

AGENDA INFORMATION	
☐ Regular Meeting	Date: _____
☐ Other:	Date: _____

ET
Dept.
Manager

PC
GM/
Director

MF
CAO

The District of North Vancouver REPORT TO COUNCIL

March 25, 2026

File: ENGES-1189852991-428

AUTHOR: Ehab Taha, Section Manager, Transportation

SUBJECT: 2025 Traffic Volume Update - Ironworkers Memorial Bridge and Regional Crossings

RECOMMENDATION:

THAT Council receive the report, dated March 25 2026, titled “2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings.”

REASON FOR REPORT:

This report provides Council with updated 2025 post-pandemic traffic volumes for major regional bridge/tunnel crossings, with particular focus on the Ironworkers Memorial Bridge, and compares these volumes to previously presented pre-pandemic data.

SUMMARY:

Analysis of 2025 traffic data indicates that volumes on the Ironworkers Memorial Bridge (IWMB) have increased since 2019, while several other major regional crossings have experienced stable or declining volumes. With approximately 130,700 vehicles per day and 21,800 vehicles per day per lane in 2025, the IWMB now carries the highest traffic volume per lane among the major BC bridges/tunnels surveyed in Metro Vancouver. These findings confirm growing demand on the IWMB and reinforce the importance of continued advocacy for corridor capacity, reliability, and long-term investment improvements serving the North Shore.

EXISTING POLICY:

This report aligns with the following plans and policies:

- Official Community Plan (OCP) (2011)
- Transportation Plan (2012)
- OCP Action Plan (2021)

BACKGROUND:

The Ironworkers Memorial Bridge (IWMB) is a critical regional link and the primary driving route across the Burrard Inlet, serving the North Shore and the Sea to Sky communities, including Whistler, and providing access to BC Ferries' critical Horseshoe Bay terminal. The bridge currently operates beyond capacity, with congestion frequently spilling onto local streets.

The municipal road network was neither intended nor designed to accommodate spillover regional traffic. Opportunities for roadway expansion of municipal roads are constrained by topography, creeks, and private property. Congestion or incidents on the IWMB (such as stalled vehicles, bridge deck emergency repairs or collisions) can trigger widespread gridlock across the North Shore, often requiring several hours to resolve. The impacts extend beyond driver frustration and include reduced transit reliability, delayed emergency response times, and diminished residential access and liveability.

Despite existing unmet demand and anticipated growth driven by provincially mandated housing and employment targets, the Province has no committed upgrades to Highway 1 serving the North Shore. Continued advocacy for replacement of the IWMB and upgrades to the Highway 1 corridor remains critical.

For several years, staff have relied on 2019 data to illustrate the significant vehicle demand on the IWMB and to support discussions regarding senior government investment. During the COVID-19 pandemic, travel patterns shifted significantly and unpredictably, limiting the reliability of interim-year data. With post-pandemic travel patterns now stabilized, staff have obtained and analysed 2025 traffic data from the Ministry of Transportation & Transit (MoTT).

Upon review, staff also noted that volumes on bridges owned and operated by TransLink were not included in the initial Provincial dataset. To ensure a complete and accurate picture of regional travel patterns, staff requested and obtained supplementary data directly from TransLink. Staff are now presenting these results to provide Council with the most comprehensive and reliable post-pandemic dataset available.

ANALYSIS:

The updated data (Attachment 1) includes approximate 2025 Annual Average Daily Traffic (AADT) volumes for major BC bridges/tunnels, along with a comparison to previously shared 2019 pre-pandemic data. Key findings are summarized below:

- Among the major BC bridges and tunnels surveyed, the IWMB carries the highest traffic volume per lane at approximately 21,800 vehicles per day per lane. Traffic volume per lane may be used as a proxy for congestion; on this basis, the IWMB experiences the greatest level of congestion among the crossings analysed.
- Among the major BC bridges and tunnels surveyed, the IWMB carries the second-highest total daily traffic volume at approximately 130,700 vehicles per day, second only to the Port Mann Bridge. Notably, the Port Mann Bridge has 10 lanes, while the IWMB has only 6 lanes.

SUBJECT: 2025 Traffic Volume Update - Ironworkers Memorial Bridge and Regional Crossings

March 25, 2026

Page 3

- In 2019, the George Massey Tunnel carried the highest per-lane volumes among the major BC bridges/tunnels surveyed followed by the IWMB. Between 2019 and 2025, the IWMB surpassed the George Massey Tunnel as the most congested crossing.
- While several major crossings experienced post-pandemic traffic declines (including the Alex Fraser Bridge, George Massey Tunnel, and the Lions Gate Bridge), IWMB volumes increased by 6%, indicating growing demand.
- Unlike the relatively new Port Mann Bridge and Golden Ears Bridge, which have absorbed substantial post-pandemic growth (approximately 20 and 22% increases, respectively), the IWMB was already operating at very high per-lane volumes prior to the pandemic and has limited ability to accommodate additional demand.

OPTIONS

The findings above reinforce the importance of continued advocacy for long-term capacity, reliability, and corridor improvements serving the North Shore. Staff's recommendation for this report is currently provided as:

THAT Council receive the report, dated March 25 2026, titled "2025 Traffic Volume Update – Ironworkers Memorial Bridge and Regional Crossings."

Council has additional options available to them, in addition to the staff recommendation noted above, including:

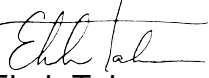
- **Option 1:** AND THAT Council direct the Mayor to write to the Ministry of Transportation and Transit, copying the Premier and local MLAs, summarizing the findings of this report and requesting a status update on planning timelines for the replacement of the Ironworkers' Memorial Bridge and Highway 1 corridor improvements serving the North Shore.
- **Option 2:** AND THAT Council direct staff to develop further public-facing messaging that explains the implications of regional traffic congestion, clarifies the District's limited jurisdiction over provincial infrastructure, and outlines how residents and senior governments can contribute to solutions.
- **Option 3:** Combination of Option 1 and 2.
- **Option 4:** Provide alternate direction to staff.

SUBJECT: 2025 Traffic Volume Update - Ironworkers Memorial Bridge and Regional Crossings

March 25, 2026

Page 4

Respectfully submitted,



Ehab Taha

Section Manager, Transportation

Attachments:

1. Traffic Volumes on Regional Bridge/Tunnel Crossings

REVIEWED		
WITH:		
☐ Sustainable Community	_____	☐ Clerk's Office
☐ Development Services	_____	☐ Communications
☐ Utilities	_____	☐ Finance
☐ Engineering Operations	_____	☐ Fire Services
☐ Parks	_____	☐ ITS
☐ Environment	_____	☐ Solicitor
☐ Facilities	_____	☐ GIS
☐ Human Resources	_____	☐ Real Estate
		External Agencies:
		☐ Library Board
		☐ NS Health
		☐ RCMP
		☐ NVRC
		☐ Museum & Arch.
		☐ Other:

Attachment 1: Traffic Volumes on Regional Bridge/Tunnel Crossings

Table 1: 2025 Daily Traffic Volumes on Regional Bridge/Tunnel Crossings

Bridge / Tunnel (MoTT Site Location Code)	Year	Approx. Annual Average Daily Traffic (AADT)	Number of Lanes	Approx. AADT per lane
Port Mann Bridge (P-16-00EW)	2025	179,400	10	17,900
Ironworkers Memorial Bridge (P-15-2EW)	2025	130,700	6	21,800
Alex Fraser Bridge (P-16-60NS)	2023	108,500	7	15,500
George Massey Tunnel (P-16-4NS)	2025	82,800	4	20,700
Pitt River Bridge (P-17-10EW)	2025	80,400	7	11,500
Pattullo Bridge (N/A)	2025	55,700	4	13,900
Lions Gate Bridge (P-15-1NS)	2025	56,600	3	18,900
Golden Ears Bridge (N/A)	2025	72,700	6	12,100

Table 2: Pre-Pandemic to Post-Pandemic Comparison for Regional Bridge/Tunnel Crossings

Bridge / Tunnel (MoTT Site Location Code)	Pre-Pandemic				Post-Pandemic				% Change
	Year	Approx. Annual Average Daily Traffic (AADT)	# of Lanes	Approx. AADT per lane	Year	Approx. Annual Average Daily Traffic (AADT)	# of Lanes	Approx. AADT per lane	
Port Mann Bridge (P-16-00EW)	2018	150,100	10	15,000	2025	179,400	10	17,900	20%
Ironworkers Memorial Bridge (P-15-2EW)	2019	123,800	6	20,600	2025	130,700	6	21,800	6%
Alex Fraser Bridge (P-16-60NS)	2017	112,800	7	16,100	2023	108,500	7	15,500	-4%
George Massey Tunnel (P-16-4NS)	2019	84,300	4	21,100	2025	82,800	4	20,700	-2%
Pitt River Bridge (P-17-10EW)	2019	79,000	7	11,300	2025	80,400	7	11,500	2%
Pattullo Bridge (N/A)	2019	62,000	4	15,500	2025	55,700	4	13,900	-10%
Lions Gate Bridge (P-15-1NS)	2019	60,200	3	20,100	2025	56,600	3	18,900	-6%
Golden Ears Bridge (N/A)	2019	59,400	6	9,900	2025	72,700	6	12,100	22%

Source for Ministry-owned bridges: <https://www.th.gov.bc.ca/trafficData/>

Source for TransLink owned bridges (Patullo and Golden Ears Bridge): TransLink staff provided AADTs

Notes:

1. All traffic volumes were rounded to the nearest 100.
2. Where data was available, pre-pandemic and post-pandemic data was taken from 2019 and 2025, respectively. Where data was unavailable, the next closest year of available data was taken.
3. Online Port Mann data is only available from 2020 onward. 2018 pre-pandemic data was taken from the following [news article](#). 2019 data was unavailable.
4. In 2025, Pattullo Bridge experienced a number of partial closures due to ongoing bridge reconstruction, which would have affected daily bridge volumes.

THIS PAGE LEFT BLANK INTENTIONALLY