

**Vancouver Area Cycling Coalition**  
**Iron Workers Memorial Bridge (aka Second Narrows Bridge) Sub Committee**  
**January 24th 2011**  
**VACC Office**

Present: Fiona, Anja, John Dove, Peter Starry, Lorraine Smith  
Regrets: Richard Campbell

1. Reviewed Minutes Correction: switchback is at South West corner of IWMB. Approved.
2. Reviewed counts done in 2010 Fall by Ross Kenny, Project Engineer. He indicated “[Please be aware that the data has not been validated and we cannot assure its accuracy, due to the complexity of the equipment installation at the bridge. Please keep in mind the fluctuation of cyclists throughout the year and you may wish to refer to our annual data posted on the Burrard Bridge website to get a sense of seasonal variations in the city.](#)”

John has encouraged Ross to do another study in the spring - preferably two per year. Responsibility for counting on the bridge lies with the province. VACC should encourage them to shoulder that responsibility. The JBAC did a survey some time ago. **Action: Fiona to contact for any data.**

3. John led lively discussion of areas the IWMB Cycling Upgrade Feasibility Study (herein known as the 'study') left out. **Action: Peter Starry has seen an unabridged version, and will undertake finding one for next meeting.**

The study indicates “(the narrow sidewalks) currently do not have user restrictions based on direction of travel. As a result, opposing cyclists have to dismount in order to pass each other, which affects cyclist convenience, travel time, and safety.” They make various suggestions to encourage less counter-flow.

Two areas John identified as missing from the report are

1. Short term improvements to Skeena tunnel, and
2. Switchback improvements on South West corner.

John suggested there are perceived and real challenges to using the Skeena tunnel from Bridgeway to get to the South East pedestrian/cycling sidewalk. Skeena tunnel is loud, and the road is too narrow to cycle, with a dramatic drop down onto the road. The sidewalk does not feel like a shared pathway, steel valve covers are dangerous (clang) and the sign that indicates it is traffic calmed is faced the wrong direction. Lighting is not regularly maintained, and cracks overhead are leaking water when it rains. There is also a slight elevation gain, but this does not take much of the cyclists' time.

Better signage, better maintenance will improve this, so that there is less counterflow on the West sidewalk. Alternatively, making the car two way street into a one way street, and expanding the cycle route OR alternating flow with traffic lights.

Switchback needs to be widened; bridge lanes with white paint to aid edge of vision due to poor lighting. Improvements should be made to bridge joint covers, and bridge abutments concrete obstructions should be removed. By Fiona's measurement, the width of the sidewalk ranges from 100.5 cm - 124 due to these obstructions. Strong recommendations for implementing a 'rub rail' along both sides of both bridge lanes.

John Dove has been working on a response to the study, and will have a response by next meeting. **Action: John to complete and present a response to the study for next meeting.** This response will later go to all concerned parties (MOTI, District of North Van, City of Van etc)

Concerns were voiced that pushing hard for short term improvements would mean no long term improvements (i.e. widening of sidewalk for multi use)

**Action: (corrected) Peter Starry suggested to involve Patrick Livolsi BC MOTI Manager of Southern Coastal Region at an appropriate time.**

4. Next Meeting February 28th 2011, at 7 PM at the VACC office.