VACC Assessment Ride

Kent Ave. October 29th, 2011

**The assessment ride notes were put together by members of the VACC Vancouver/UBC Committee however the VACC doesn't necessarily endorse all recommendations in them. For further information, please contact one of our Committee Chairs, Lisa Slakov or Heather Harvey at vancouver@vacc.bc.ca.**

**General Suggestions:**

* connection needed on Kent between Ontario St and the Canada Line Bridge

**Block by Block:**

* Heather St to the Canada Line Bridge connection is too narrow, this will not attract anyone but the most confident cyclists. The road needs to be wider or a separate path is needed.
* Canada Line Bridge entrance - maintenance to smooth out the pavement around the rail road tracks here is required. Tracks that are not in use should be removed. Ontario St - need a controlled bike crossing, traffic is moving to quickly for anyone to cross safely on a bike
* Ontario to Main St - debris on the path needs to be cleaned up. Cement blocks are in place to stop vehicles from driving in this section, would like to see some proper bollard in place if it is needed in this area.
* 500 E Kent - unused tracks need to be removed
* Fraser St - more unused tracks need to be removed. Poor site lines just West of Fraser.
* Old railroad stations along the route could be turned into green space to make the path more attractive
* Air Care Exit - every lane has a 'watch for cyclists' sign’ - thank you!
* 900 E Kent - between here and fraser the bike path is confusing, the marked path is on the north side of the road, heading east there is no clear signage
* bollards over top of the bike sign, it was confusing, wasn't clear that you were supposed to get up on the path at that intersection
* 1150 E Kent - poorly maintained trail, bushes encroaching on the path, need to be cut back,
* better signage right before 1150 E Kent
* across from 1150 E Kent, parking lot, needs some lines and barriers to stop people from parking cars so that the front ends don't interfere with the path
* separated bike path on N side of tracks, between Victoria Dr and Dockside Dr surface is not smooth
* Crompton - parking butts up against the bike path, need barriers
* east bound = very confusing intersection, no 'watch for cyclists' signs, if you're not paying attention would miss the path jaunting up to Kent across the path
* very narrow and unfriendly bike between Crompton and Argyle - varying widths of paths, inconsistent, lots of debris on the road, this is not a friendly route, not attractive to anyone but the most confidence cyclists considering the amount of truck traffic coming through here.
* crossing argyle to E Kent N well marked bike lane
* underneath Knight St Bridge, need wider paths
* Kent Ave South - connecting path - no signage crossing argyle - it would be good to have info Kent/Argyle
* maintenance to cut greenery path along the south side of the street along the entire section of the route
* nanaimo - speed bumps, larger and clearer sharrows in the middle of the lane, too close to the curb
* sharrows along road sections of the path
* path continues to be overgrown and needing maintenance
* cleared signage at intersection with Gladstone Park and Elliot St bike paths, there is one bike route sign with one arrow but the bike path actually goes in all directions here
* Kerr St - a lot of work is going on in this area that is not yet complete. Southbound on Kerr St, crossing Kent, there is a stop sign for cyclists to yield to pedestrians, this should be a yield sign.
* Developments in this area, it seems like there is going to be a bi-bike path built in beside the sidewalk along the south side of the street, we would like to ensure there is enough space here and a clear definition, preferable using green space, between the bike and pedestrian path

The area between Marine Drive and Kent street from Ash to Prince Edward might get redeveloped in the future. If this is the case then the City could have a policy that any redevelopment allow space to create an East/West greenway through it as part of any development.

This would allow someone to walk and cycle across the Canada Line bridge, then cross the tracks at Ash, go up Ash to 71st or 70th and go East from there to Ontario and Prince Edward.