

Sam Sullivan is using the business lobby as an excuse to force cancellation of the Burrard Bridge lane re-allocation trial in the city council meeting this Tuesday morning.

# Let's show Sam that Bikes Mean Business

**Tuesday December 20 at 8:30 am at City Hall  
at 12th and Cambie. Show up in your best  
business suit on your bike!**



Council meeting takes place Tuesday December 20, 9:30 am in Council chambers TO SIGN UP: send an email to [diane.clairmont@vancouver.ca](mailto:diane.clairmont@vancouver.ca) (by Monday noon)

If you aren't able to attend, please send your thoughts to [mayorandcouncil@vancouver.ca](mailto:mayorandcouncil@vancouver.ca) by Monday, December 19, so they know how many people support the lane reallocation.

- It's not fiscally prudent to spend \$13 to \$20+ million of our tax dollars on widening if lane closure will suffice.
- The city has committed to a goal of 10% of trips in the city by bicycle by 2010.
- Car trips across Burrard and Granville Bridges haven't increased in 10 years.
- The Granville Bridge (about 500 meters away) is underutilized with 8 lanes.
- The City of Vancouver Downtown Transportation Plan (on page 8) states that "Over the next 20 years ... commuter trips on foot and bike are expected to double. Car and truck trips are expected to stay the same."
- Lane reallocation would demonstrate leadership on the issue of sustainability and would serve as an excellent showcase for the 2006 World Urban Forum.
- According to the staff report on the Burrard Bridge Bicycle Lane Trials, travel behaviour within the corridor was modified in two ways:
  1. On an average weekday, there were 870 additional cyclists (39% increase) and a decrease of 8800 car occupants (9% decrease).
  2. Delays were reduced from 20 minutes early in the week to a few minutes later in the week.

**It's time to take leadership and meet our  
kyoto commitments by reducing car lanes!**

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