

Cycle Route Improvement Proposal

Assessment Ride Report Proposed Kerr St Bikeway November 5, 2024

Background

The City of Vancouver (CoV) has proposed to build a new section of the Kerr Bikeway from 22nd to 49th, connecting to the existing Kerr Bikeway which runs south to Kent Ave. This route is included in the 2023-2027 Active Mobility Plan, as Improvement #35.

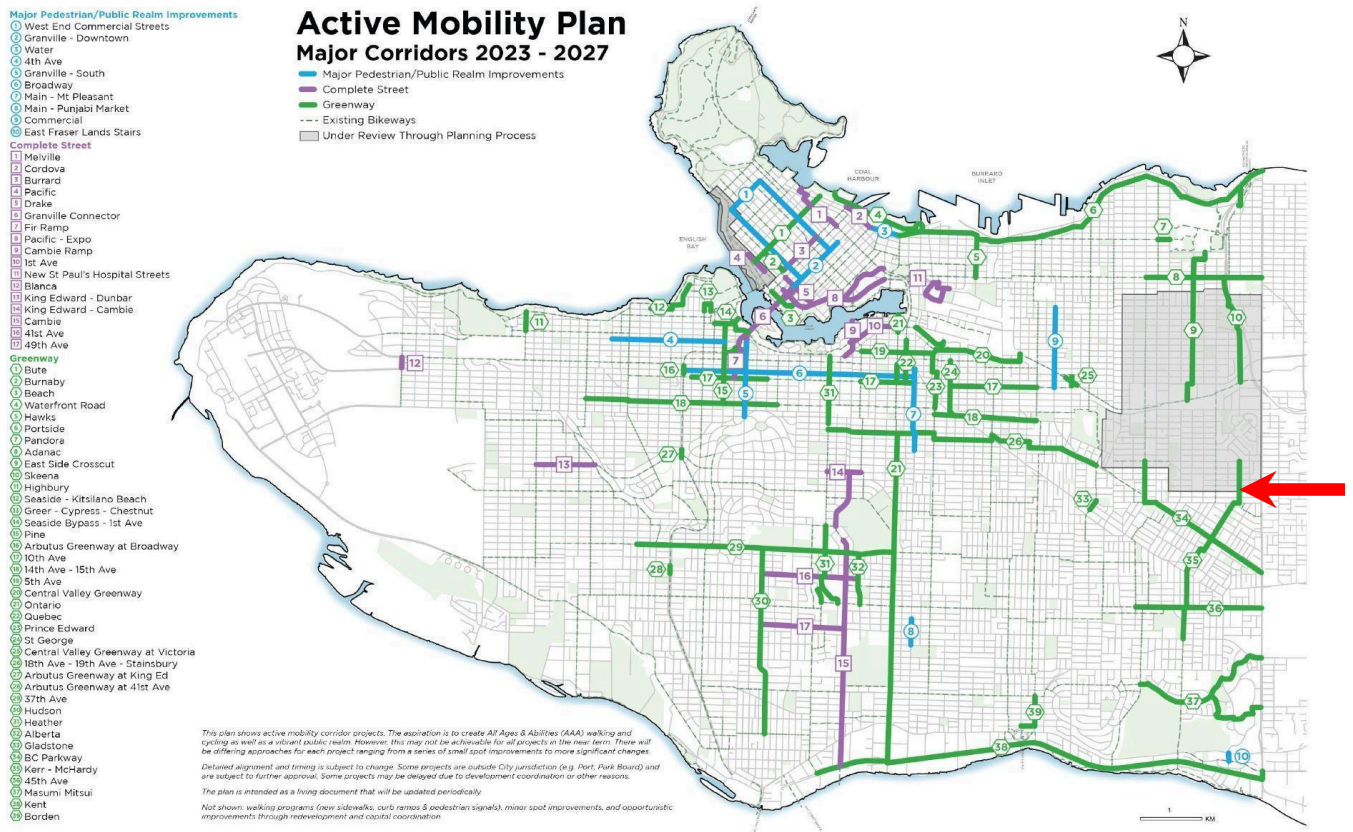


Figure 1 - CoV Active Mobility Plan - Major Corridors - Proposed Kerr Bikeway indicated by the red arrow

Why this area is important

It is notable that in this area of East Vancouver, there are very few quality cycling routes that are Comfortable for Most People. Running north and south, east of Slocan St, until the CoV border with Burnaby at Boundary Road, there is only a section of cycle lane on Rupert St, and this was assessed by the State of Cycling report¹ as being Comfortable for Few People. Running east and west, from the Adanac Bikeway to 45th, there are the Central Valley Greenway, and the BC Parkway. There are also 22nd Ave, which was assessed as being Comfortable for Very Few People, and 29th Ave, which was assessed as being Comfortable for Few People.

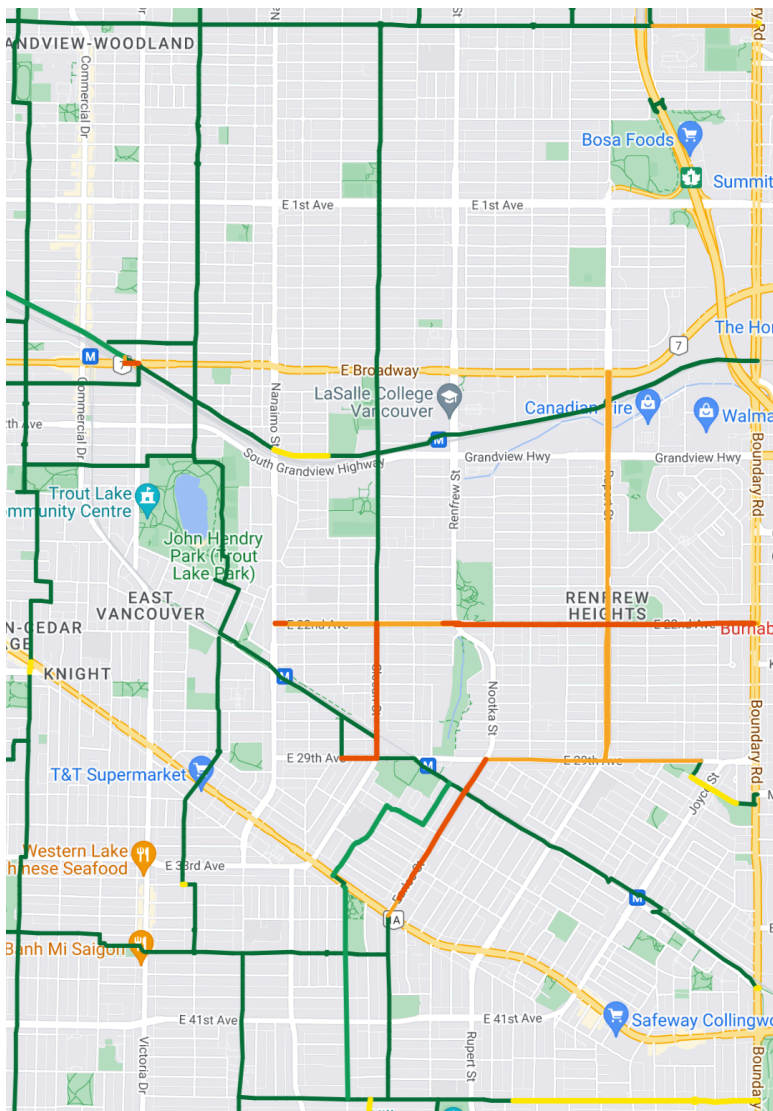


Figure 2 - There are a lack of comfortable cycling connections in East Vancouver

¹ HUB Cycling - [The State of Cycling Report](#)

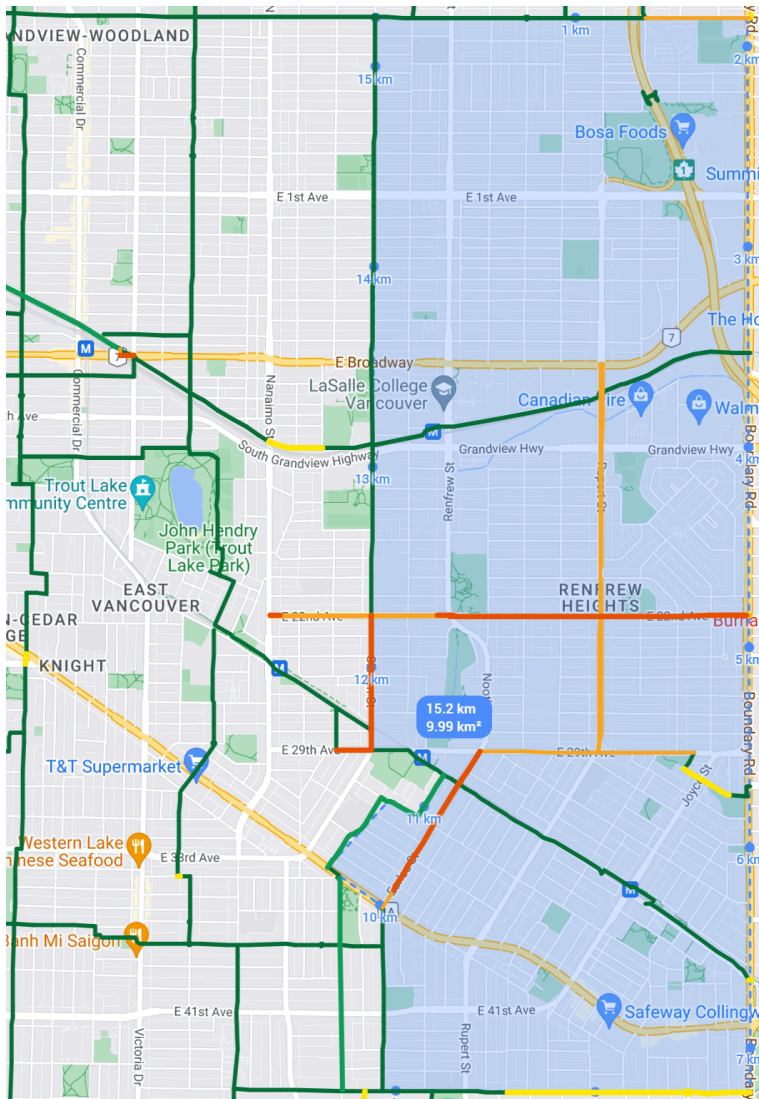


Figure 3 - The shaded area represents 10 sq km of East Van, with only two east west routes assessed as being Comfortable for Most People, and no north south routes better than Comfortable for Few People.

Translink Assessment of Latent Demand

Translink has developed analysis tools to support decision making related to cycling investment, and uses these tools to determine funding eligibility for cost sharing with municipalities². Translink considers cycling potential based on land use and population data, and compares that to measured cycling rates to create a Latent Demand indicator, by census tract. This area is ranked moderate, moderate-high, or high, indicating a high likelihood of adoption of the routes by local residents if the route improvements are constructed.

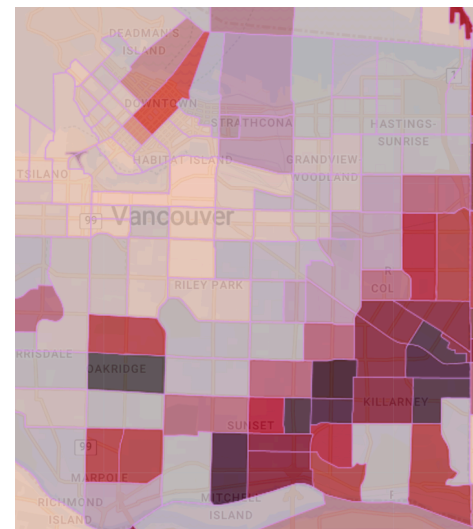
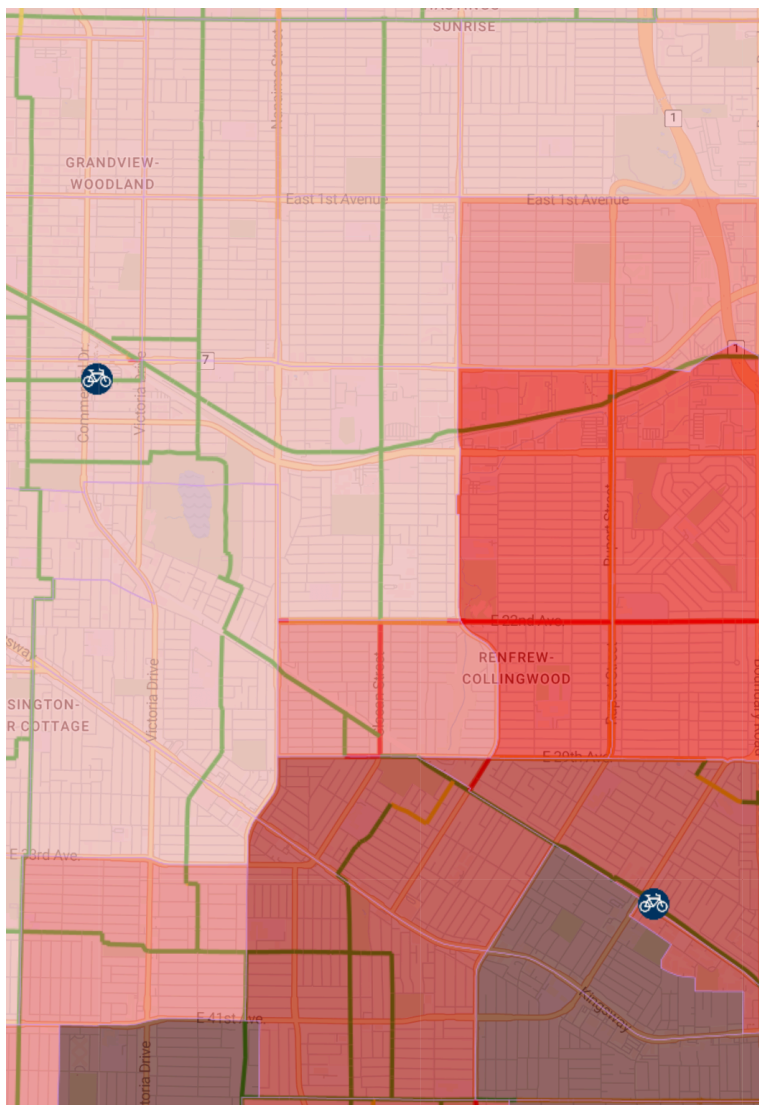


Figure 4 - Translink Assessment of Latent Demand for Cycling Infrastructure

² [Translink Bicycle Infrastructure Capital Cost Share Program Guidelines \(2023\)](#)

Translink Social Equity Analysis

Translink has also developed a Social Equity Analysis, to determine funding eligibility for cost sharing with municipalities.³ This tool calculates a combined score that considers various categories from the 2016 or 2021 Canadian Census of Population, at the census tract level, including factors such as Seniors (people aged 65+); Indigenous people; visible minorities; single-parent households; people with limited knowledge of English; rent-burdened households; median household income; recent immigrants; and youth. This area is ranked 7, 8, or 9 on a 10 point scale for social equity needs.

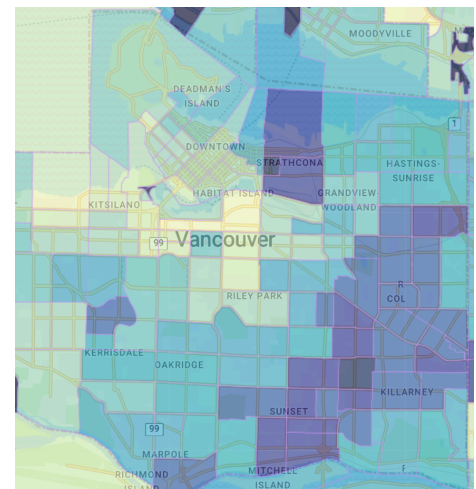
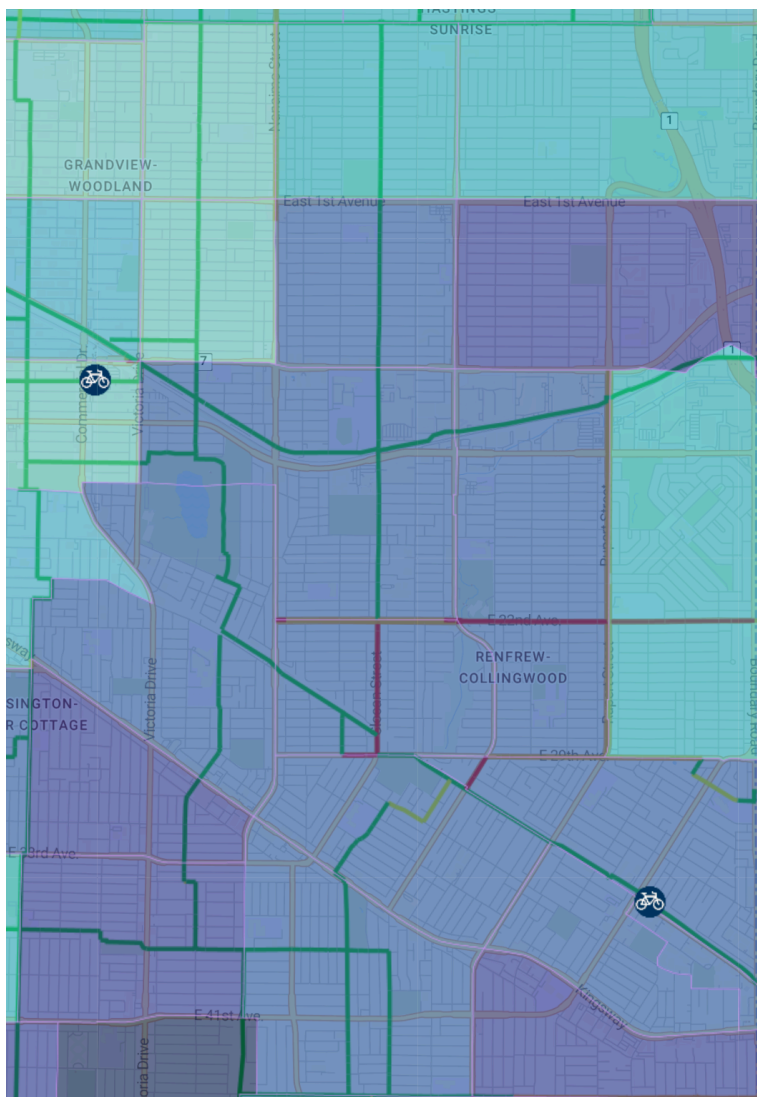


Figure 5 - Translink Assessment of Social Equity needs

³ [Translink Bicycle Infrastructure Capital Cost Share Program Guidelines \(2023\)](#)

The Proposed Kerr St Bikeway (northern section)

Our Priority Gap List [and associated map](#) show this proposed route, in Figure 6.



Figure 6 - The proposed Kerr Bikeway - 22nd Ave to 49th Ave

The proposed Kerr Bikeway is designed to address the lack of safe and comfortable cycling routes in this area of East Vancouver. It would run north-south, from 22nd Ave, along Skeena, McHardy, and Kerr, to 49th and join up to the existing Kerr St Bikeway which connects from 49th down to Kent Ave. There is not a bikeway north of 49th here currently. The route is included in the 2023-2025 Mobility Action Plan.

From 22nd to 29th, Skeena St is fairly quiet, with low traffic volumes. On some blocks the built roadway is not as wide as there are no curbs, but rather gravel shoulders. At 29th, signage will be required to direct users to jog over to McHardy. McHardy runs to Euclid Ave, where the route is interrupted by Collingwood Park. However, at the Skytrain line running along Vanness Ave, the route is interrupted by construction of a new building that is blocking the way with fences and construction trailers. A detour was required to go around this closed section. The Right of Way for McHardy appears to carry on to the BC Parkway on Van Map, with a path visible in recent aerial views, but it was not passable at the time of our assessment ride.

At Collingwood Park we jogged west to Taunton Ave, and connected through to Kingsway. If using Taunton, a signal crossing will be required to cross Kingsway. Alternatively, by jogging east to McKinnon St at Collingwood Park, the existing signal crossing of Kingsway could be utilized. The route would then return to Kerr at Ivanhoe St or School Ave. Kerr runs south to 45th, where it has a jog to continue on Kerr to Rupert. From Rupert St, near Waverley, Kerr continues south. There is a signal crossing of Rupert at this junction. South of Rupert, Kerr is busy, with no improvements for cycling. Given traffic volumes and speeds, it requires dedicated lanes to reach 49th.

Conclusions

Given the lack of safe and comfortable cycling routes in this area, and the issues surrounding social equity and latent demand, this route should be prioritized for improvement. It has been included in the Active Mobility Plan, but has not been appropriately funded. We call on the City of Vancouver to advance this project and improve cycling for residents across the City

For more information:

HUB Cycling Vancouver UBC Local Committee
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 over 4,000 members and more than 60,000 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.

Kerr St Bikeway (northern section) Route Highlights



Figure 7 - The north end of the proposed Kerr St Bikeway along Skeena St



Figure 8 - Proceeding south along Skeena



Figure 9 - Proceeding south along McHardy St