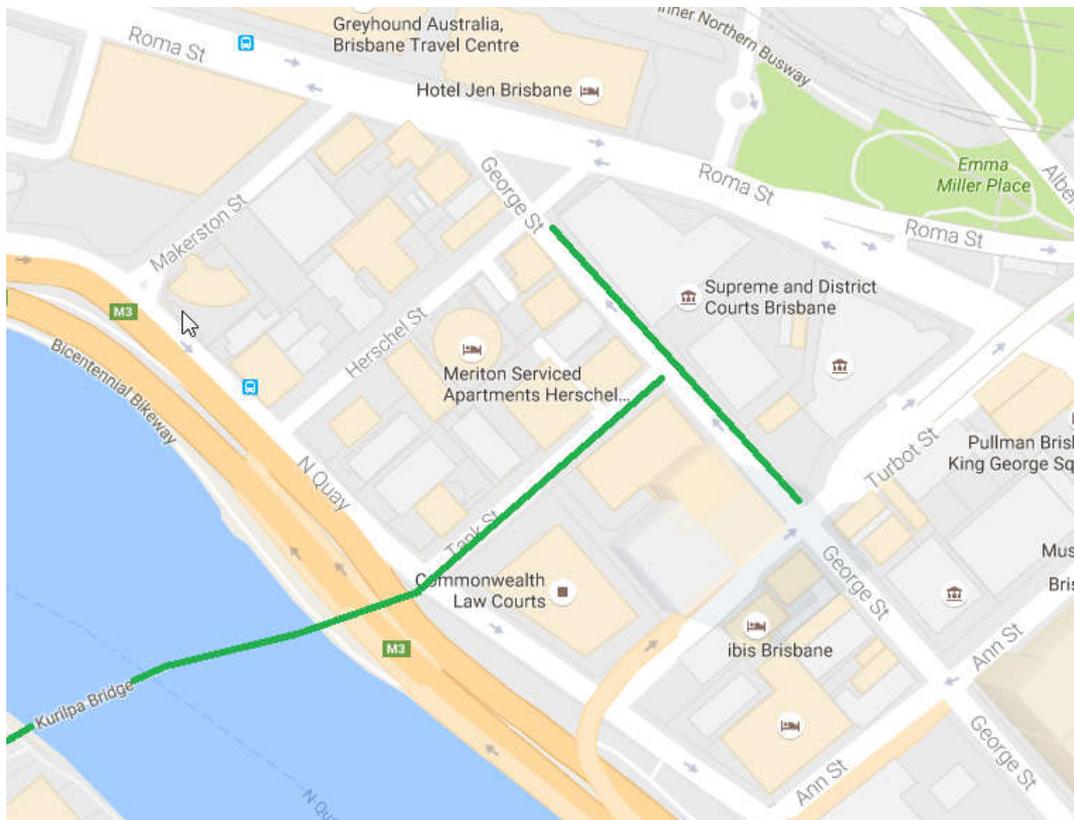


## Introduction to the Brisbane CBD Minimum Grid of protected/separated bikeways

- The proposal for a grid network of bikeways builds on the existing network of bikeways and shared paths along the river and road network of the CBD (**see images 1-4**).
- The CBD minimum grid would feature separated bi-directional bikeways (similar to those on George/Tank Street) through the heart of the CBD that would be safe for bike riders of all ages and abilities (**see images 5 and 6**).
- Each bi-directional bikeway would occupy the space equivalent to one traffic lane (~3m).
- The proposed bikeways are on one-way streets, and hence improve access in the CBD.
- Building the minimum grid could quadruple demand for the CityCycle scheme in the CBD. Very few CityCycle stations in the CBD are located near a bikeway (currently about five). The minimum grid would connect to no less than 15 additional CityCycle stations in the CBD.
- BCC could easily and cheaply setup temporary bikeways to test the minimum grid proposal (**see images 7 and 8 for examples**).
- The network could be altered to use different parallel streets to those proposed.
- There is significant community support for the minimum grid proposal. A petition in favour of the grid gained close to 3,000 signatures in total from Brisbane residents (see image 9).
- The minimum grid bikeways can be rolled out incrementally to avoid disruptions due to Queens Wharf construction.
- For more information, see Space4Cycling Brisbane's *myths busted* document and [website](#).



**Image 1:** The existing network of on-road separated bi-directional bikeways in the CBD (not including bikeways along the river) includes just two short sections on Tank and George Streets.



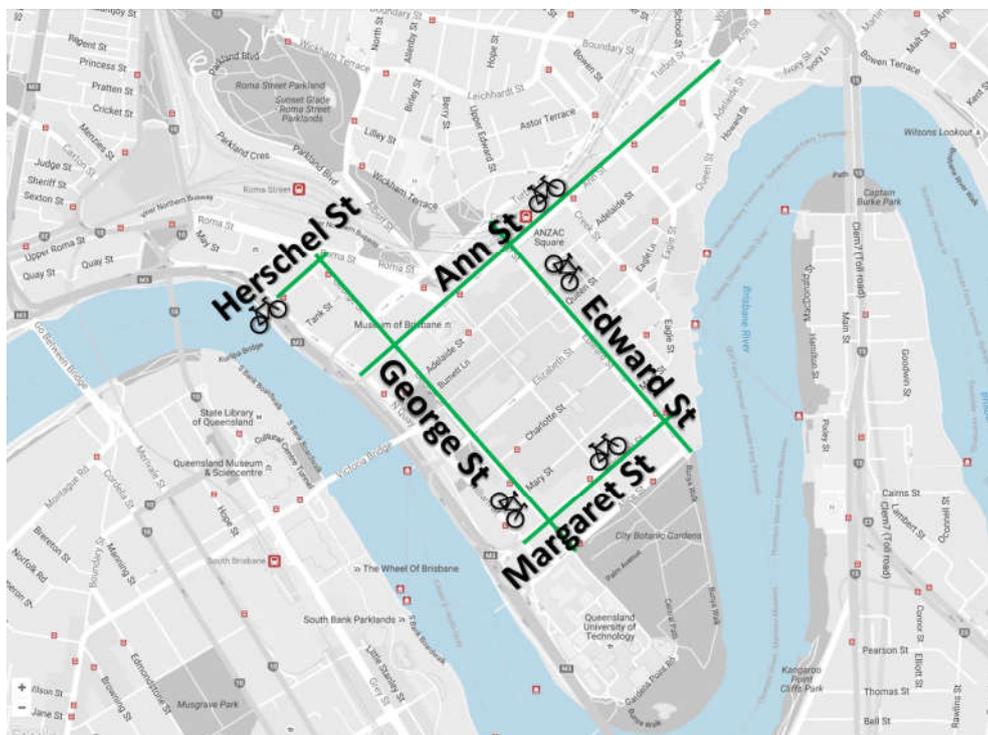
**Image 2:** The existing section of separated bi-directional bikeway on George Street, Brisbane CBD that runs for one block between Herschel Street and Turbot Street.



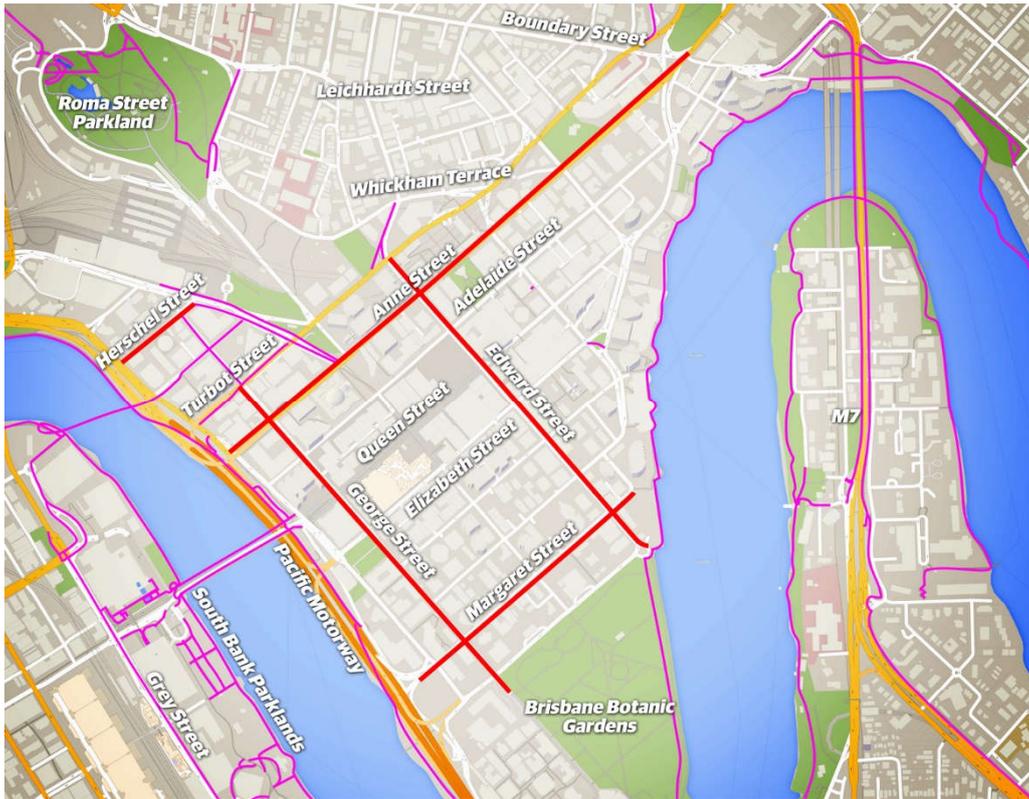
**Image 3:** George Street separated bikeway as viewed from the law courts. Image credit to Bicycle Queensland.



**Image 4:** Tank Street separated bi-directional bikeway. This short section of bikeway connects the Kurilpa Bridge to the law courts and the separated bikeway on George Street. A concrete traffic island separates bikes from motor traffic.



**Image 5:** Proposed locations of separated bi-directional bikeways which includes new links from the river bikeways/shared paths and also the extension of the existing George Street bikeway to QUT.



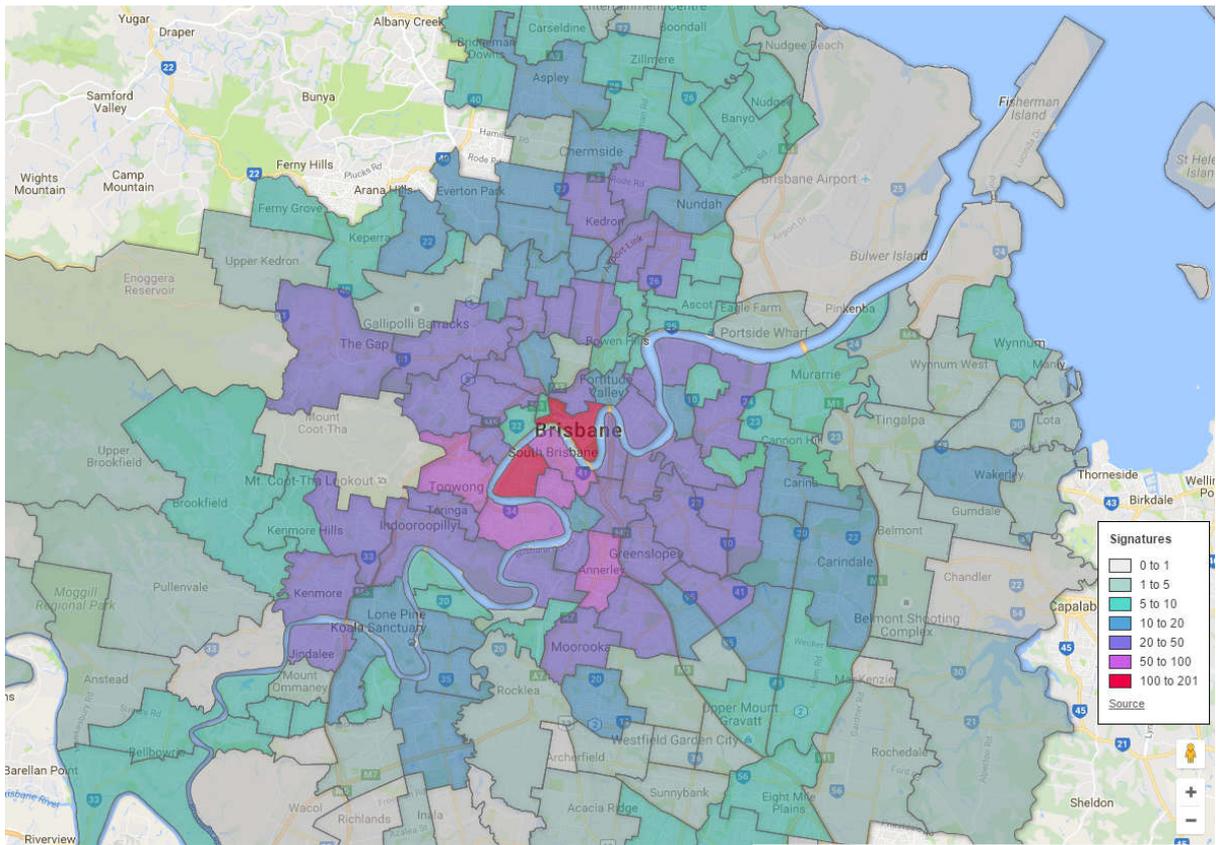
**Image 6:** this plan shows how the proposed bikeways (red) would be connected to the existing bikeways (pink).



**Image 7:** example of temporary separated bikeline (Source: The Columbus Dispatch).



**Image 8:** example of a temporary separated bikeway from California (source: [www.peopleforbikes.org](http://www.peopleforbikes.org)).



**Image 9:** A petition in favour of building the minimum grid of separated bikeways in the CBD gained close to 3,000 signatures from Brisbane residents. This heatmap shows the distribution of signatures by suburb (home address of petition signatures).

**Image references:**

<http://la.streetsblog.org/2015/10/07/vancouver-canada-a-city-on-bikes-with-lessons-for-los-angeles/>

<http://www.dispatch.com/content/stories/local/2015/11/05/Columbus-bike-lanes.html>

<http://www.peopleforbikes.org/blog/entry/the-summer-of-demos-one-day-separated-bike-lanes-sweep-across-america>