



Your Cycling Connection

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Cycle Route Improvement Proposal

Assessment Ride Report Proposed Slokan St Bikeway November 5, 2024

Background

The City of Vancouver (CoV) has proposed to improve the BC Parkway from Boundary Road to Slokan St, and connect to a new bikeway on Slokan St from 29th to 22nd, connecting to the existing Slokan Bikeway which runs north of 22nd Ave. This route is included in the 2023-2027 Active Mobility Plan, as Improvement #34.

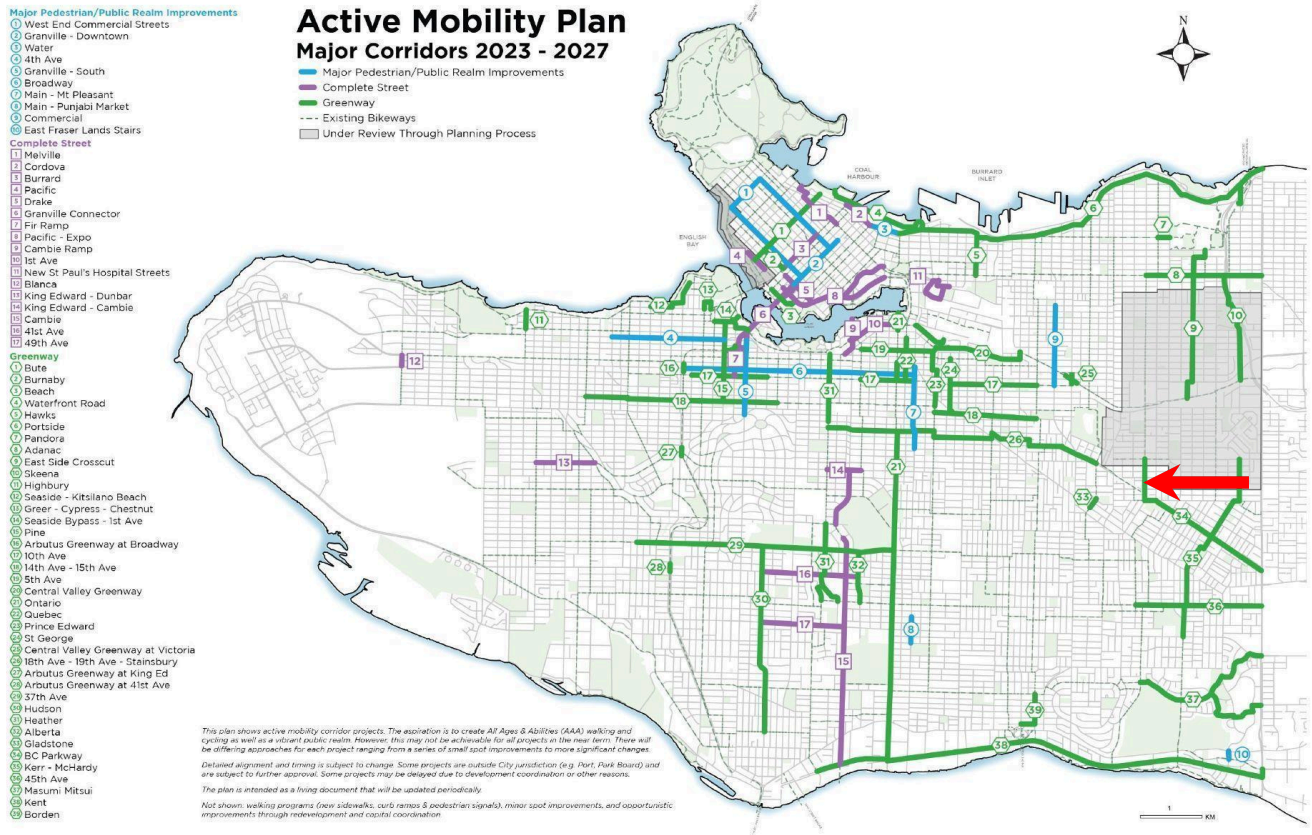


Figure 1 - CoV Active Mobility Plan - Major Corridors - Slokan Bikeway indicated by the red arrow

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, Slokan St in this section was assessed by the State of Cycling report¹ as being Comfortable for Very Few People. The only other north south connection today is on Rupert St, which was assessed as being Comfortable for Few People.

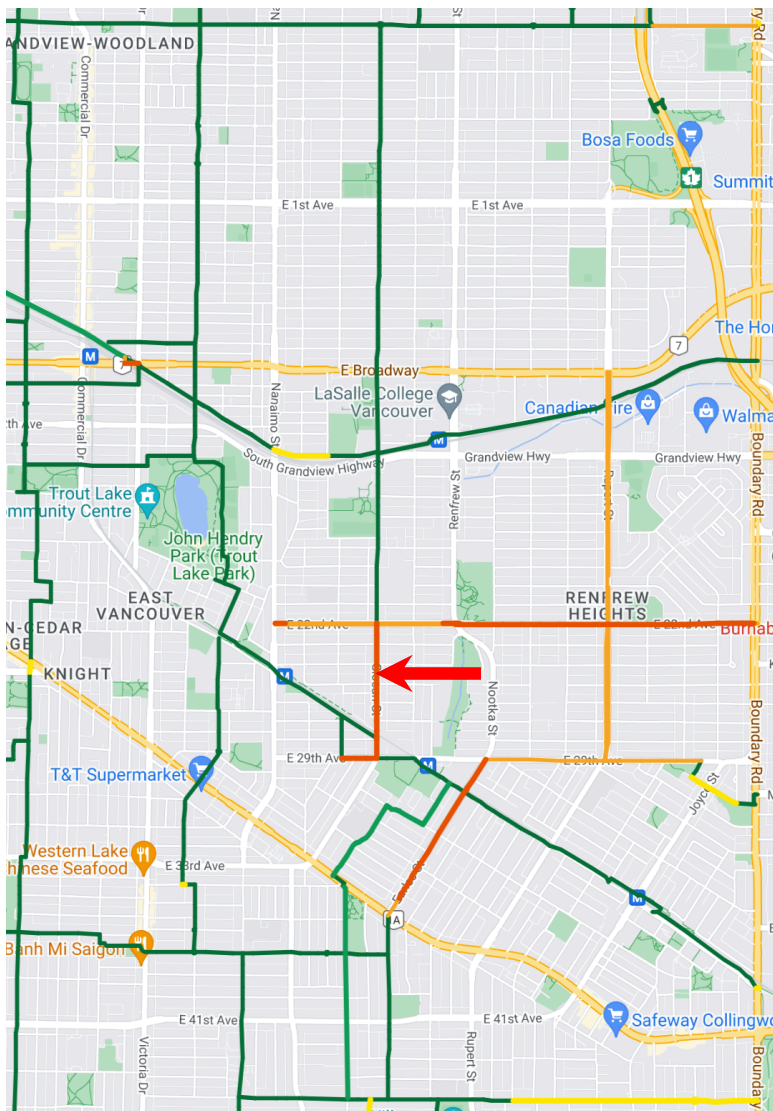


Figure 2 - There are a lack of comfortable cycling connections in East Vancouver. The existing Slokan St shared road bikeway is indicated by the red arrow.

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

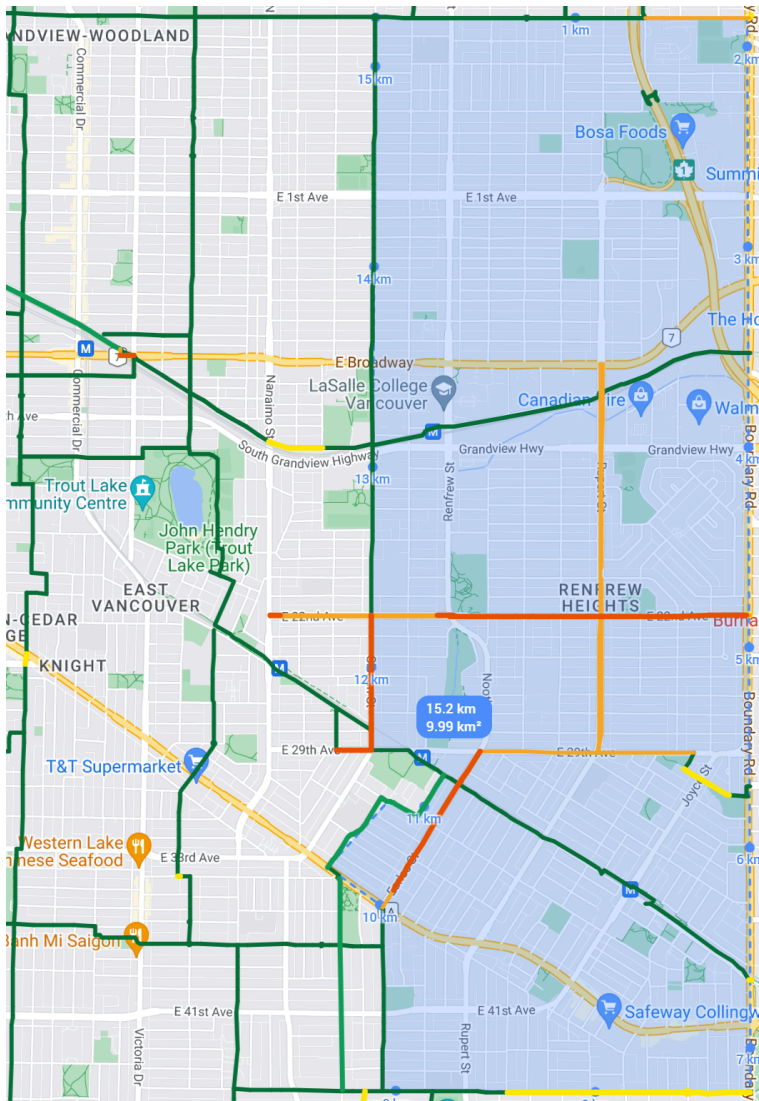


Figure 3 - The shaded area represents 10 sq km of East Van, with only two east west routes assessed as being Comfortable for Most People, and no north south routes better than Comfortable for Few People.

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.

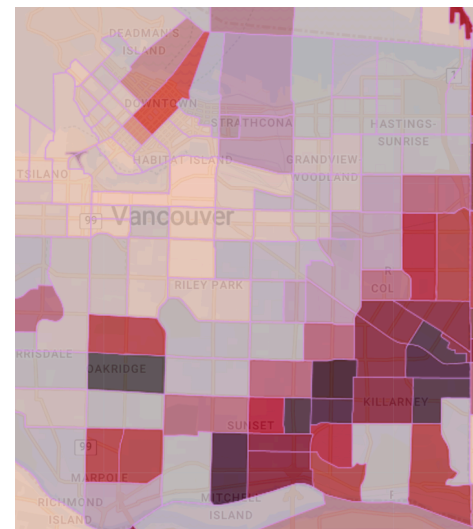
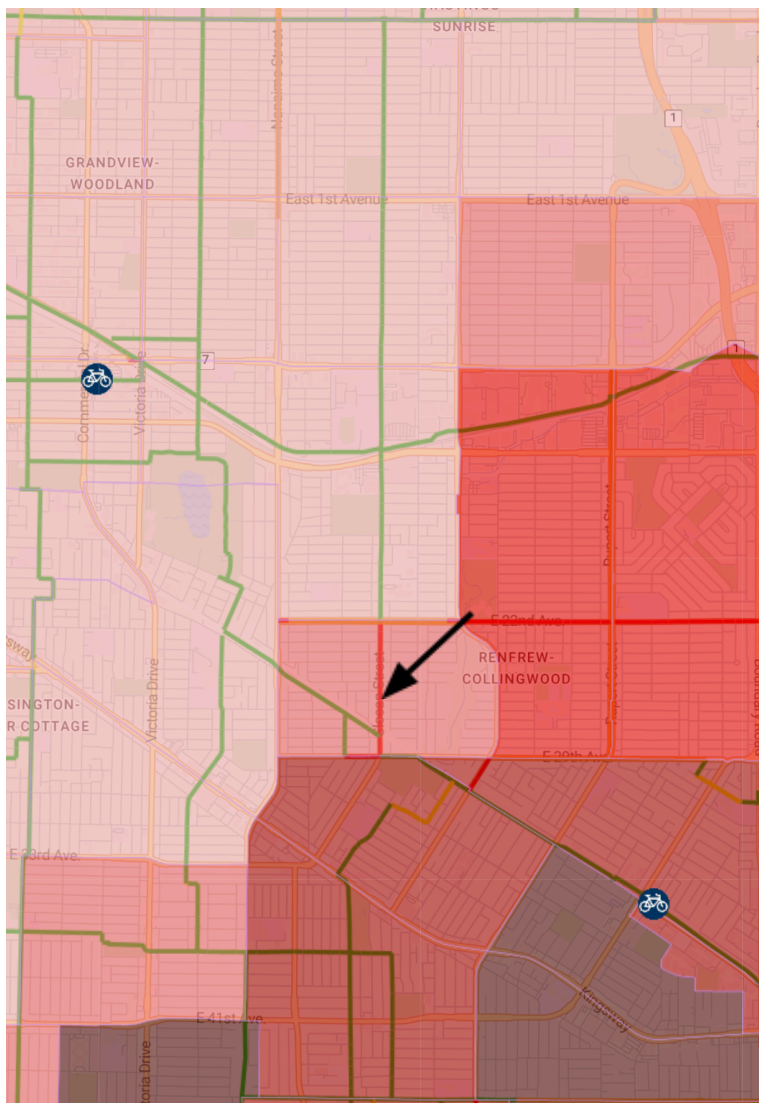


Figure 4 - Translink Assessment of Latent Demand for Cycling Infrastructure. Slokan St is indicated by the black arrow.

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.

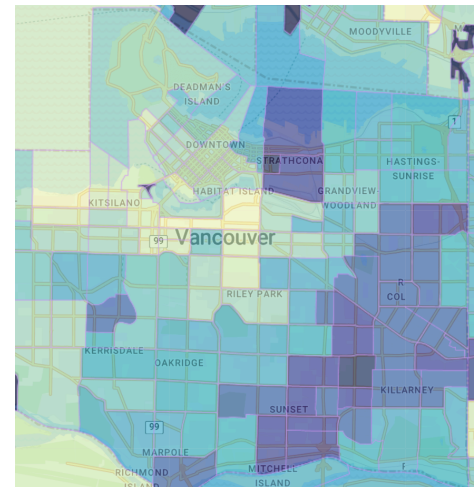
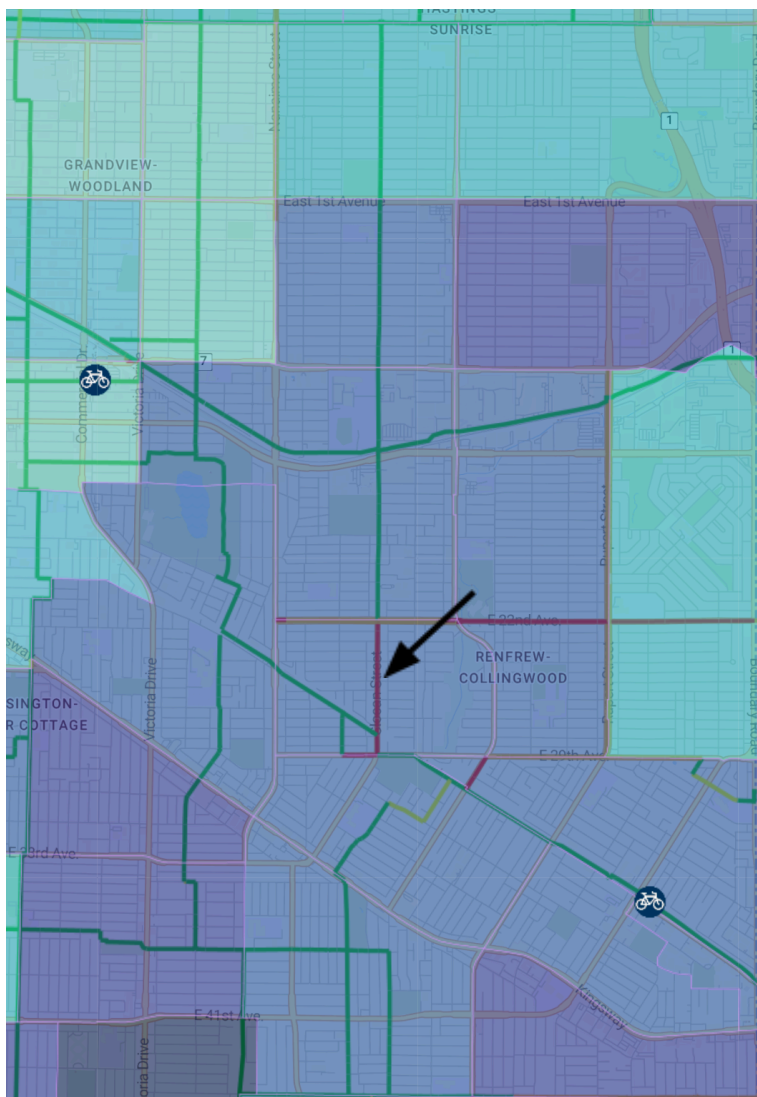


Figure 5 - Translink Assessment of Social Equity needs. Slokan St is indicated by the black arrow

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

The Proposed Slocan St Bikeway (southern section)

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

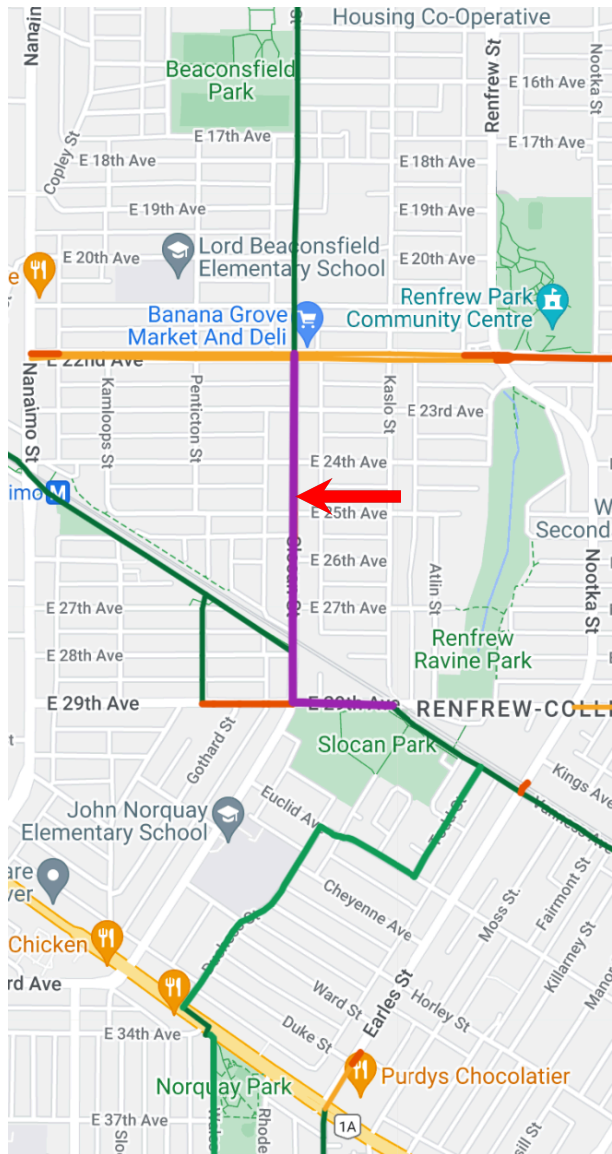


Figure 6 - The proposed Slocan St Bikeway - 29th Ave from the Skytrain Station, then Slocan from 29th to 22n, indicated by the red arrow.

The proposed Slocan St Bikeway is designed to address the lack of safe and comfortable cycling routes in this area of East Vancouver. It also provides a vital connection along the BC Parkway, which runs west along Vanness Ave to the 29th St Skytrain Station, and is then interrupted before resuming on the west side of Slocan St at 28th Ave. It would run east-west

along 29th Ave from the Skytrain Station paths, to Slocan, and then north-south, from 29th Ave to 22nd Ave.

At the Skytrain Station, there is currently a marked crossing. On 29th Ave, there is currently a narrow multi-use path on the south side of the street. The roadway is sufficiently wide to accommodate a protected bike lane.

On Slocan St, the bikeway is currently on a shared roadway, with no marked crossing at 28th to continue on the BC Parkway. A protected lane should be built at least until the BC Parkway resumes just north of 28th. A crossing of Slocan should be provided. This would maintain a level of comfort consistent with the rest of the BC Parkway in this area. From 28th to 22nd, where the Slocan Bikeway is improved, improvements should be made with consideration of vehicle volumes. North of 22nd, Slocan St has traffic calming and so is more comfortable for users. This route is included in the 2023-2025 Mobility Action Plan.

Conclusions

Given the lack of safe and comfortable cycling routes in this area, and especially the current gap in the BC Parkway, 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.

For more information:

HUB Cycling Vancouver UBC Local Committee
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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.

Slocan St Bikeway (southern section) Route Highlights



Figure 7 - The western end of the BC Parkway path where it meets 29th Ave



Figure 8 - 29th Ave from the Skytrain station west to Slocan St.



Figure 9 - The Slokan St shared road bikeway north from 29th towards the BC Parkway at 28th Ave.



Figure 10 - The Slokan St shared road bikeway north of 28th Ave, with fast moving vehicle traffic