

Arterial Streets



Mount Pleasant

City of Vancouver
Community
planning program

General Service Function

Urban arterial streets are often the most important streets in the neighbourhood and the focus of the community. They carry all types of local and non-local traffic.

Currently, the city's arterial road network provides a grid of major roads, about half a mile (0.8 km) apart. These streets serve 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 both local and 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 Mount Pleasant, Cambie, Broadway, Kingsway, Clark and Main (north of 7th) are part of the MRN. In addition, Great Northern Way, 2nd Ave., 12th, 16th, Main (south of 7th), and Fraser south of Broadway are part of the city's arterial road network.

Proposed Function

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

arterial roads. This is provided where the demand is the greatest, for example, on arterial roads which connect to more local destinations, such as local shopping streets. However, each street has its own unique conditions.

Traffic Volumes on Arterials in the City

High traffic volumes (collected 2002 to 2006) are found near the bridges and highways leading into Vancouver. The Iron Workers Memorial Bridge, for example, sees almost 120,000 vehicles every day. The Vancouver approaches to Oak Street Bridge, Lions Gate Bridge, and Knight Street Bridge all carry some 65,000 to 75,000 vehicles per day. In the city, the next largest volumes (over 50,000 cars/24 hours) are seen on 1st Ave., Marine Dr., Grandview Hwy, Knight St., Boundary Rd., Oak St., Granville Street, and on the Cambie, Granville, and Burrard Bridges.

Over the last ten years traffic volumes on Vancouver's arterial streets have been stable or declining.

Traffic Volumes on Arterials in Mount Pleasant

The map shows traffic volumes on arterials in Mount Pleasant collected from 2003 to early 2006 (pre-Canada Line construction). These are weekday 24-hour, two-way traffic flows.

The most heavily travelled arterials in Mount Pleasant are Main (north of 7th), Kingsway, Cambie, 2nd, 12th, and Clark, with flows ranging from 30,000 to 50,000 vehicles per day. Other arterials carry between 10,000 to 30,000 vehicles per day.

Potential Changes to Mount Pleasant Streets

The City's Transportation Plan suggests the following changes for Mount Pleasant arterials:

Broadway, Main, and Fraser (south of Broadway), increased priority for pedestrians, cycling, and transit.

7th Avenue (Main to Cambie), redesignated from a secondary arterial to a collector street. Collector streets serve the role of moving neighbourhood traffic to arterial streets, and would not be widened to increase the number of traffic lanes or the amount of car or truck traffic they carry. 7th Avenue will be challenged by significant commercial developments along Cambie, north of Broadway (e.g. Save-on-Foods, Canadian Tire).

When streets are reconstructed the City will use the opportunity to make changes that will improve safety and increase priority for pedestrians, bike and transit.

Source:

City of Vancouver
Engineering Services

