

Main Street Showcase



Mount Pleasant

City of Vancouver
Community
planning program

Overview

The Main Street Transit and Pedestrian Corridor Plan showcases a new approach to designing transit, pedestrian and bicycle-friendly urban corridors in the Metro Vancouver region. Developed with seed money from Transport Canada and in partnership with the City of Vancouver and Translink, the Corridor Plan applies a broad suite of measures along Vancouver's Main Street to give transit and pedestrian priority while enhancing neighbourhood centres, reducing reliance on the automobile, and lowering greenhouse gas (GHG) emissions.

The primary aim of the Corridor Plan is to achieve a shift in travel mode from the car to walking, cycling, and transit by improving transit, creating a superior pedestrian environment, and building on the vitality of the street as the centre of neighbourhood activity.

The Corridor Plan was developed over a two-year period by a team of staff and consultants and included input from numerous community and stakeholder groups. The Main Street Corridor Plan was approved in the spring of 2006.

The three key elements of the Corridor Plan includes street design, transit priority and passenger amenity improvements.

Street Design

Street design strategies in the Plan were guided by the following principles:

- recognize historical areas
- reinforce a transit and pedestrian focus
- enhance community coherence while improving transit
- create comfortable, safe, and active places
- increase legibility
- respect local identity and diversity
- ensure initiatives create places, not just spaces
- improve wayfinding and linkages such as greenways and bikeways
- ensure retail vitality
- improve the pedestrian experience

An urban design toolkit was developed that could be applied along the corridor, depending on site-specific issues and conditions, and focused on areas greatest in need.

Bus Bulges

The Plan proposes bus bulges at a total of 18 intersections along the corridor. In the near-term, 18 individual bulges will be implemented at nine intersections, with the remaining to be constructed under future funding programs.

Pedestrian Bulges

A total of 53 pedestrian bulges are proposed. Of these, 34 will be implemented at 13 intersections in the near-term, with the remaining being constructed as part of future funding programs. Pedestrian bulges will incorporate public

realm enhancements such as street trees, plantings, and where space allows, street furniture such as benches and bike racks.

New Pedestrian Signals

New pedestrian signals have been installed at the intersections of Main with 20th, 46th and 62nd Avenue.

Additional Improvements

To make cycling easier and safer, "shared lane pavement markings" will be painted along the length of Main Street. Sections of sidewalks between 12th and 40th Avenues will be rebuilt as part of the City's Sidewalk Rehabilitation Program.

Bus shelters will be allocated to most of the corridor's 63 bus stops. Additional shelters have been deployed to all stops that have sufficient space for installation.

A coordinated suite of benches, trash receptacles, and bike racks will be installed on bus and pedestrian bulges where space is available.

To create more distinctive look for an area, Business Improvement Associations along the corridor can select custom colours for the furniture.

Street trees with decorative tree grates and landscaped areas will be provided on all bus and pedestrian bulges. In areas where sidewalks have been rehabilitated, unhealthy or damaged trees have been replaced with new trees in accordance with the City's Street Tree Guidelines.

Crosswalk Improvements

Crosswalk improvements at a number of side streets will be implemented in conjunction with the construction of pedestrian and bus bulges to improve pedestrian visibility and safety.

Ideas for Further Studies

During the study, a series of concepts were identified for future consideration and further study as the corridor redevelops and the Plan is implemented. For example, a further study in Mount Pleasant (2nd to 18th) is proposed.

“The primary goal for this area is to distinguish the intersection of Broadway and Main Street a high-quality pedestrian, transit, and community hub as it transitions as it transitions from an urban arterial to a more local commercial street. Suggested strategies include improving pedestrian crossings at the intersection of 7th Avenue and Main Street, installing pedestrian and bus bulges at the new 1 Kingsway Community Centre, special crosswalk treatments at key intersections, and additional public realm enhancements at 18th Avenue where the street grid shifts.”

Transit Priority

The goals of transit priority are to maximize the “people carrying” capacity of the road network, minimize travel times and improve service reliability for those using the transportation system.

Operational improvements

- shorten the route length of the #3 Main to terminate at Hastings Street
- pilot project of all-door loading at the Main Street SkyTrain Station
- adjust closely spaced bus stops

Traffic Signal Improvements

- transit signal priority at all signalized intersections along the

corridor, with the exception of Marine Drive, Broadway, Kingsway, Terminal, and Hastings Street

- pedestrian-controlled signal at the intersections of Main Street and 20th, 46th and 62nd Avenues
- a signal timing plan along the length of the corridor

Lane Reservations

- a queue jumper lane at Terminal Avenue

Amenities and Information

Customer Information

Up to 30 bus stops have been identified for real-time electronic displays, offering schedule information and other system-side notices. Remaining stops will have current copies of printed schedules posted in addition to customized bus route diagrams, frequency information, and local area maps.

New Trolley Fleet

Beginning in 2008, a fleet of new low-floor articulated trolley buses will be deployed on Main Street. All new buses will have bike racks, will allow easier access to the elderly and people with disabilities, and give a fresh new look to transit on the corridor.

Public Art

A separate, but parallel component of Corridor Plan was the preparation of a Public Art Plan for Main Street, which identifies potential art sites along the corridor, including sidewalks, pedestrian and bus bulge areas, bus shelters, digital display units both on and off buses, and the buses themselves. Implementation of public art will carry through 2008.

Implementation Timeline

Many of the strategies presented in the Plan have now been implemented on Main Street; others may be implemented over the longer-term through future

funding programs or potential development. Ongoing monitoring of the corridor will allow the City of Vancouver and TransLink to continue to improve Main Street and other transit routes in the region.

Near-term street design improvements and installation of street furniture will be implemented by late 2008. Transit priority measures including signal priority, and the all-door boarding pilot will be implemented by late 2008.

Implementation of customer information and amenities, including real-time information displays at bus stops, new low floor trolleys, and public art, will occur between early 2007 and late 2008.

Project monitoring began in early 2006, and will carry through to project completion in late 2008. Monitoring results will inform future improvements to Main Street and other transit and pedestrian priority projects throughout Vancouver and the region.

For more information about the Main Street Transit and Pedestrian Corridor Plan, contact Winston Chou at 604-873-7913 or winton.chou@vancouver.ca.

Sources

Translink:
Main Street Transit & Pedestrian Priority Corridor Plan Booklet 2007