



## MEMORANDUM

From: CITY CLERK'S OFFICE

Date: April 3, 1996

Refer File: 5/51-3

Subject: BURRARD BRIDGE (MOTION 1)  
BURRARD STREET BRIDGE UPGRADE (MOTION 1(i))

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On April 2, 1996, Vancouver City Council resolved the following:

THAT Council defer the decision on the Burrard Bridge until after a series of trials has been undertaken over the next six months to experiment with possible options and to monitor the impacts;

AND THAT the Burrard Bridge Advisory Committee and Bicycle Advisory Committee be asked to develop a program of trials and to monitor their impact for a report back to Council;

AND THAT these trials be held in conjunction with various events already scheduled as appropriate;

AND THAT the City and Park Board immediately address those problems on routes leading to the bridge (in particular the Seawall on the North Shore of False Creek and English Bay).

As well, the following was approved:

THAT the funding in the amount of \$50,000 in Streets Basic Capital Unallocated Account No. 12/01/1817/999 - (Burrard, Pacific Boulevard, and Bridge) be released for a program of trial cycling use on Burrard Bridge over the Summer of 1996.

The relevant extract from the Minutes of the Council meeting are attached for your information.

## APPENDIX B

BURRARD BRIDGE BIKE LANE PROJECT - INFORMATION SHEET

The purpose of this information sheet is to provide a brief summary of draft objectives of the project and an overview of the test options and schedule. These have been developed for the committee's review and comment. Once the options have been discussed, they will be presented to Council in a report following Bike Week.

## 1. OBJECTIVES

There are the broad City objectives, as expressed in CityPlan, to provide a range of transportation alternatives, and to make greater use of existing facilities for walking and cycling. As well as contributing to the broad objectives, the specific objective of the project includes providing information to assist Council in making a decision on future changes to the Burrard Bridge; increasing cyclist and pedestrian access to the downtown peninsula, minimizing traffic disruptions, maintaining the character of the bridge, and ensuring high levels of safety for all users.

## 2. ISSUES

There are several issues which will need to be addressed, including:

- methodology of closure
- scheduling/length of closure
- monitoring
- promotion

## 3. TEST OPTIONS

The three test options developed to date are described below.

a) Option 1

## Description

- Close one lane of traffic on the bridge
- Open one bike lane (one direction)
- Use temporary closure devices, such as bike lane pylons, barrels
- Vary lane closures on the east and west sides

## Observations

- Provides good simulation of the proposed option in terms of drivers
- Does not simulate the improved pedestrian and cyclist facilities of the proposed options
- Lower cost, flexible, and easy to implement

b) Option 2

## Description

- Close two lanes of traffic on the bridge
- Open two bike lanes (two directions)
- Use temporary closure devices, such as bike lane pylons, barrels

## Observations

- Provides a simulation of the proposed option in terms of cyclists and pedestrians in both directions
- Increases the impacts to drivers beyond the level of the impacts of the proposed option
- Lower cost, flexible, and easy to implement

c) Option 3

## Description

- Close one lane of traffic on the bridge
- Open two bike lanes (two directions)
- Use temporary lane restriping

## Observations

- Provides a simulation of the proposed five-lane option in terms of cyclists, pedestrians, and drivers in both directions except for intersection changes
- More costly, less flexible, more complex to implement than options 1 and 2

d) Summary Comments

- No option exactly mirrors proposed bridge options
- Access routes to and from bridge are as important as bike facilities on bridge
- Options 2 and 3 have similar impacts on pedestrians/cyclists
- Option 3 is closest to proposed closure
- Option 2 had little Committee support

**4. SCHEDULE**

A six to eight week minimum test period is recommended. Target start dates are either July 1st or July 15th. It may be advisable to report back to Council following the beginning of the test for a decision on whether or not to extend the test well past the Labour Day weekend.

**5. MONITORING**

A program for monitoring was worked out for Bike Week and a description is included in the minutes of the last meeting. It was agreed a longer test time (than one week) is required for accurate monitoring.

**6. PROMOTION**

A promotional program was developed for Bike Week. Promotion for the proposed closures will be further discussed with the committee.

## APPENDIX C

Traffic Data and Costs of Trial

The first weekday test, Monday, June 3, resulted in considerable congestion. As the week progressed, the congestion reduced considerably, to a few minutes of delay.

Public interest in the project was high. On Monday, over 100 calls were received, with the number reducing to about 40 calls per day by Friday. The summary of calls received by staff is found in Appendix D.

Overall, vehicle traffic across the bridge adapted quickly, and there was a reduction of 9% in total daily volume, both northbound and southbound. (Even though the trial had no physical effect on southbound traffic). Approximately 8840 fewer people crossed the bridge each day by motor vehicle; the adjustments in travel were as follows:

by persons in motor vehicles	-8840
diverted to bicycle	+ 870
walked or skated	+ 200
Transit (extropolated from AM data)	+ 240
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net change in travel	-7530

Observed changes in traffic volumes are summarized below. Not all counts are available because of some problems with the counters.

	<u>Northbound</u>	<u>Southbound</u>	<u>Total</u>
before trial: Thursday, May 30	36940	38714	75654
during trial Thursday, June 6	33723	35065	68788

Following are the changes in bicycle, pedestrian, and in-line skating activity over a 24 hour period:

	<u>Northbound</u>		<u>Southbound</u>	
	<u>Cyclists</u>	<u>Peds &amp; Skaters</u>	<u>Cyclists</u>	<u>Peds &amp; Skaters</u>
Before trial	1148	777	1071	840
During trial	1627	838	1463	981

Cost of Trial

initial setup - cost of signs, printing brochures, etc.	\$23,000
operation of trial - advertising, temporary, staff, monitoring.	\$12,000
Total Cost	\$35,000
Balance remaining of \$50,000 budget	\$15,000

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## APPENDIX D

Public Feedback

From the time the Burrard Bridge Bike Lane Project started on Sunday, June 3 to Thursday, June 20, Transportation Design received over 700 opinions on the bike lane trial via the Burrard Bridge Hotline, telephone calls, letters, E-mail, faxes, the brochure, and correspondence forwarded from the office of the Mayor and Council. The breakdown is as follows:

	Total	Negative response to the trial	Positive response to the trial	Other
Hotline	391	194	150	47
E-mail, letters and faxes	155	37	51	5
(includes correspondence forwarded from the Mayor's office) Duplicate letters with different signatures forwarded from the Mayor's office			62	
phone calls	49	35	8	6
brochure	131	21	31	79
<b>TOTAL</b>	<b>726</b>	<b>287</b>	<b>302</b>	<b>137</b>

## Hotline calls:

Monday June 3	100
Tuesday June 4	75
Wednesday June 5	55
Thursday June 6	48
Friday June 7	40
Monday June 10 (includes Sat. and Sun.)	49
Tuesday June 11	8
Wednesday June 12	2
Thursday June 13	2
Tuesday June 18 (includes Fri., Sat., Sun. and Mon.)	9
Wednesday June 19	2
Thursday June 20	1

**TOTAL** 391