



REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON TRANSPORTATION AND TRAFFIC

JULY 19, 2005

A Regular Meeting of the Standing Committee of Council on Transportation and Traffic was held on Tuesday, July 19, 2005, at 9:35 a.m., in the Council Chamber, Third Floor, City Hall.

PRESENT: Councillor Fred Bass, Chair
Mayor Larry Campbell
Councillor David Cadman
Councillor Jim Green
Councillor Peter Ladner, Vice-Chair
Councillor Raymond Louie
Councillor Tim Louis
Councillor Anne Roberts
Councillor Tim Stevenson
Councillor Sam Sullivan
Councillor Ellen Woodsworth

CITY MANAGER'S OFFICE: Judy Rogers, City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

RECOMMENDATION

1. Burrard Bridge Sidewalk Capacity Improvements for Pedestrians and Cyclists
(File 5752-3)

At the Standing Committee on Transportation and Traffic meeting on June 28, 2005, Council heard the staff report presentation on "Burrard Bridge Sidewalk Capacity Improvements for Pedestrians and Cyclists". Council heard two of the 21 registered speakers and, due to time constraints, agreed to continue hearing from speakers at the next Standing Committee on Transportation and Traffic meeting.

Accordingly, the Committee had before it an Administrative Report dated May 31, 2005, in which the General Manager of Engineering Services and Director of Current Planning documented investigations into options for improving the walking and cycling environment on the Burrard Bridge and sought Council approval of a plan to advance the design of improved sidewalk facilities on the bridge. The General Manager of Engineering Services provided comments regarding options which were considered for sidewalk capacity improvements and provided wording for a possible motion on lane re-allocation should Council wish to pursue that option. The City Manager supported staff recommendations.

The Committee also had before it a Memorandum dated July 6, 2005, from the General Manager of Engineering Services which addressed a number of questions raised on June 28, 2005, regarding option benefits, cost estimates, sidewalk details and bridge capacity.

David Rawsthorne, Neighbourhood Transportation Engineer, together with Jerry Dobrovolny, Assistant City Engineer - Transportation, responded to questions regarding: estimated cost, length of time for trial bicycle lanes (two-lane re-allocation option) and the criteria for determining success; results of the previous trial; commercial vehicle traffic, HOV and queue jumping lanes; capacity limits of bridgehead intersections; computer modeling/prediction over time of traffic volumes and re-distribution, impact on transit and SOV times, factoring bike and HOV lanes, and closeness to residences.

Staff agreed to the Committee's request that an evaluation of a lane re-allocation trial would include social, economic and environmental factors.

The following spoke in support of Recommendations A, B, and C and expressed concerns regarding other options:

Jim Netherton (*materials filed*)
Alex Holm, Residents' Committee, Phase 1 - 1000 Beach Avenue (*materials filed*)
Germain Lafortune, Residents' Committee, Phase 1 - 1000 Beach Avenue

Their comments included:

- concern that reducing the six lanes would negatively impact the many nearby residents by significantly increasing air pollution from idling vehicles in congested lanes;
- support sidewalk widening and potential HOV lanes but against an under-slung bridge bike route due to additional crowding, expense, and bringing another level of intrusiveness at the window level of homes, as well as blocking light;
- concern that problems with transient gangs, the homeless, and debris would be exacerbated with an under-slung bridge, plus access for emergency vehicles could be problematic, and children discouraged from using their outdoor play area; and
- safety, security and an unfriendly environment make the under-slung bridge a non-viable option.

The following poke against staff's Recommendations and in favour of the under-slung bridge or the two-lane re-allocation for bicycles (options D, E, and/or F):

John Whistler (*materials filed*)
Mary Sherlock (*brief on file*)
Bev Ballantyne, Putting Pedestrians First (*brief on file*)
Ron Van Der Eerten
Aaron Jasper, West End Residents Association
Don Luxton, Heritage Vancouver Society (*materials filed*)
Beverly Buchanan
Ned Jacobs (*brief on file*)
Richard Campbell, Better Environmentally Sound Transportation (BEST)
Michel Morin
Douglas Gook
Mona Benjamitz
Eric Doherty, Society Promoting Environmental Conservation (SPEC)

Their comments included:

- a solution is needed now - sidewalk conditions for the many pedestrians and cyclists commuting each day are intolerable; have witnessed many near accidents;
- have been waiting for 10 years for improvements and expressed concern about further delays;
- would like to see the assumptions behind the numbers, and presented possible assumptions and cost benefits of lane re-allocation;
- strong evidence, environmental and health benefits and heritage aspect support another trial lane closure;
- recommended a 2-year trial for lane re-allocation rather than one-year, for adaptation;
- the only way to tell if lane re-allocation is viable is to try it, it could improve transit and encourage people to commute by other means;
- if catering [lanes and dollars] to the comfort of drivers, then they should contribute and pay a toll;
- make the bridge *transit, cyclist and pedestrian* only, for the economics and environment; re-allocation of lanes would send a strong message;
- if you re-allocate lanes, you'll find that when [car] capacity is reduced, the volume will decrease;
- have dedicated bus lanes, with queue jumpers to help address transit service reliability;
- cars cause many problems yet the infrastructure keeps cars instead of reducing the supply;
- spending \$13 million on an option has to do with our addiction to cars;
- there are 16 vehicle lanes across False Creek; have dedicated bike and HOV lanes for a balance;
- given the heritage significance of the bridge as one of the most well known art deco bridges in the world, reject sidewalk widening and consider a trial lane re-allocation or under-slung bike route;
- concern expressed about how close the bridge widening would be to the nearby residences;
- the time has come to help drivers switch to alternate transportation modes;
- concerned the pinch points in the proposed sidewalk widening do not meet safety standards and there would be traffic delays during construction;
- examples given of lane closures which included experiencing the seasonal variations of traffic;
- consider people using other modes such as scooters and Segways, as well as look beyond the end intersections;
- leave a legacy, bite the bullet, believe in heritage;
- support lane re-allocation for clean air and because the costs of other options are so high and increasing; and
- care about climate change, our environment and safety; safety is a key issue.

* * * *

At this point in the proceeding, the Chair stepped down in order to participate in debate, and the Vice-Chair assumed the Chair.

* * * * *

MOVED by Councillor Bass
THAT the Committee recommend to Council

- A. THAT Council direct staff to launch the initial phases of the Burrard Bridge outside sidewalk widening process now and, simultaneously, do a full and well-prepared one-year assessment of the two-lane re-allocation option, including an evaluation of whether or not to continue the two-lane re-allocation option at six and twelve months. The work would proceed in two phases as described below.

PHASE ONE:

1. Advance the design to the final design stage, and staff report back on a recommended consultant team for undertaking the final design of outward widening of the Burrard Bridge sidewalk and on funding requirements.
2. Negotiate additional easements and/or rights-of-way with the Province of British Columbia and the Squamish Nation.
3. Do the full assessment of the two-lane re-allocation option by initiating the closure of the two curb lanes in mid-April 2006 after preparation that includes:
 - Design of supportive temporary modifications to the north and south ends of the Burrard Bridge to be implemented in April 2006;
 - Planning of transit changes and HOV lanes to be implemented by April 2006;
 - A focused communication campaign to alert automobiles and trucks to alternative routes in preparation for the April 2006 changes;
 - Intensive promotion of cycling and walking across the Bridge, focused on a mid-April 2006 launch, utilizing the social marketing strategies, consultants, and data of the Climate Change Action Plan.
4. Evaluate the two-lane re-allocation option, including traffic (automobile, bicycle, pedestrian) counts on both the Granville and Burrard Bridges, at baseline, and at regular intervals after April 2006 launch. The first evaluation period would end in mid-October (with a report in December, 2006). The second evaluation period would end in mid-April 2007 (with a report in June 2007).

PHASE TWO:

Council direct staff to proceed with outside widening if either assessment of the two-lane re-allocation option (the six-month assessment in December, 2006, or the 12-month assessment in June, 2007) finds that the two-lane re-allocation strategy should be abandoned.

- B. THAT staff report back on the viability of HOV lanes on Burrard Bridge and allowing commercial vehicles in those HOV lanes.

amended

* * * * *

At this point in the proceeding, Councillor Bass resumed the Chair.

* * * * *

AMENDMENT MOVED by Councillor Louie

That Phase One, paragraph number one of the motion be amended by inserting the words "without pinch points" following the phrase "Burrard Bridge sidewalk".

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor Ladner

THAT the words "with and" be inserted in front of the words "without pinch points".

CARRIED

(Councillors Bass, Louie, and Louis opposed)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED with Councillor Louie opposed.

The Committee requested to separate components in the Motion for the vote.

MOTION AS AMENDED

THAT the Committee recommend to Council

- A. THAT Council direct staff to launch the initial phases of the Burrard Bridge outside sidewalk widening process now and, simultaneously, do a full and well-prepared one-year assessment of the two-lane re-allocation option, including an evaluation of whether or not to continue the two-lane re-allocation option at six and twelve months. The work would proceed in two phases as described below.

PHASE ONE:

1. Advance the design to the final design stage, and staff report back on a recommended consultant team for undertaking the final design of outward widening of the Burrard Bridge sidewalk with and without "pinch points" and on funding requirements.
2. Negotiate additional easements and/or rights-of-way with the Province of British Columbia and the Squamish Nation.
3. Do the full assessment of the two-lane re-allocation option by initiating the closure of the two curb lanes in mid-April 2006 after preparation that includes:
 - Design of supportive temporary modifications to the north and south ends of the Burrard Bridge to be implemented in April 2006;
 - Planning of transit changes and HOV lanes to be implemented by April 2006;
 - A focused communication campaign to alert automobiles and trucks to alternative routes in preparation for the April 2006 changes;
 - Intensive promotion of cycling and walking across the Bridge, focused on a mid-April 2006 launch, utilizing the social marketing strategies, consultants, and data of the Climate Change Action Plan.
4. Evaluate the two-lane re-allocation option, including traffic (automobile, bicycle, pedestrian) counts on both the Granville and Burrard Bridges, at baseline, and at regular intervals after April 2006 launch. The first evaluation period would end in mid-October (with a report in December, 2006). The second evaluation period would end in mid-April 2007 (with a report in June 2007).

PHASE TWO:

Council direct staff to proceed with outside widening if either assessment of the two-lane re-allocation option (the six-month assessment in December, 2006, or the 12-month assessment in June, 2007) finds that the two-lane re-allocation strategy should be abandoned.

- B. THAT staff report back on the viability of HOV lanes on Burrard Bridge and allowing commercial vehicles in those HOV lanes.

CARRIED

(Councillor Green opposed Part A. 1 and Phase Two)

(Councillor Sullivan opposed Part A. 3 and 4 and Phase Two)

The Committee adjourned at 12:20 p.m.

* * * * *



CITY OF VANCOUVER
REGULAR COUNCIL MEETING MINUTES
STANDING COMMITTEE OF COUNCIL ON
TRANSPORTATION AND TRAFFIC

JULY 19, 2005

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, July 19, 2005, at 12:20 p.m., in the Council Chamber, Third Floor, City Hall, following the Standing Committee on Transportation and Traffic meeting, to consider the recommendations and actions of the Committee.

PRESENT: Mayor Larry Campbell
Councillor Fred Bass
Councillor David Cadman
Councillor Jim Green
Councillor Peter Ladner
Councillor Raymond Louie
Councillor Tim Louis
Councillor Anne Roberts
Councillor Tim Stevenson
Councillor Sam Sullivan
Councillor Ellen Woodsworth

CITY MANAGER'S OFFICE: Judy Rogers, City Manager

CITY CLERK'S OFFICE: Pat Boomhower, Meeting Coordinator

COMMITTEE OF THE WHOLE

MOVED by Councillor Cadman
SECONDED by Councillor Roberts

THAT this Council resolve itself into Committee of the Whole, Mayor Campbell in the Chair.

CARRIED UNANIMOUSLY

COMMITTEE REPORTS

Report of Standing Committee on Transportation and Traffic
July 19, 2005

Council considered the report containing the recommendations and actions taken by the Standing Committee on Transportation and Traffic. Its items of business included:

1. Burrard Bridge Sidewalk Capacity Improvements for Pedestrians and Cyclists

Item 1

MOVED by Councillor Roberts

THAT the recommendations and actions taken by the Standing Committee on Transportation and Traffic at its meeting of July 19, 2005, as contained in item 1, be approved.

CARRIED UNANIMOUSLY

RISE FROM COMMITTEE OF THE WHOLE

MOVED by Councillor Cadman

THAT the Committee of the Whole rise and report.

CARRIED UNANIMOUSLY

ADOPT REPORT OF COMMITTEE OF THE WHOLE

MOVED by Councillor Cadman
SECONDED by Councillor Roberts

THAT the report of the Committee of the Whole be adopted.

CARRIED UNANIMOUSLY

NEW BUSINESS

1. Leave of Absence - Mayor Campbell (File 1254)

MOVED by Councillor Green
SECONDED by Councillor Bass

THAT Mayor Campbell be granted a Leave of Absence for Civic Business from the Regular Council meeting on July 19, 2005.

CARRIED UNANIMOUSLY

The Council adjourned at 12:23 p.m.

* * * * *