

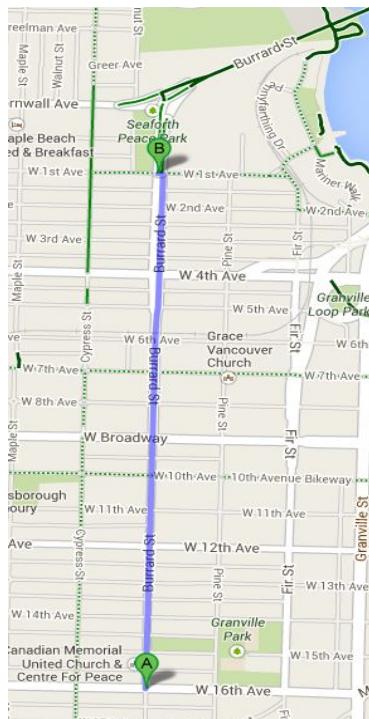


## Assessment of Burrard Street Vancouver, British Columbia, Canada 2014/02/28

Burrard Street is scheduled to be reconstructed in 2015 between 1st Avenue and 16th Avenue following the replacement of sewer and water lines. This is an excellent opportunity to make Burrard into a “complete street” with the addition of cycling infrastructure suitable for all ages and abilities. The 1997 Transportation Plan included bike lanes on Burrard from 1st to 16th.

Burrard Street is an important connector to the Burrard Bridge, the Seaside Greenway, the 1st Avenue bicycle route, the 7th Avenue bicycle route, and the 10th Avenue bicycle route. It also serves as a link to commercial areas on 4th, W Broadway, and along Burrard itself.

There are several sections that could have different treatments on them depending on available road width, destinations along Burrard, and connections to other cycle routes, which drive bicycle traffic volume.



As Burrard is scheduled for major roadworks in the next few years, this assessment focused more on what should be included in a clean sheet design along this section, rather than incremental improvements to existing infrastructure.

We note that the Cypress Bike Route is located just one block to the west. However, this bike route suffers from many deficiencies. It is narrow and steep and suffers from relatively high motor vehicle traffic volume. It can be icy and dangerous in winter (particularly just south of 4th Ave. due to the carwash). In addition, there are no attractions on Cypress St., and having cycling routes that actually go to the businesses and attractions is a more effective way of increasing the number of cyclists, since the routes go where people want to go. In addition, having cycling lanes along main shopping

streets also makes them more visible, and hence more likely to be noticed and used by those not currently cycling.

Currently, the sidewalks are adjacent to the Burrard St motor vehicle travel lanes creating a poor pedestrian experience. Bike lanes would create a buffer making walking much more pleasant and safe.

The Burrard right-of-way is significantly wider than that of Cypress likely making it easier to accommodate cycling while minimizing impacts on other users.

This document includes three related sections

1. Top Priorities
2. Problem Sections
3. Suggested Solutions

### **Top Priorities**

- Dedicated space for cycling on Burrard, both north and south bound.
- Signage indicating other connected cycle routes.
- Cycle parking near commercial hubs at Broadway and 4th Avenue.
- 16th and Burrard corner bulge modifications (see below for details)

### **Problem Sections**

#### 16th to 10th Ave.

- *16th & Burrard Street*  
On the Southwest corner there is currently a corner bulge to prevent Burrard motor vehicle traffic proceeding south across 16th Ave. A sign indicates that bicycle traffic may proceed south across the junction, however the bulge blocks cyclists from continuing straight across the junction forcing them into motor vehicle traffic lanes and creating a dangerous situation.
- *10th Avenue & Burrard Street*  
The current signage indicating the 10th Avenue cycle route is inadequate.
- *Broadway & Burrard Street*  
There are potential conflicts with right turning motor vehicle traffic from Burrard onto

Broadway.

North of 10th Ave.

- *5th Avenue & Burrard Street*  
There currently is inadequate cycle parking for theatre and restaurant goers.
- *1st Avenue & Burrard Street*  
Currently the east curb of Burrard does not match up with the new separated cycle path north of 1st Avenue.

**Suggested Solutions**

16th to 10th Ave.

- *16th & Burrard Street*  
On the Southwest corner the corner bulge should be made bike permeable. There is a connection here to the Cypress cycle route using Cedar Crescent.
- *16th to 12th on Burrard Street*  
As there are currently no shopping destinations, no driveways and no parking one travel lane could be removed to make a separated bike lane. The right of way is wider than the existing built roadway so the curbs could be moved to make room for cycle lanes.
- *10th Avenue & Burrard Street*  
This is an important crossing of the 10th Avenue cycle route. There should be signs to indicate this.

North of 10th Ave.

From 10th Avenue to the Burrard Bridge there are shopping destinations and high volumes of motor traffic. There should be separated cycle lanes on each side of Burrard, connecting to the new bicycle infrastructure that has been extended south to 1st Avenue from the bridge. North of 10th, at first glance, it appears possible to add one-way separated cycle tracks on both sides of the street while maintaining the turn lanes needed at the major intersections to maintain road capacity at a level sufficient to handle traffic demand.

- *Broadway & Burrard Street*

Vehicles turning right create a conflict with bicycle traffic. Right turns could be signaled or a separate turning lane made to the right of the straight through lane.

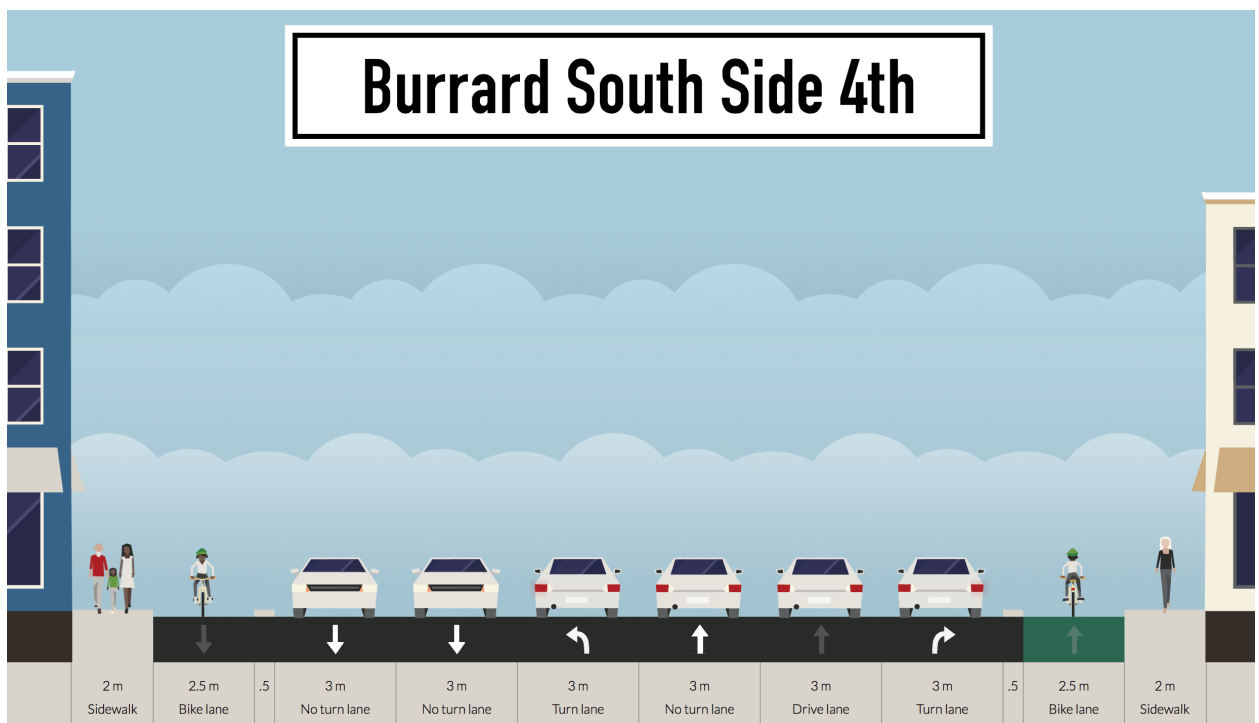
- **6th Avenue & Burrard Street**

Currently there are three travel lanes at rush hour and two travel lanes with a parking lane the rest of the time. Reduce the number of general travel lanes to one in each direction. Convert the current second travel lane to be the parking lane to make room for a cycle lane. During rush hour, as currently happens, the parking lane can become a travel lane while keeping the cycle lane.

- **5th Avenue & Burrard Street**

Put in a cycle parking around 5th for theatre and restaurant goers.

- **4th Avenue & Burrard Street**



As Burrard is wider north of 4th Avenue, there appears to be sufficient right of way width to include all modes of transportation (Pedestrian, Bicycle, Vehicle, Transit) we suggest including cycle lanes.

- **1st Avenue & Burrard Street**

On Burrard Street at 1st Avenue a cycle lane would have to be aligned to match up with the current cycle path to the bridge.

- This space of the median could be better used on the sides of the road for cycling infrastructure and a wider sidewalk.
- On 1st Avenue eastbound a painted bicycle box would help bicyclists turning left onto Burrard northbound.

The HUB Vancouver-UBC Committee would be pleased to discuss this assessment further if any questions arise. Thank you for your consideration of these improvements.

Sincerely,

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