

Arterial Streets



Riley Park/South Cambie **RPSC**

General Service Function

Urban arterial streets are intended to carry large volumes of all types of traffic. Currently, the city's arterial road network provides a grid of major roads, about half a mile apart (0.8 km). These streets serve the major traffic flows between the principal areas of activity.

Arterials generally have two or more moving lanes, have traffic signals, may be designated truck and bus routes, and are intended to serve through traffic. Often they are subject to rush hour parking or turning restrictions.

Primary arterials are generally wider and move higher volumes of traffic than secondary arterials.

A newer designation is the Major Road Network (MRN) which is a regional network of roads. The MRN is partially funded by Translink. In RPSC, 41st Avenue, Oak Street, and Cambie Street are all part of the MRN.

Proposed Function

Following CityPlan directions, the City's Transportation Plan (approved May 1997) proposes giving increased priority to transit, bikes and pedestrians on arterial roads.

The ability to give increased priority depends on the connections and the land use along the arterial. For example, arterial roads which connect to bridges and freeways best serve regional traffic and longer distance travel. These types of arterials would continue to act as regional connectors.

Arterial roads which serve more local traffic, such as commercial centres, may be better suited for transit and local traffic, and could act more in the role of city streets. The

conditions on each type of road could be tailored to meet the predominant characteristics of the street and the traffic which uses it.

Traffic Volumes on Arterials in Riley Park-South Cambie

The map shows traffic volumes on arterials in Riley Park-South Cambie (RPSC) collected from 1997 to 2003. These are weekday 24-hour, two-way traffic flows.

The most heavily travelled arterials in RPSC are Cambie Street and Oak Street with flows between 30,000 and 60,000 per day. A number of other arterials carry 20,000 to 30,000 per day.

Traffic Volumes on Arterials in the City

Looking more broadly, the highest traffic volumes by far are found on the bridges leading into Vancouver. The Second Narrows Bridge, for example, sees almost 120,000 vehicles every day. Within the city, the highest volumes (over 50,000 cars/24 hours) are seen on Knight Street, 1st Avenue, Marine Drive, and, as mentioned above, Grandview Hwy, Boundary, Kingsway and in RPSC, Oak and Cambie Streets. Also with high volumes are Broadway and Kingsway.

Traffic Volumes on Local Streets

There are traffic counts for a few local residential streets in RPSC. Local residential streets are counted on a request basis, generally for local area traffic improvements or as part of a bikeway or greenway plan.

Local residential counts available for RPSC are on West 29th Ave (east of

Ash St: 317 vehicles), West 20th Ave (east of Willow St: 559 vehicles), West 18th Ave (east of Willow St: 667 vehicles), West 28th Ave (east of Heather St: 720 vehicles), West 32nd Ave (east of Oak St: 800 vehicles), West 27th Ave. (east of Ash St: 915 vehicles), West 26th Ave (east of Oak St: 1152 vehicles), West 19th Ave. (east of Willow St: 1248 vehicles) and West 28th Ave (east of Oak St: 4542 vehicles)(entrance to Shaughnessy Hospital).

1000 vehicles or less per day would be typical on a local single family residential street. On a two-family local residential street 2000 vehicles or less would be typical. For a multiple-family local residential street 3000 vehicles or less would be typical. Traffic volumes significantly higher than these suggest that more detailed review is needed.

Potential Changes to RPSC Streets

The City's Transportation Plan suggests the following changes (some of which are already in effect) for RPSC arterials:

Fraser St, Main St, King Edward Ave, 41st Ave, and 33rd Ave east of Cambie: Increased priority for pedestrians, cycling, and transit.

Main St and 41st Ave: Potential express bus routes.

Cambie St: Major transit corridor (potential LRT service to Richmond)

33rd Ave (Oak to Cambie): Recommended for consideration to be redesignated as collector street, instead of arterial. Collector streets serve the role of taking traffic to nearby arterials, but would not serve cross-city traffic.

Building Lines in the City

Building lines are an additional set-back used to preserve future road and boulevard widening or to preserve open space. These are defined in Section 14 of the City's Zoning and Development By-law.

In many cases, building lines can be traced back to the 1929 "Plan for the City of Vancouver" which included a Major Street Plan that identified major streets and capacities, and established building lines. These were re-visited and modified in the 1940s. They have remained largely unchanged since the 1950s.

When a development site is subject to a building line, building set-backs are measured from this line rather than the site boundaries. This includes the width and depth of a required yard, certain set-backs and the site depth. (See section 10.2 of the Zoning and Development By-law for more details).

Fraser Street, both sides, from King Edward Avenue to 41st Avenue, at a distance of 50 feet from the street centre line.

41st Avenue, from Fraser Street to Oak Street, approximately 100 feet wide.

Building Lines on Arterials in RPSC

Cambie Street, both sides, from 16th Avenue to King Edward Avenue, at a distance of 50 feet from the street centre line.

24-hour Traffic Counts (1997-2003)

