

Cycle Route Improvement Proposal

Assessment Ride Report 22nd Ave Bikeway November 5, 2024

Background

We call on the City of Vancouver (CoV) to act to improve the 22nd Ave Bikeway between Nanaimo St and Boundary Road. This route was not included in the 2023-2027 Active Mobility Plan, but has uncomfortable and unsafe shared lanes, due to the heavy vehicle traffic.

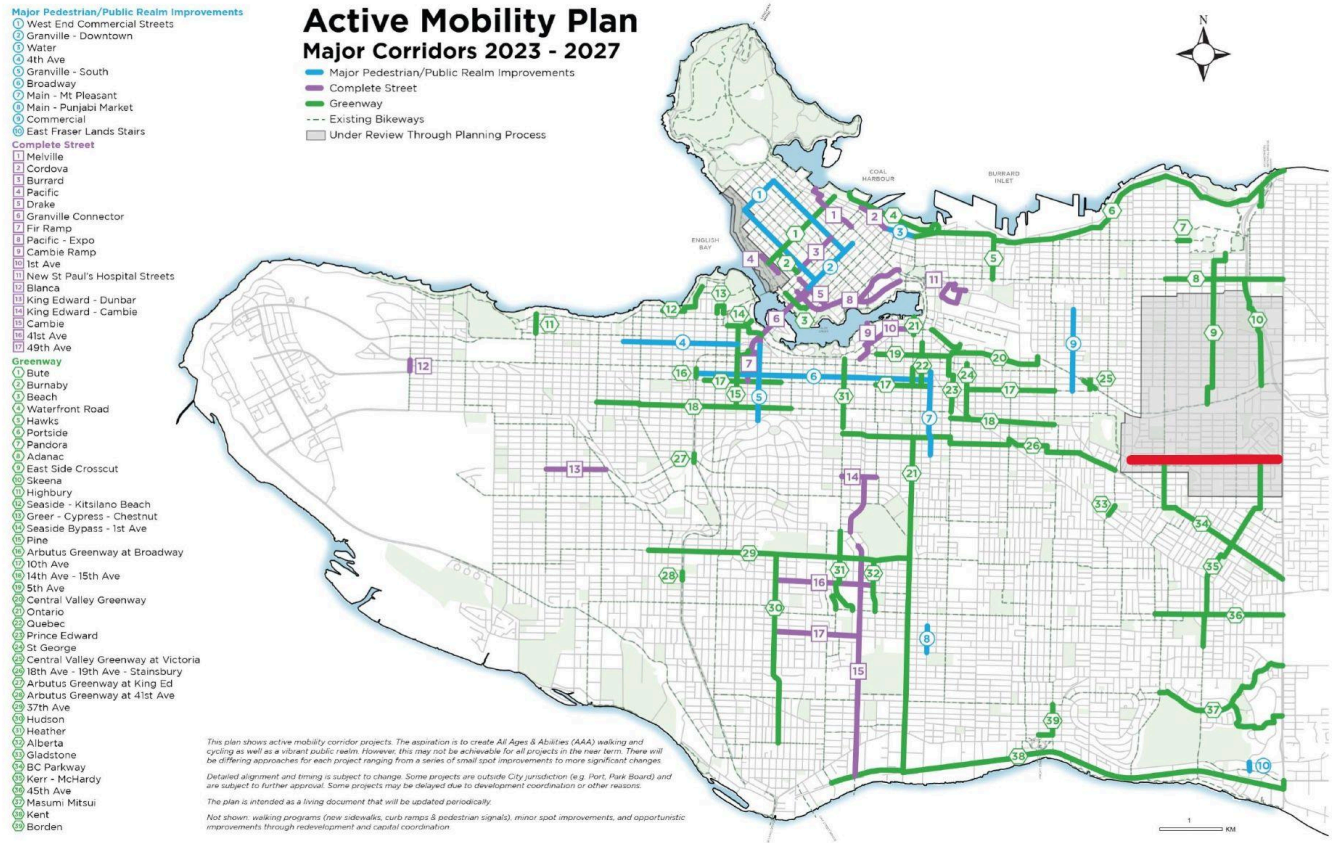


Figure 1 - CoV Active Mobility Plan - Major Corridors - Existing 22nd St Bikeway shown in red

Why this area is important

It is notable that in this area of East Vancouver, there are very few quality cycling routes that are assessed as 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. The 22nd Ave bikeway was assessed as being Comfortable for Very Few People, and is the only east-west route between the Adanac Bikeway and 29th Ave, which was assessed as being Comfortable for Few People.

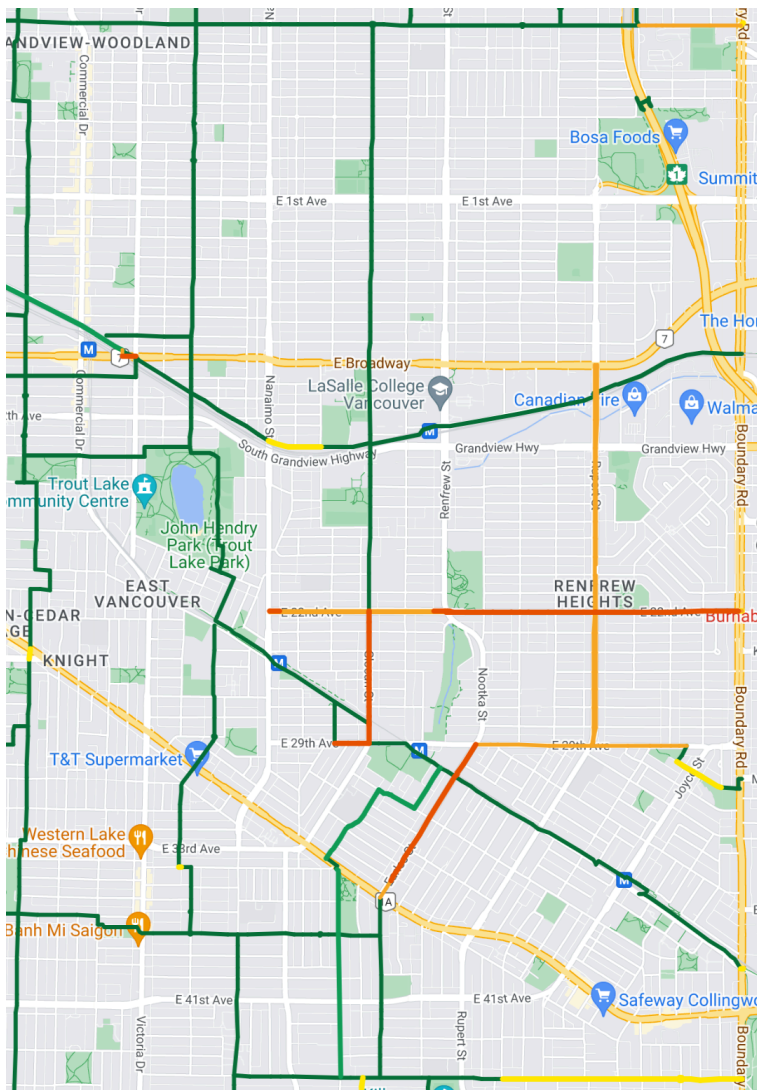


Figure 2 - There are a lack of safe and comfortable cycling connections in East Vancouver

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

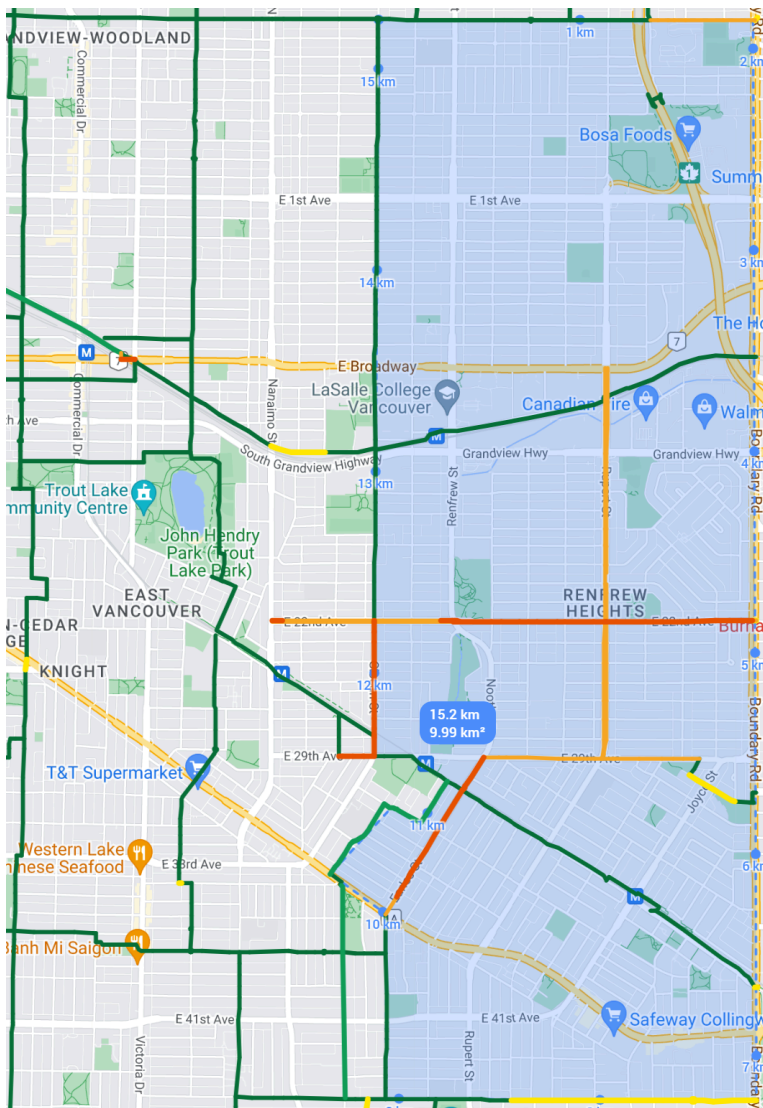


Figure 3 - The shaded area represents 10 sq km of East Van, with only two east west routes assessed as being Comfortable for Most People, and no north south routes better than Comfortable for Few People.

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 of the city 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.

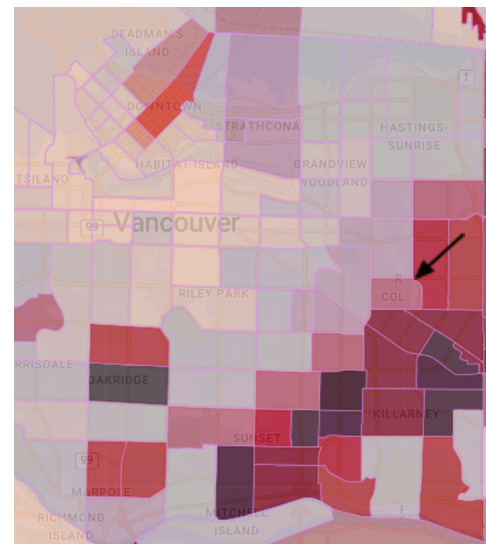
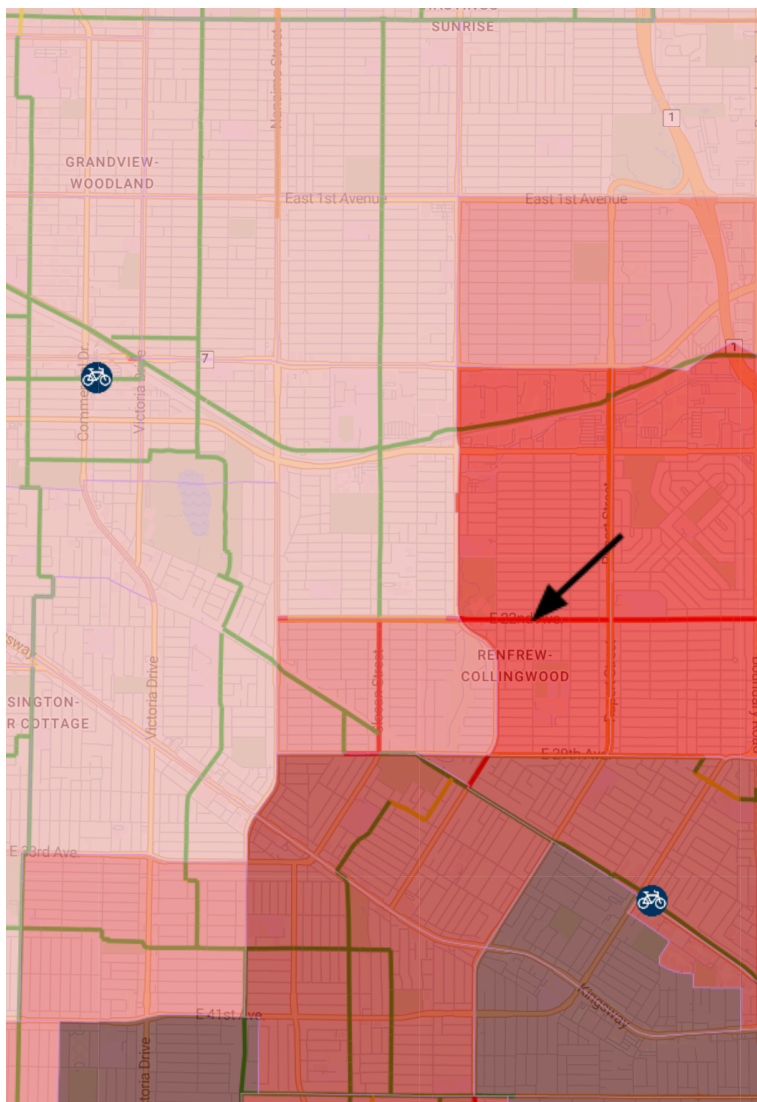


Figure 4 - Translink Assessment of Latent Demand for Cycling Infrastructure, with 22nd Ave indicated by the black arrow

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.

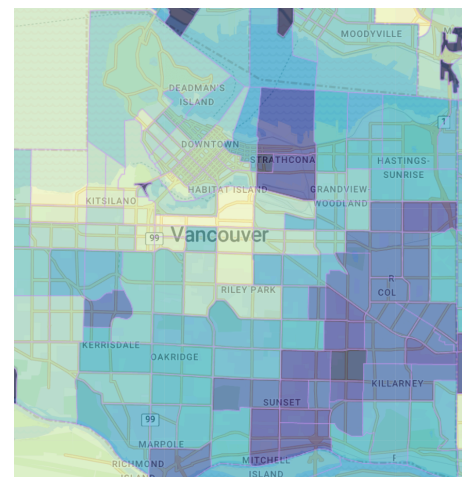
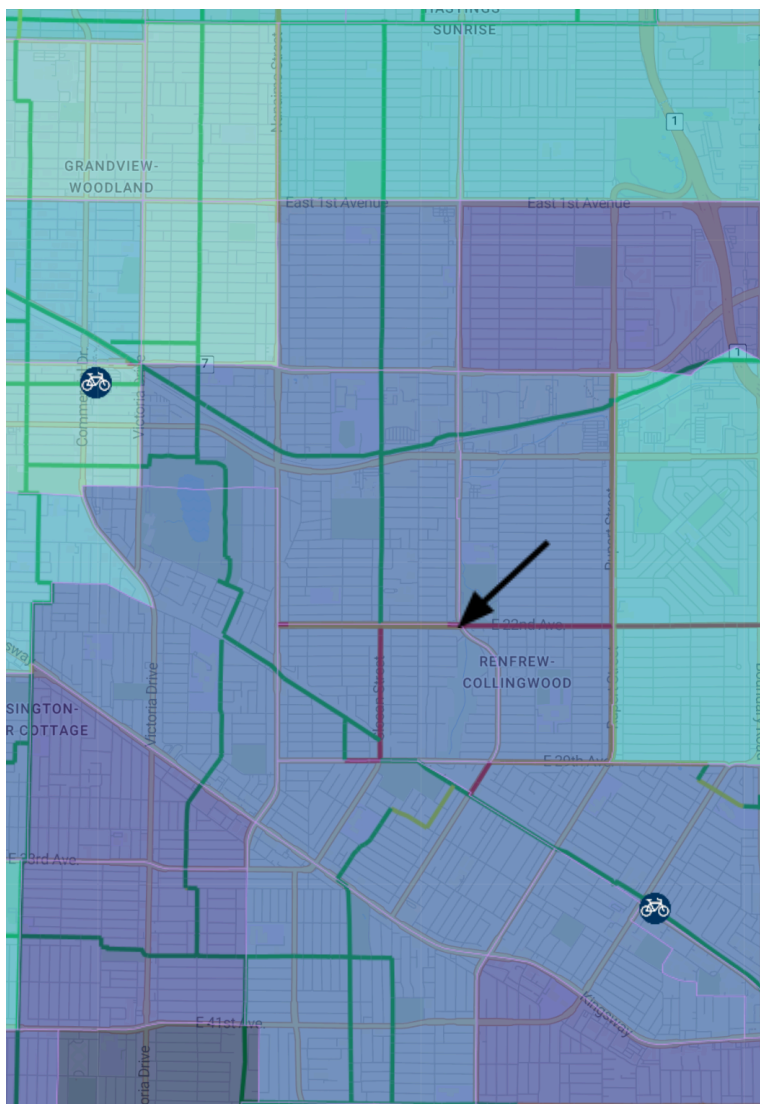


Figure 5 - Translink Assessment of Social Equity needs, with 22nd Ave indicated by the arrow

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

The 22nd Ave Bikeway

Our HUB Cycling Priority Gap List [and associated map](#) show this route. The 22nd Ave gap is shown in purple in Figure 6, below.

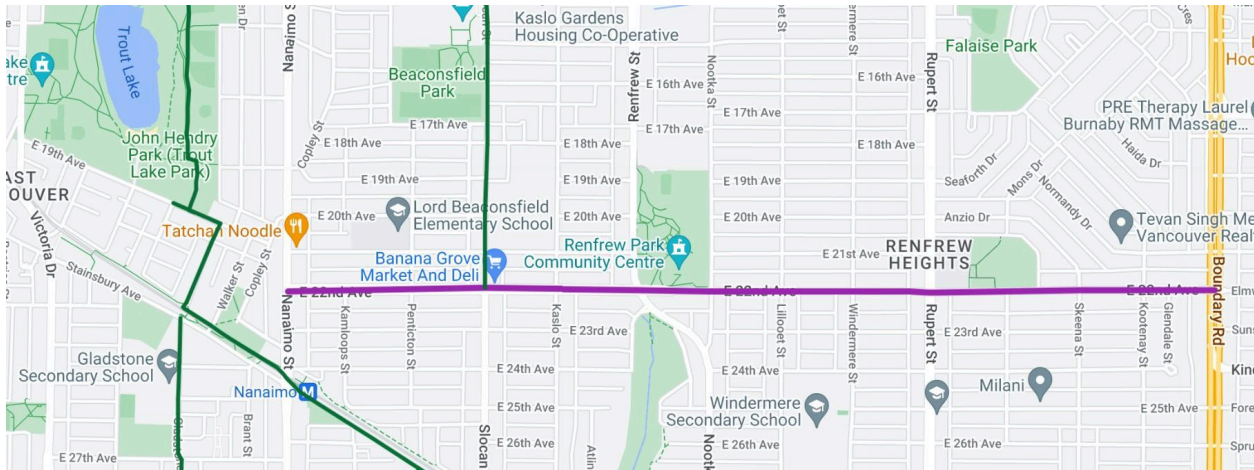


Figure 6 - The 22nd Ave Bikeway Priority Gap - Nanaimo to Boundary

22nd is currently a designated bike route, rated Comfortable for Few from Nanaimo to Renfrew, and Comfortable for Very Few from Renfrew to Boundary Rd.

From Nanaimo to Renfrew, there is a bike lane with painted lanes between the parked cars and vehicle traffic. Along this stretch there is a centre boulevard. Vehicle traffic was observed to be traveling quickly, and the painted lanes were not comfortable for ride participants.

If the parked vehicles were removed, there would be room for a buffered painted lane, or a protected lane. If the parked vehicles were shifted away from the curb, there would be room for bike lanes between the parked vehicles and the curbs. This would be more comfortable and would not reduce parking. Due to the perceived narrower travel lanes, it would have the added benefit of slowing vehicle traffic, increasing safety for pedestrians.

From Renfrew to Boundary Road, there are only sharrows on the busy road. This is not a local street bikeway. Given vehicle volumes and travel speeds, separation and/or protection is required along this stretch to make the route comfortable for a greater number of people cycling.

The nearest east-west bike routes in this area are located approximately 12 blocks to the north (the CVG) and 12 blocks to the south (the BC Parkway), thus the area is crying for a bikeway (or two) along or parallel to this route.

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. Given the rationale provided in this report, we ask that the CoV reconsider the decision to not include this route in the latest Active Mobility Plan.

For more information:

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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.

22nd Ave Bikeway Route Highlights



Figure 7 - The 22nd Ave Bikeway headed east from Penticton St



Figure 8 - The 22nd Ave Bikeway headed east from Slokan St



Figure 9 - The 22nd Ave Bikeway showing vehicles using the painted bike lane



Figure 10 - The 22nd Ave Bikeway at Nootka St showing not even painted lanes



Figure 11 - The 22nd Ave Bikeway headed east towards Boundary Rd