical review and consultation with community recommended	\$200,000
16th Avenue	Bus and Pedestrian Bulges - Further technical review and consultation with community recommended	\$200,000
28th Avenue	Bus and Pedestrian Bulges - Coordinate construction with adjacent developments	\$200,000
32nd Avenue	Pedestrian Bulges	\$131,000
33rd Avenue	Bus Bulge	\$82,000
43rd Avenue	Bus and Pedestrian Bulges	\$263,000
54th Avenue	Bus and Pedestrian Bulges	\$183,000
62nd Avenue	Bus and Pedestrian Bulges	\$241,500