

Street Design - Arterials

CityPlan

Riley Park/South Cambie **RPSC**

Arterial Street Rights-of-way

The right-of-way (ROW) is the full area of the road allowance, and includes the paved road, boulevards and sidewalks up to the private property line. In Vancouver, unlike most other places in B.C., almost all ROWs are owned by the City.

The table shows the original and future arterial ROWs in Riley Park-South Cambie (RPSC). A ROW can be widened over time through the application of a "building line" which permits the City to reserve the ROW for street safety improvements, wider sidewalks, tree planting and other purposes.

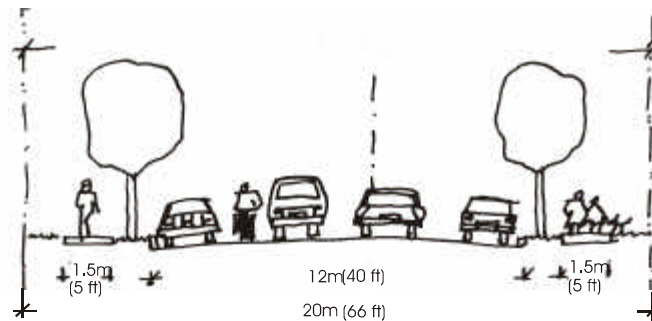
The map shows the areas along RPSC arterials where there are building lines. It also shows where there are existing left turn bays on at least one leg of these intersections. In some of these locations the ROW has already been widened to accommodate these left turn bays.

Arterial Street Design Standards

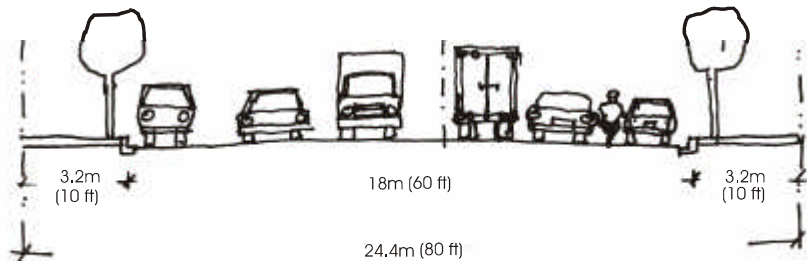
For arterials, the minimum paved curb-to-curb width is typically 12 m (40 ft.) which accommodates 2 travel lanes and 2 parking lanes. However, the new standard for curb-to-curb width is 14 m (46 ft) to incorporate bike lanes or wider parking lanes to be shared with cyclists. This standard is increased to 14.6 m (48 ft) on streets served by transit. Locations with left turn bays require about 3 m (10 ft) of additional curb-to-curb space (3 m or 10 ft is a typical minimum lane width).

EXAMPLES OF ARTERIAL STREET DESIGN IN VANCOUVER

1. EXAMPLE OF AN ARTERIAL WITH A 66 FOOT RIGHT-OF-WAY IN A RESIDENTIAL AREA



2. EXAMPLE OF AN ARTERIAL WITH A 80 FOOT RIGHT-OF-WAY IN A COMMERCIAL AREA



Fronting residential areas, the standard sidewalk width is 1.5 m (5 ft.), with landscaping on either side. Street trees are typically planted in between the curb and the sidewalk.

In commercial areas sidewalks are constructed from property line to curb. A 1.5 m (5 ft.) strip along the curb edge of the sidewalk is commonly reserved for street trees and utility poles as well as street furniture such as bike racks, trash cans, post boxes, news boxes, etc.

Transportation Plan

The City's Transportation Plan was approved by City Council in May 1997 and includes many recommendations, such as: the review building lines, establishing transit only lanes on some arterials, improving the pedestrian environment, and improving safety at some intersections.

Street	ROW	Future ROW in RPSC	Lanes (travel/pkg)
Oak	24.4 m (80 ft.) - 30.9 m (101.5 ft.)	same	3/3
East/West 41 st Ave.	25.3 m (83 ft.) - 33.5 m (109.8 ft.)	varied***	3-4/3
Fraser	24.4 m (80 ft.) - 30.2 m (99 ft.)	24.4 m (80 ft.) from 31 st Ave. to 41 st Ave.*	2-3/3
East/West 16 th Ave.	20.1 m (66 ft.) - 23.7 m (77.9 ft.)	same	2/2
Cambie	24.4 m (80 ft.) - 61.0 m (200 ft.)	30.5 m (100 ft.) from King Edward to 17 th Ave.*	3/3-4
Main	26.2 m (86 ft.) - 30.2 m (99 ft.)	same	3/3
King Edward	20.1 m (66 ft.) - 40.2 m (132 ft.)	same	2/2
East/West 33 rd Ave.	20.1 m (66 ft.) - 22.2 m (73 ft.)	same**	2/2
West 29 th Ave.	30.5 m (100 ft.)	same	2/2
Midlothian	22.2 m (73 ft.) - 30.5 m (100 ft.)	same	2/2

* Portions of these streets have "building lines" which permit the City to acquire or reserve extra right of way under certain circumstances

** The Transportation Plan proposes these streets or portions of these streets be considered for redesignation to a "collector" street to recognize their role as primarily serving neighbourhoods rather than providing cross-city access.

*** From Oak to 487.1 m east of Willow there would be no change to the ROW. From 487.1 m east of Willow to Cambie the ROW is 33.5 m (109.8 ft.). From Cambie to Fraser the building line extends to a maximum of 30.5 m (100 ft.)

