



CITY OF VANCOUVER

ADMINISTRATIVE REPORT

Date: March 31, 2006
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Meeting Date: April 18, 2006

TO: Standing Committee on Transportation and Traffic
FROM: General Manager of Engineering Services
SUBJECT: Kerr Street Bicycle Lanes

RECOMMENDATION

- A. THAT bicycle lanes be established on Kerr Street from East 49th Avenue to East Kent Avenue as described in this report, with funding of \$47,000 re-allocated from funds remaining following the construction of the 10th Avenue Bicycle Route (CB1EA2EBO7).
- B. THAT, commencing in 2007, the Operating Budget be increased by \$6,000, without offset, subject to the 2007 Budget Review.

COUNCIL POLICY

In 1997, Council approved the Vancouver Transportation Plan that emphasizes the need for developing more bikeways and ranks cyclists second priority after pedestrians.

In 1999, Council approved the 1999 Bicycle Plan that established the goal of developing the bicycle network in the City to ensure a grid of bicycle routes approximately one kilometre (1km) apart.

PURPOSE

The purpose of this report is to seek Council's approval to establish bicycle lanes on Kerr Street between East 49th Avenue and East Kent Avenue.

BACKGROUND

Kerr Street is a 2.6 km long north-south arterial street in southeast Vancouver which runs from Rupert Street at East 47th Avenue to the Fraser River. Between East 49th Avenue and East 63rd Avenue, it is 14.0 m (46 ft) wide. Between East 63rd Avenue and Southeast Marine Drive it varies from 13.4 m (44 ft) to 14.0 m (46 ft) wide, and between Southeast Marine Drive and East Kent Avenue it is 12.2 m wide. Except near the intersections with 49th and 54th Avenues, parking is permitted on both sides of Kerr Street and there is one northbound and one southbound travel lane.

Land use adjacent to this section of Kerr is a mix of single-family residential, multi-family residential, commercial (Champlain Mall) educational (Killarney Secondary School) and park. South of Southeast Marine Drive, Kerr is bounded by undeveloped and industrial/commercial properties.

Kerr Street between Rupert and Rosemont is a transit route (#26 bus).

The existing Ridgeway and Kent Avenue bike routes anchor Kerr Street on East 45th Avenue and Kent Avenue respectively. Kerr Street is 0.7 To 1.1 km east of the existing Sunrise bicycle route, and 1.5 km west of Joffre Avenue, an undeveloped but commonly identified bicycle route in Burnaby.

DISCUSSION

City staff have identified an opportunity to provide bicycle lanes along most of Kerr Street by narrowing existing travel and parking lanes.

For most of its length, Kerr Street is 14 m wide a width which would accommodate up to four travel lanes. However, except near the major intersections at East 49th and East 54th Avenues, parking is permitted on the street and only two travel lanes operate. Parked and moving vehicles do not require the full 14m of street width (see Figure 1). Between East 49th Avenue and Southeast Marine Drive, sufficient room exists to create 1.5 m wide bike lanes along most of Kerr Street (see Figure 2).

South of East 63rd Avenue, Kerr Street is narrower than 14m (see Figure 3). This portion of Kerr has very little parking demand and no sidewalk on the west side where it borders the wooded edge of Fraserview Golf Course. In this section, parking will be prohibited on the west side and wide bicycle lanes marked (see Figure 4). South of Southeast Marine Drive, a similar treatment is proposed (see Figure5).

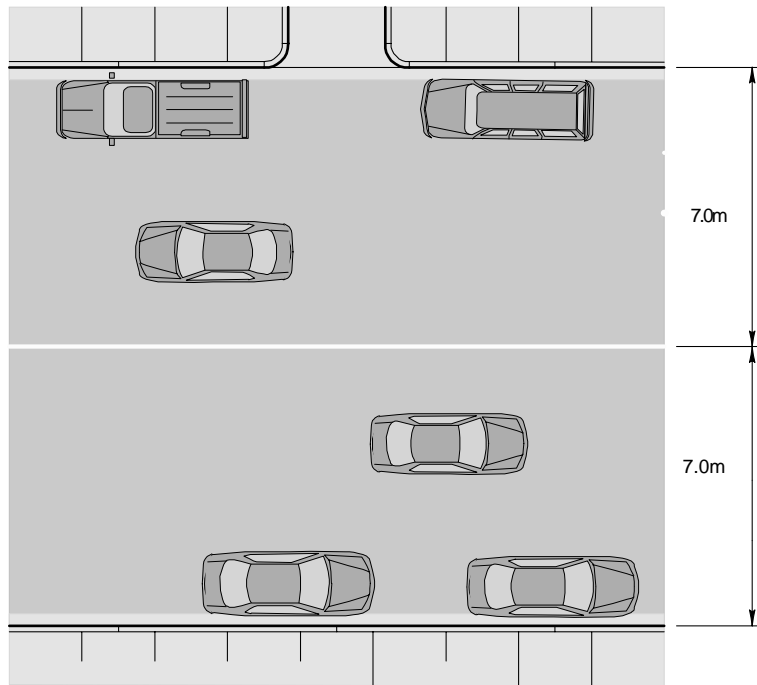


Figure1: Kerr Street, existing Lane Configuration, E 49th Ave. to E 63rd Ave. (typical)

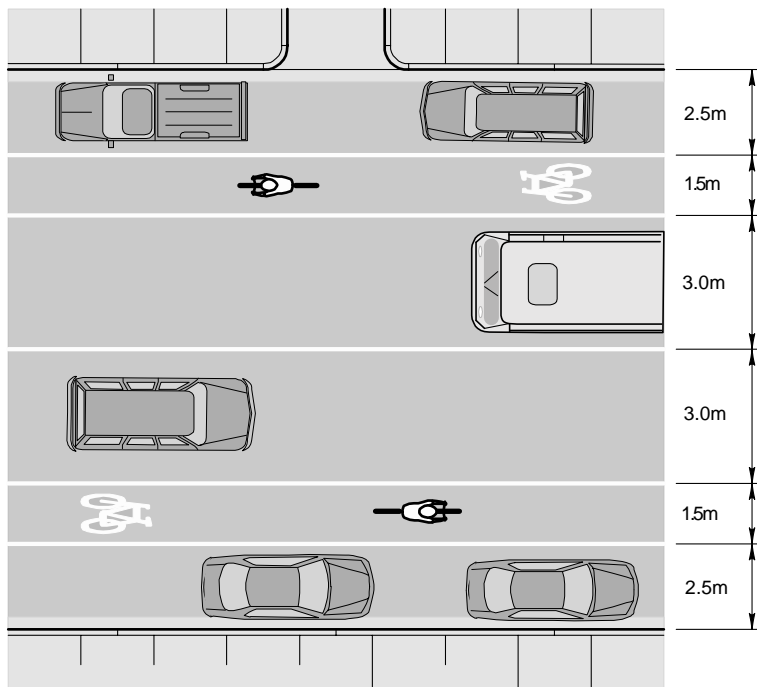


Figure 2: Kerr Street, proposed Lane Configuration, E 49th Ave. to E 63rd Ave. (typical)

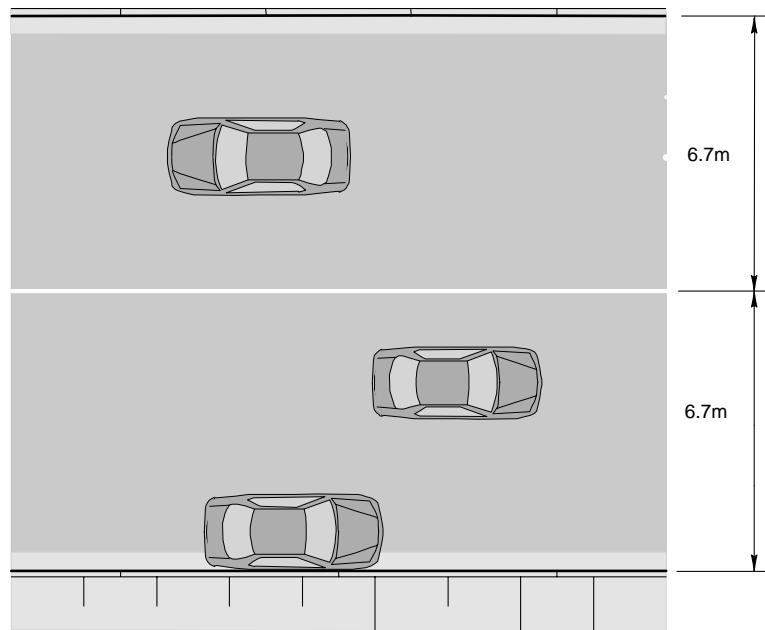


Figure 3: Kerr Street, existing Lane Configuration, E 63rd Ave. to SE Marine Dr. (typical)

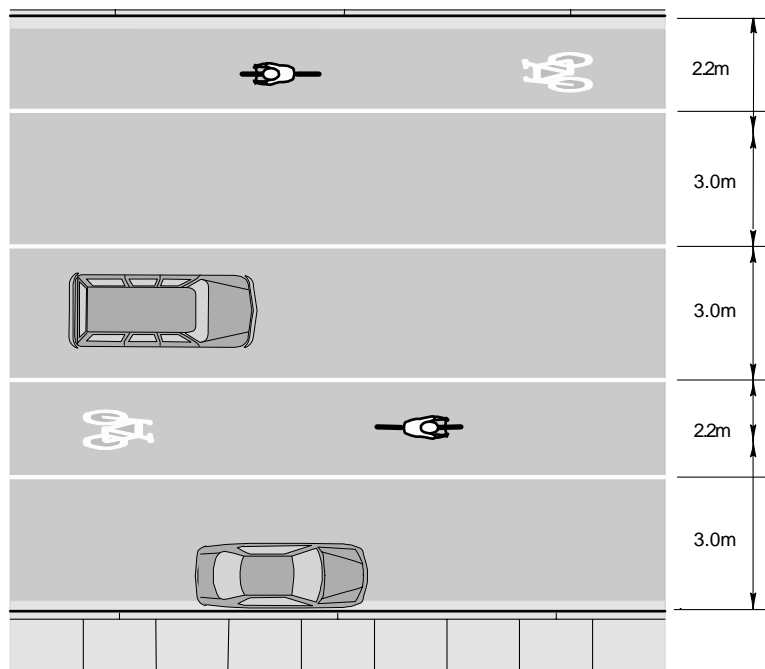


Figure 4: Kerr Street, proposed Lane Configuration, E 63rd Ave. to SE Marine Dr. (typ.)

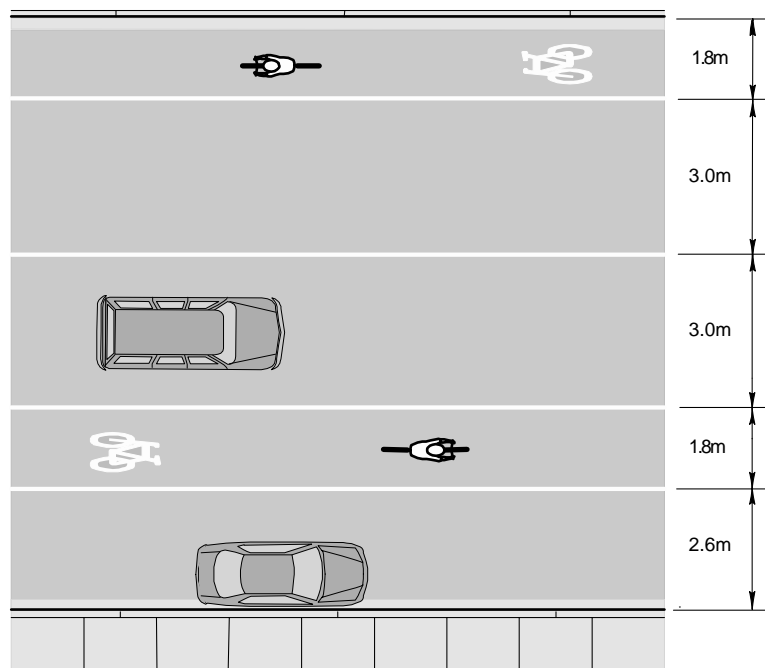


Figure 5: Kerr Street, proposed Lane Configuration, SE Marine Dr. to E Kent Ave. (typ.)

The introduction of bike lanes on this wide roadway may have a secondary benefit beyond providing improved cycling facilities. Staff have heard concerns from area residents about high vehicle speeds on Kerr Street. Reducing the visual appearance of the roads may reduce speeds. Staff will be monitoring traffic before and after the installation of lane markings to determine what effect narrower marked lanes have on vehicle speed.

These bike lanes will improve access to existing east-west bicycle routes - Ridgeway to the north and Kent Avenue to the south. They will provide the surrounding community with improved bicycle access to Killarney Secondary School, Killarney Community Centre, Champlain Heights Shopping Centre, Captain James Cook Elementary School, Everett Crowley Park, the Fraser River and the future East Fraserlands neighbourhood.

Staff are reviewing opportunities to extend this cycling facility north of East 49th Avenue onto Rupert Street to connect to the Ridgeway and other existing and future bicycle routes.

This plan has been reviewed and endorsed by the Bicycle Network Subcommittee of the Bicycle Advisory Committee.

FINANCIAL IMPLICATIONS

The estimated costs of the components of the work are as follows:

Lane lines and other pavement markings	32,000
Signage	10,000
Traffic monitoring	5,000
Total	\$ 47,000

Funding for this work is available through re-allocation of funds from the 10th Avenue Bicycle Route (CB1EA2EBO7) which has unexpended funds available due to higher than forecast ICBC cost-sharing revenues.

Commencing in 2007, additional funding of the Traffic Operating Budget in the amount of \$6,000 annually will be required for maintenance of signage and lane markings.

CONCLUSION

This report recommends that Council approve the installation of bicycle lanes on Kerr Street between East 49th Avenue and East Kent Avenue at an estimated cost of \$47,000.

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