



To: Richmond City Council
From: Lloyd Bie, P.Eng.
 Director, Transportation


Date: March 19, 2019
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 Vol 01

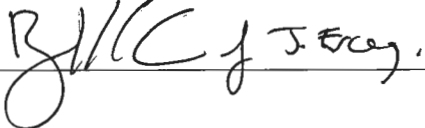


Re: George Massey Crossing – Preliminary Principles, Goals and Objectives

Staff Recommendation

That a letter be sent to the Minister of Transportation and Infrastructure requesting that their work on the George Massey Crossing project include:

- (i) the incorporation of the comments as detailed in the staff report titled “George Massey Crossing – Preliminary Principles, Goals and Objectives” dated March 19, 2019 from the Director, Transportation;
- (ii) request to Ministry staff to work with Richmond staff in any work to define the scope of the project and develop potential crossing options including potential interim solutions, and
- (iii) request to Ministry staff to work with Richmond staff in any work to define the scope of the short-term improvements at the Steveston Highway interchange.


 Lloyd Bie, P.Eng.
 Director, Transportation
 (604-276-4131)
 Att. 1

REPORT CONCURRENCE		
ROUTED TO: Economic Development Engineering Fire-Rescue Intergovernmental Relations & Protocol Unit Parks Services Policy Planning Sustainability	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

Staff Report

Origin

At the March 18, 2019 General Purposes Committee, representatives from the Ministry of Transportation and Infrastructure delegated to:

- (i) provide an update on the George Massey Crossing Project,
- (ii) request Council's input in developing goals and objectives, and
- (iii) seek authorization to work with Richmond staff to develop potential crossing options including potential interim solutions.

The following referral motion was then carried:

That the Ministry of Transportation and Infrastructure's presentation on the George Massey Crossing project be referred to staff for comment and to report back as soon as possible in an effort to meet the Ministry's deadline for input of April 1, 2019.

This report responds to that referral.

Analysis

Ministry's Presentation to General Purposes Committee

The Ministry delegation indicated that the work on the George Massey Crossing project will better align with regional plans than the previous 10-lane bridge and three-level Steveston Highway interchange concept and that the Ministry will engage with and consider the preferences of the local and regional governments including the City of Richmond, stakeholders and the general public. In addition, there will be continued progress in addressing the immediate improvements to address safety at the existing tunnel and approaches and interim improvements at the Steveston Highway interchange. A copy of the delegation's slide presentation is included in this report as Attachment 1.

The delegation noted their understanding of the City's interests which include:

- Minimize impacts to agriculture, local traffic and the Fraser River,
- Increase transit and limit increased single-occupant vehicle (SOV) travel,
- Traffic demand measures including limiting truck traffic at peak hours,
- Consider road network impacts (e.g. Oak Street), and
- Interim improvements to address congestion at the Steveston Highway Interchange.

The preliminary principles identified by the Ministry for the George Massey Crossing project are:

- Alignment with regional plans,
- Safety,
- Reliability, and
- Connectivity.

The preliminary goals identified by the Ministry for the George Massey Crossing project are:

1. Support sustainability of South of Fraser Communities,
2. Facilitate increased share of sustainable modes of transport,
3. Enhance regional goods movement and commerce, and
4. Support a healthy environment.

The delegation asked that any further input from the City be provided by April 1, 2019.

General Purposes Committee Comments

Key issues raised by General Purposes Committee members at the March 18, 2019 meeting include:

- **Crossing Options:** That only tunnel options be considered.
- **Rapid Transit:** That all crossing solutions include rapid transit.
- **BC Hydro Infrastructure:** That the transmission lines remain underground and not replaced with an overhead crossing.
- **Truck Traffic Utilizing the Crossing:** The Province should mandate that trucks be restricted during peak periods.
- **Blundell Interchange:** That the City be consulted should a Blundell Interchange be considered as part of the George Massey Crossing project.
- **Transit:** Expand rapid bus service along the Highway 99 corridor, reduce demand for parking at Bridgeport Station by providing a Park and Ride station on the south side of the tunnel, and include Light Rapid Transit between Richmond and Ladner with rapid bus connection to White Rock.
- **Steveston Highway Interchange:** Requires upgrading as soon as possible and needs to accommodate rapid transit.

- **Rice Mill Road:** That Rice Mill Road be considered as part of a plan to relieve congestion at the Steveston Highway interchange.
- **Interchange at Highway 99 and Westminster Highway:** That the Environmentally Sensitive Area Development Permit Area adjacent to the Highway 99 and Westminster Highway interchange be considered as part of the project.

Staff Comments

Staff have the following additional comments on the preliminary principles, goals and objectives identified by the Ministry:

- **Preliminary Principle of Alignment with Regional Plans:** That, as Richmond is one of two municipalities directly impacted by the George Massey Crossing project, this principle be expanded so the project is consistent with Richmond's OCP as well as other City plans, bylaws and strategies including the Dike Master Plans, Flood Protection Strategy, Emergency Management Plans, Ecological Network Management Strategy, Community Energy and Emissions Plan, etc.
- **Mobility Pricing:** That should a toll be considered, the tolling policy be consistent with the region's Mobility Pricing initiative. Focusing tolls only on river crossings penalizes Richmond as an island city and will likely shift traffic towards free (untolled) alternatives.
- **Preliminary Goal #1 to Support Sustainability of South of Fraser Communities:** That this goal be amended to support regional sustainability.
- **Scope of Project:** That City staff be included in any work to define the scope of the project.
- **Preliminary Objectives to Goal #1 to Manage Congestion on the Corridor:** That this goal be expanded to include impacts to the City's road network.
- **Preliminary Objectives to Goal #2 to Provide Safe and Convenient Options for Pedestrians and Cyclists:** That, consistent with the Province's cycling policy which states: "Provision for cyclists are made on all new and upgraded provincial highways", a regional cycling facility within the Highway 99 corridor or on parallel local roads be identified and included as part of the project.
- **Preliminary Objectives to Goal #4 to Support a Healthy Environment:** That the scale of the required and proposed infrastructure including the height of the Steveston Highway interchange be such that noise, lighting and visual impacts on adjacent residential, park and business uses are minimized and mitigated. Add a project goal/objective that the project have little to no net adverse effects on the environment. In addition, the project should adhere to the *Pan-Canadian Framework on Clean Growth and Climate Change* signed by the Prime Minister and Province of BC in 2016.

- **Diking and Flood Protection:** That any crossing option be compatible with the City's current and future dike and flood protection needs. Also, any impacts of the project on the City infrastructure, including drainage pump stations and the dike, are to be minimized and mitigated.
- **Mid-Island Dike:** That any improvements along the Highway 99 corridor be compatible with or form a component of a mid-island dike.
- **Short-Term Improvements:** That the Ministry pursue strategic improvements to the Steveston Highway interchange in the short-term and expedite the tender process in order to reduce congestion as soon as possible.

Financial Impact

None.

Conclusion

The Ministry's proposed principles, goals and objectives as presented at the March 18, 2019 General Purposes Committee meeting generally address some of the City's concerns raised with the previous project.

Staff recommend that these principles, goals and objectives be modified to ensure they include and are consistent with the issues discussed at the meeting and in this report.



If endorsed by Council, staff will prepare a letter requesting the Ministry to incorporate these comments as part of the short-term and long-term works for the project and will submit this in time for the Ministry's April 1, 2019 deadline.



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DC:dc

Att. 1: The Ministry's presentation slides to the March 18, 2019 General Purposes Committee



George Massey Crossing Project

City of Richmond Update
General Purposes Committee
March 18, 2019



Proposed Discussion Topics

- Project purpose and target schedule
- Our understanding of your interests
- Project goals and principles
- Next steps

GP - 12



Purpose and Schedule

GP - 13


- Better alignment with regional plans:
 - Establish goals and objectives
 - Identify and preliminary review of options
 - Prepare a business case for selected option
- Engage with and consider the preferences of:
 - Local and regional governments
 - First Nations
 - Communities, stakeholders and the general public
- Continued progress in addressing need:
 - Immediate tunnel and roadworks *(start summer 2019)*
 - Interim improvements *(tender ready target: summer 2020)*



Immediate and Interim Improvements

GP - 14

- Immediate:
 - Safety improvements at tunnel and approaches
 - Summer 2019
- Interim Improvements:
 - Steveston Highway
 - Delta area
 - Tender-ready by fall 2020



Understanding Your Interests

GP - 15

- Minimize impacts to agriculture, local traffic and the Fraser River
- Increase transit and limit increased SOV travel
- Traffic demand measures including limiting truck traffic at peak hours
- Consider road network impacts (e.g. Oak Street)
- Interim improvements to address congestion at Steveston



Preliminary Principles: what we're hearing

GP - 16

- Alignment with regional plans
- Safety
- Reliability
- Connectivity

DRAFT

Working draft for discussion purposes only





Preliminary Goal Areas: what we're hearing

GP - 17

- Support sustainability of South of Fraser Communities
- Facilitate increased share of sustainable modes of transport
- Enhance regional goods movement and commerce
- Support a healthy environment

Working draft for discussion purposes only



Preliminary Objectives - Goal #1:
Support sustainability of South of Fraser Communities

GP - 18

- Improve safety for all modes of travel
- Improve access to residential, commercial, educational and employment centres
- Manage congestion on the corridor
- Respect the cultural values of communities
- Enhance connections between communities
- Minimize impacts to agricultural land
- Acknowledge the sense of urgency to move forward

Working draft for discussion purposes only




Preliminary Objectives - Goal #2:
Facilitate increased share of sustainable modes of transport

GP - 19

- Enhance transit convenience and facilitate future expansion
- Provide safe and convenient options for pedestrians and cyclists
- Encourage higher occupancy modes of travel

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Preliminary Objectives - Goal #3:
Enhance regional goods movement and commerce

GP - 20

- Improve reliability of travel for business and regional goods movements
- Enrich the B.C. tourism industry
- Protect the Fraser River for fishing and transportation

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