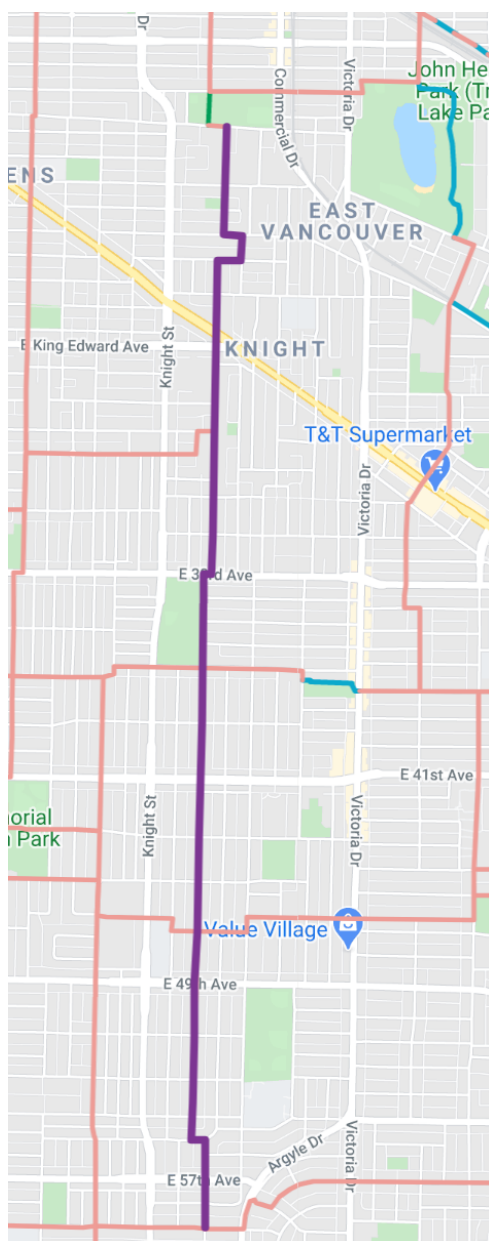


February 1, 2022

Assessment Ride Report - Dumfries Bikeway

The Vancouver UBC Local Committee of HUB Cycling has identified the Dumfries Bikeway, running 5.2 km from 14th Ave to 59th Ave in East Vancouver, as being in need of improvements. We conducted an assessment ride in February 2021, and we present here our observations, and recommendations on how this route can be made safer, and more comfortable.



Summary

The main issues identified with the Dumfries Bikeway are:

1. Signage at the complex intersection of Dumfries St. with Kingsway and King Edward Avenues.
2. Signage at the connecting path at the intersection of Dumfries St. with East 33rd Avenue (NE corner of Kensington Park).
3. Signage is often hidden in trees (visible in winter, but obscured when trees have foliage).
4. There is a misleading sign at the intersection with the Hillcrest Bikeway.
5. Approximately 20 painted stencils on the pavement are worn out. The stencils at the side jogs where the route turns onto Fleming St. and to the crosswalk at E 33rd Ave when heading south are necessary to avoid missing a turn, especially if the signpost is hidden by foliage. Some stencils have been obliterated by fresh repaving.

Overview of the Dumfries Bikeway

The Dumfries Bikeway runs North-South, spanning over 5.2 km. The Dumfries bikeway is bounded by Clark Park (14th avenue) to the north and East 59th Avenue to the south. The bikeway generally follows Dumfries street, with several detours along Fleming Street, located one block to the east. (see <https://goo.gl/maps/V99VrcHis8K8k6Nc6>)

Features

Most of the route is residential and shared with vehicles. Vehicles are generally parked on both sides. The pavement quality is variable, with almost all of it suitable for slow-speed bicycle use.

There are many small parks, located generally along the west side of the route, between Knight Street and Dumfries Street. This bike route passes directly adjacent to Kensington Park and Community Centre. The Tyee Elementary school and Selkirk Annex are also located along the route.

Traffic

We observed that traffic was moderately busy between E 33rd and E 37th Ave at Kensington Park due to weekend community sports activities and the Kensington Community Centre.

Connections

The *Mosaic Bikeway* connects at the north end of the Dumfries Bikeway at 14th Ave (Clark Park) to the network of bikeways serving the Northeast and Northwest of the City.

The *Hillcrest Bikeway* connects the Dumfries Bikeway to Hillcrest Park and Community Centre at 28th Ave.

The *Midtown/Ridgeway Bikeway* intersects the Dumfries Bikeway at 37th Ave and the 45th Ave Bikeway intersects it at 47th Ave. Both of these bikeways provide access far into the western portions of the City.

At the South end of the Dumfries Bikeway at 59th Ave, the *Masumi Mitsui Greenway* provides east-west connections that are less than ideal due to vehicle traffic in some places.

An obvious gap exists south from 59th Ave towards the Fraser Lowlands. The street network continues but without protection for people cycling. This gap will become even more obvious when the Kent Street improvements recommended by HUB Cycling and included in the City of Vancouver capital budget are implemented.

Otherwise, this bikeway functions well. There are two steep sections: between E 32nd Ave and E 33rd Ave when heading north and adjacent to Tyee Elementary School

The Dumfries bikeway could become a gem -- one of the few complete North-Sound crossings of the city from “shore to shore”. Upgrades along the route, combined with a connection to the Fraser River area, will be required. Attention to Slow Street strategies alongside and crossing the bikeway and post-Covid plan are also recommended.

We recommend that the small improvements to the Dumfries Bikeway identified in this report be considered.

More Information: vancouver@bikehub.ca

About HUB Cycling

HUB Cycling is a charitable not for profit organization that has spent over 22 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that [#UnGapTheMap](#) to create a connected cycling network. HUB Cycling’s mission is to get more people cycling more often. HUB Cycling has close to 3,000 members and more than 45,000 direct supporters. HUB Cycling has 10 volunteer committees across Metro Vancouver that encourage cycling for all ages and abilities (AAA) in municipalities across Metro Vancouver. For more information, visit bikehub.ca.

Appendix

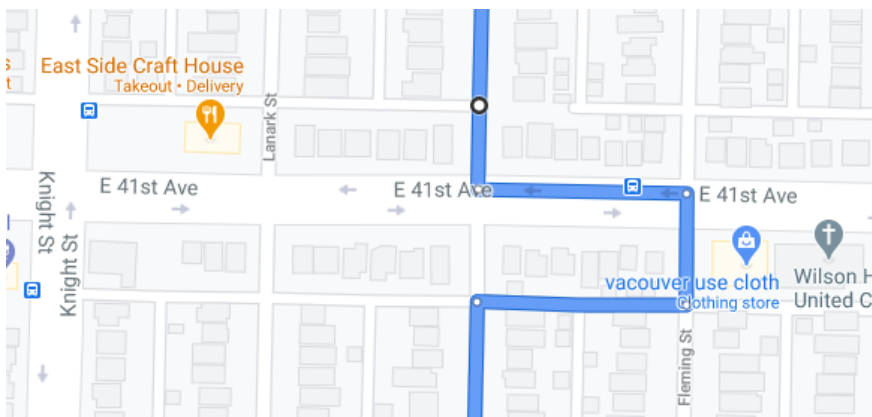
1. Northbound

E 59th avenue to King Edward avenue

There is a stencil missing East 55th Ave indicating to turn right into Dumfries (55th has been repaved)

There is a large pothole halfway between E 50th Ave and E 49th Ave.

Google Maps does not acknowledge the ability to cross 41st avenue at Dumfries, and forces the route one block east to Fleming, or one block west to Knight. Actually, crossing of the Dumfries Bikeway at E 41st Ave is protected with a bike/pedestrian light and is quite safe.



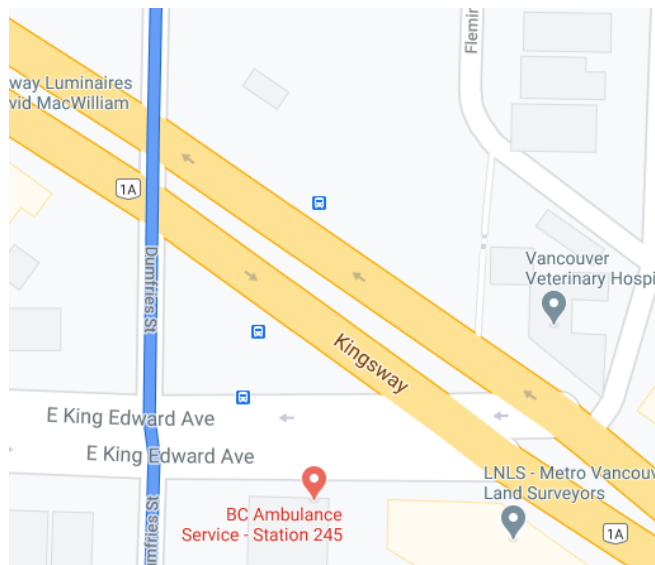
At 37th Ave, the sign is turned away 45 degrees



At 33rd Ave, a vertical sign is hidden in the tree and is not visible when there are leaves

Intersection with King Edward Ave and Kingsway

Indication is required on the ground where people on bikes are intended to be, especially across Kingsway. (More issues at this intersection going south, see below)



Detour via Fleming between 19th and 20th ave

Fleming and 20th ave have been repaved recently and stencils advising people on bikes to turn left are missing or faded.



E 20th is a traffic calmed street east of Dumfries. Consideration should be given to extending this one block to Fleming.

Crossing Clark Park

The Dumfries Bikeway sign is hidden in the trees on 15th Ave:



On the bike path crossing the park (from 15th to 14th), the pavement is painted only at the ends. We recommend painting lines all the way to remind both people walking and people cycling that this is shared (although there is a separate walking path a few meters east)

At the north end, the Dumfries Bikeway connects with the Mosaic Bikeway



2. Southbound

Crossing Clark Park at 14th Ave

It is not clear where people cycling should cross the park. Faded stencils should be replaced. Conflicts were observed between people walking and people cycling. There are two paths here, one for walking and one that is either a bike path or a multi use path. This should be made clearer.



Detour via Fleming between 20th Ave and 21st Ave

There are missing stencils to indicate that the bikeway turns right

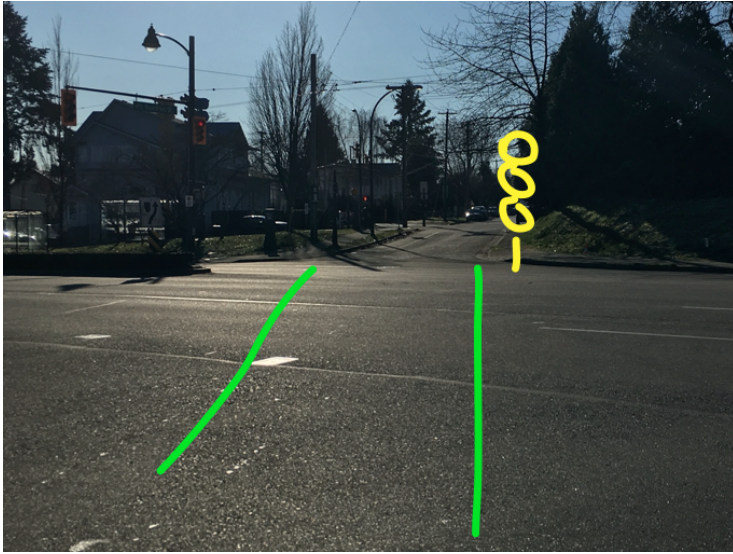
At E 22nd Ave, consideration should be given to replacing the 4 way stop with a 2 way stop.

Intersection with Kingsway and King Edward.

It is not clear where a person on a bike should cross here. Dumfries is not aligned north and south. The traffic lights are way on the right, seeming to suggest use of the pedestrian crossing. A path on the ground aiming at the little one-way connector on Dumfries between Kingsway and King Edward would help.



A bike crossing signal and painted bike crossing here would help.



On the short connector further south, painted stencils should be restored:



Between King Edward and 59th Ave

At 28th Ave, the intersection with the Hillcrest Bikeway, the sign should have a straight ahead arrow for Dumfries, otherwise people cycling may turn right.



At the very south end there are bollards for traffic diversions.



The Dumbfries Bikeway ends at 59th, the Masumi Mitsui Greenway

