

## Burrard Bridge Bike Lane Trial

### BREATHING ROOM FOR BIKES

Cycling is the fastest growing mode of transportation in Vancouver, and the City's award-winning network of bike routes has doubled in size over the last 10 years. Increased cycling reduces traffic congestion, reduces air pollution and helps people become fitter and healthier.

### CHANGING LANES

The iconic Burrard Bridge, opened in 1932, was never designed to handle the number of pedestrians and cyclists it carries today. Its sidewalks lack guardrails on the traffic side, and users were forced to share the narrow space. Many pedestrians and cyclists were deterred from using the bridge by safety concerns. Nonetheless, as the most natural link between Downtown and the West Side, Burrard Bridge has long carried the heaviest cycling and pedestrian traffic of the three bridges crossing False Creek.

Beginning Monday, July 13, 2009, the City set aside one of the lanes leaving downtown for bicycles only, and separated it from vehicle traffic with a temporary, inexpensive concrete barrier. One sidewalk is set aside for cyclists going the other way, and pedestrians use the remaining sidewalk. Now, cyclists and pedestrians each have protected routes, increasing safety and easing access.

This quick and affordable reallocation was completed over a weekend in time for Monday rush hour, however eager cyclists were already using the lane by Sunday morning. It occupies only one of 30 vehicle lanes that go over or around False Creek and is a positive step towards safer, more sustainable commuting into Downtown.



Temporary protective barriers were installed to separate cycling and vehicle lanes.



A southbound cyclist approaches the dedicated bicycle crossing-signal bay.



## Burrard Bridge Bike Lane Trial . 2

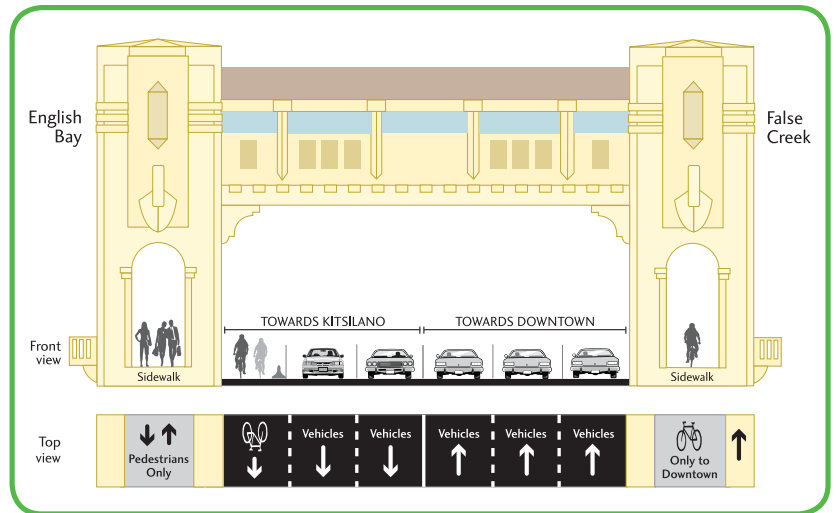
### Excellent Results

- The period between July 13 and September 30, 2009 saw 26% more cycling trips than normal across the bridge
- Pedestrians and cyclists alike report feeling safer and more comfortable while crossing the bridge
- Safer travel, with reduced chances of collision between cyclists, pedestrians and vehicles
- The bridge continues to function well with two southbound vehicle lanes, carrying normal traffic volume without significant disruption of transit or other traffic
- Converting the existing southbound curb lane to bikes only saved the City millions of dollars versus other solutions

### Shifting Modes of Personal Transportation

More people are choosing to walk or cycle to the downtown core, while fewer choose to drive. From 1994 to 2004:

- bike trips to and within Vancouver grew by 180%
- the number of vehicles entering Vancouver dropped by 10%
- walking trips to and within Vancouver grew by 44%
- transit trips to and within Vancouver grew by 20%
- cycling and walking accounted for 30% of all trips to downtown



New lane allocation on the Burrard Bridge.



Before the trial cyclists and pedestrians shared the same narrow sidewalk.



Crossing the bridge has become much safer for pedestrians and cyclists with the dedicated cycling and walking paths. The west sidewalk is for pedestrians only, the east sidewalk is for northbound cyclists only and the west curb lane is for southbound cyclists.