



George Massey Tunnel Replacement Project

Richmond General Purposes Committee

January 18, 2016

George Massey Tunnel
Replacement Project



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Project Consultation

- 2012: Phase 1 consultation (1000+ participants)
- 2013: Phase 2 consultation (1000+ participants)
- 2013/14/15: City of Richmond consultation (60+ meetings)
- Current Phase 3 consultation:
 - December 16 – January 28
- Two environmental public comment periods:
 - January 15 – February 15 and again later in 2016

Overview

New 3.3 km bridge
(8 lanes plus 2 transit/HOV lanes)

Replace 3 interchanges; 5 overpasses

24 km of Highway 99 improvements

50 lane-km of transit/HOV lanes
(transit priority to Canada Line at Bridgeport)

Bike and pedestrian pathway

Allow for future rapid transit

Decommission Tunnel

Cost:
\$3.5 billion

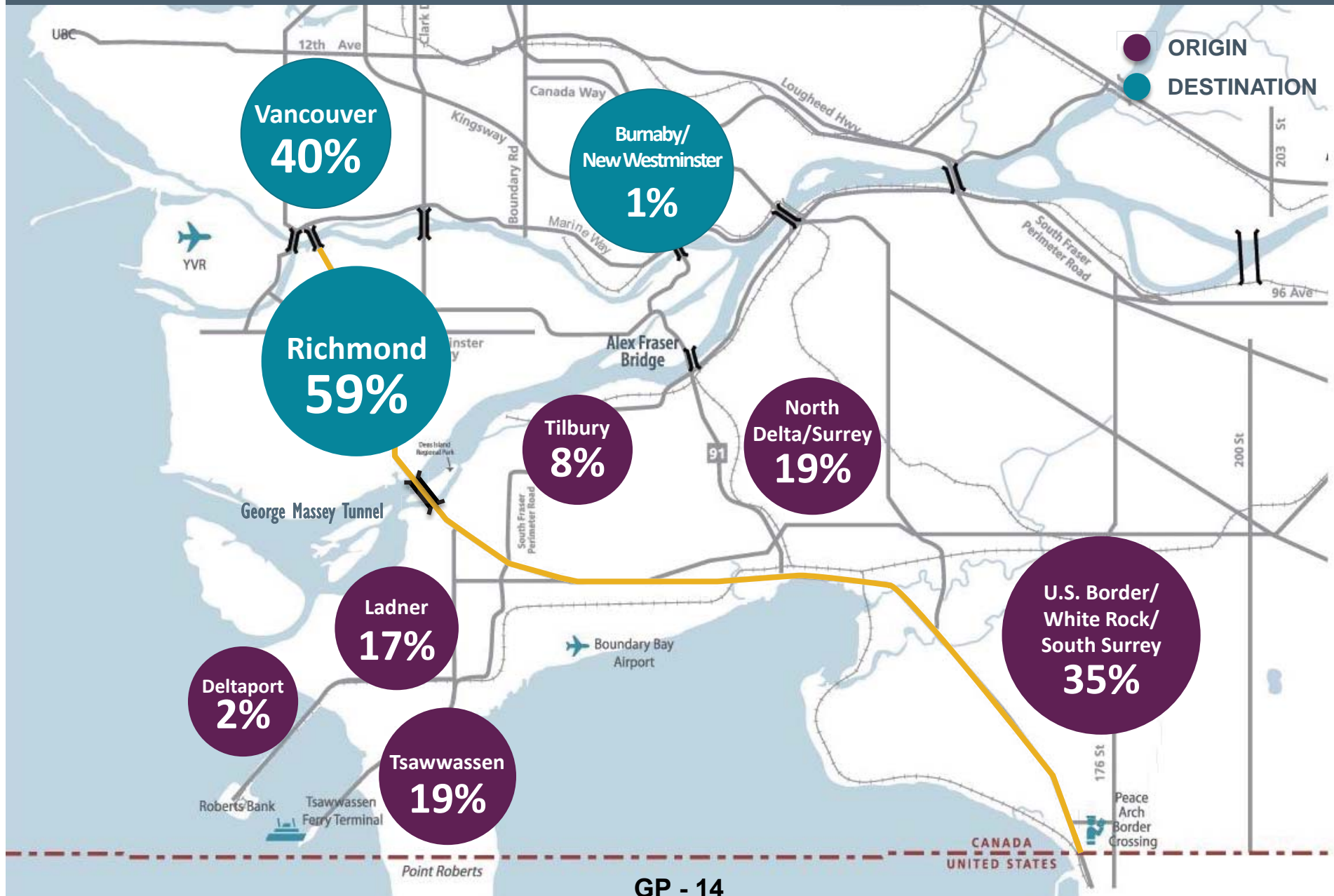
Benefit/Cost Ratio:
2.1 to 1

Funding:
**Funded through user
tolls**

**30-year public private
partnership**

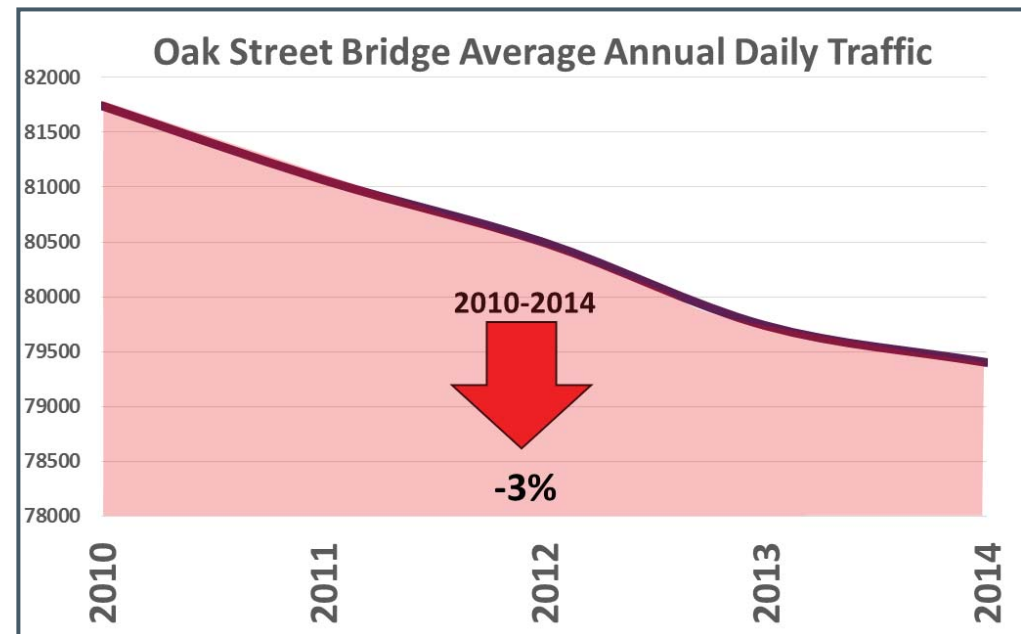
**Procurement to begin in
2016**

Traffic Analysis: Northbound Traffic

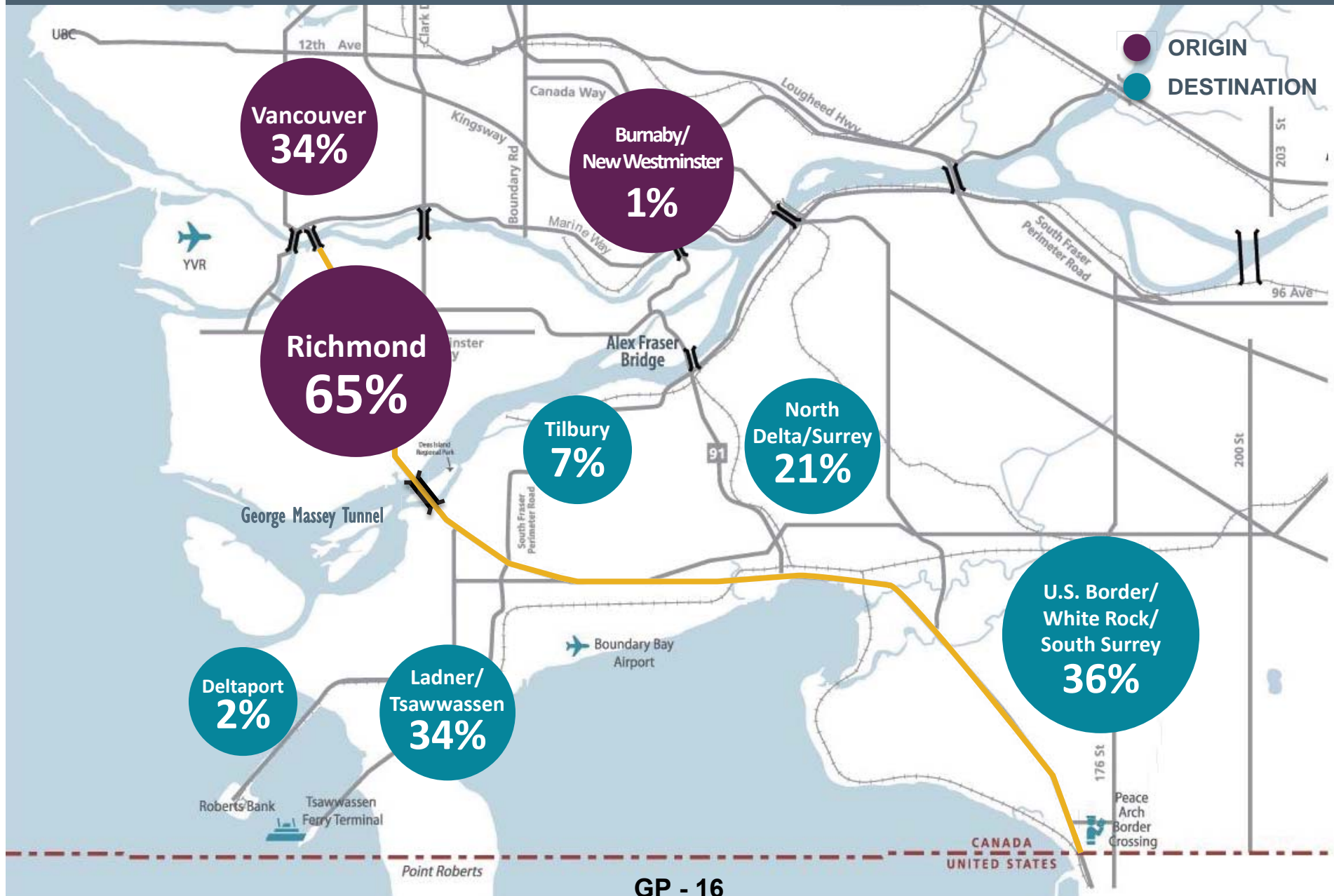


What Happens at the Oak Street Bridge?

- Morning queues will continue as today; traffic patterns may change somewhat but no significant change in total traffic
 - 60% of tunnel users end their trip in Richmond
 - Efficiency of Oak Street Bridge will continue to be governed by traffic lights at 70th Street in Vancouver
 - Traffic volumes on the Oak Street Bridge have been constant or declining over the past decade (Canada Line effect)



Traffic Analysis: Southbound Traffic



Project Goals



Reduce congestion



Improve safety



Support trade and commerce



Support improved transit on Hwy 99



Support options for pedestrians and cyclists



Enhance the Environment

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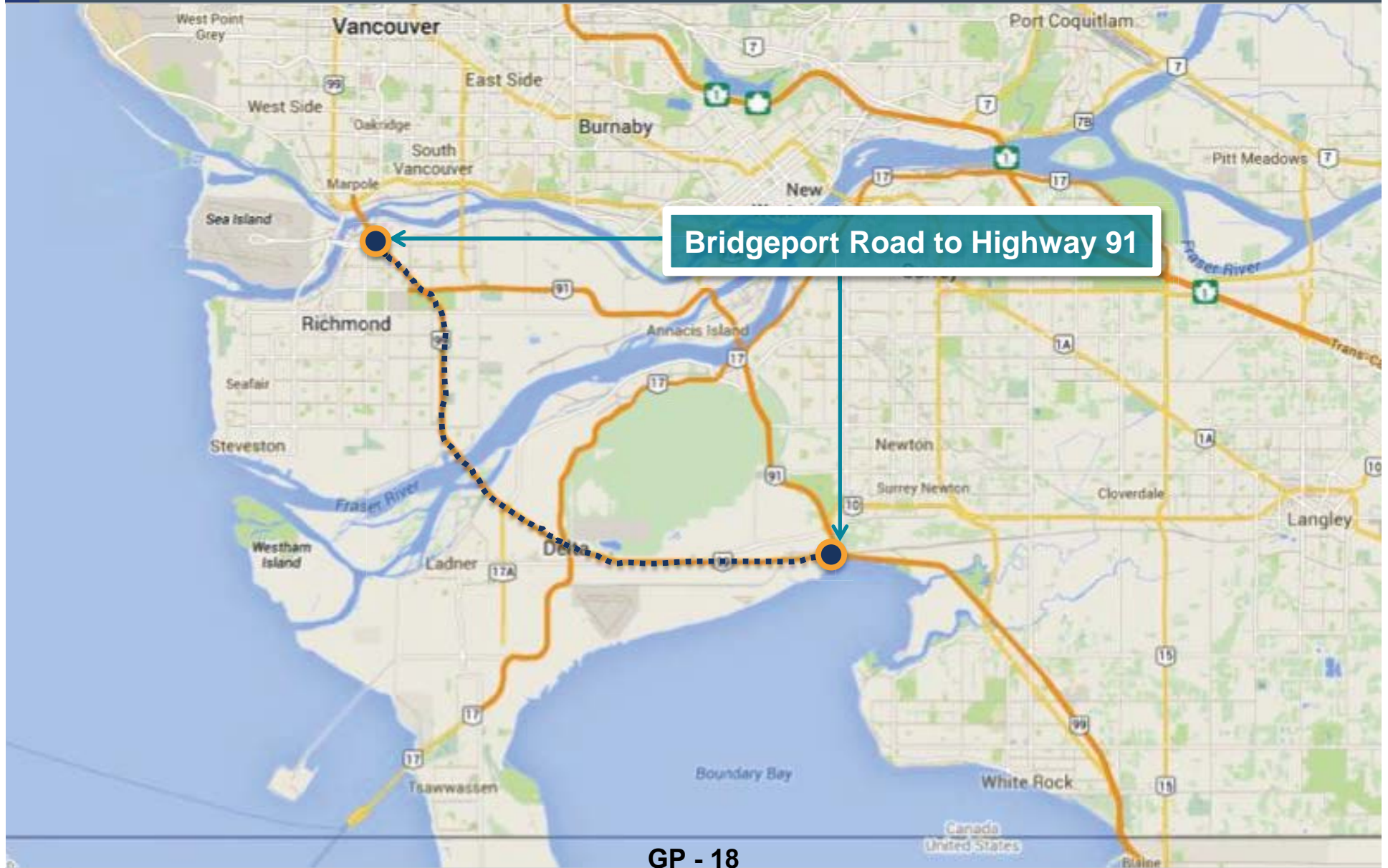
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Project Scope



New Bridge Scope



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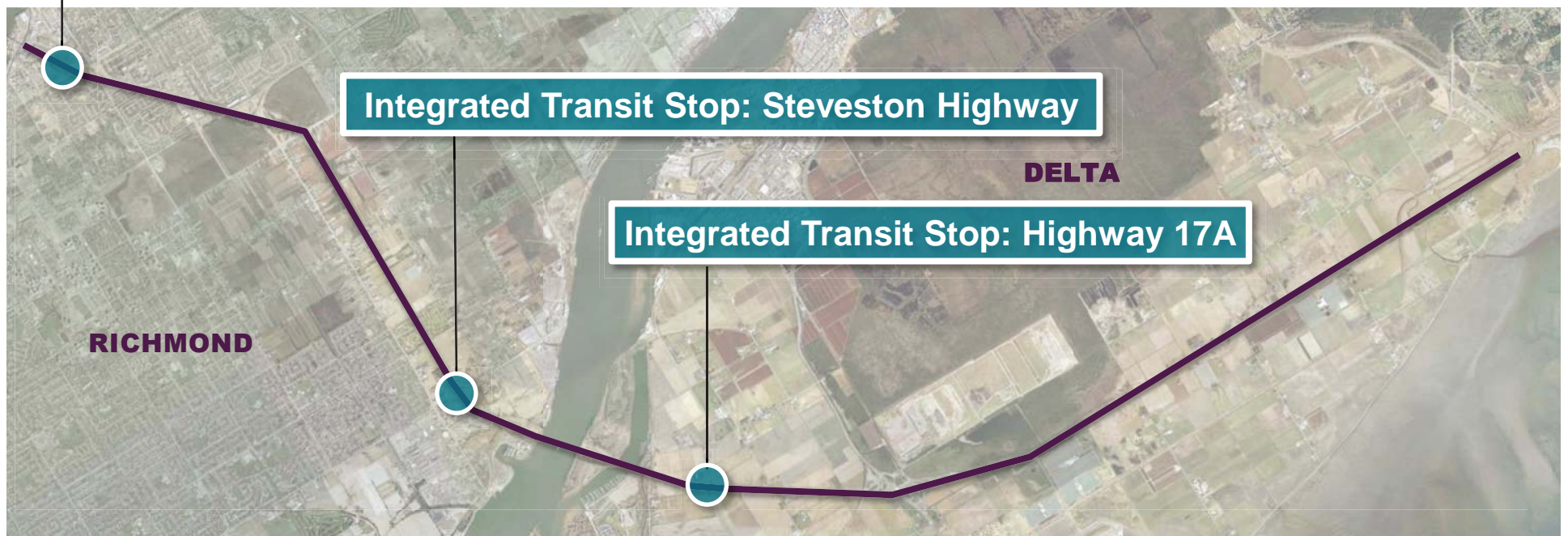
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Project Scope – Transit

Dedicated Transit connection between Highway 99 and Bridgeport Canada Line Station



50 LANE KILOMETRES OF DEDICATED/MEDIAN TRANSIT LANES

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Project Scope – Richmond Cycling/Pedestrian Access

Northern Connection:

- Help bridge the gap from Bridgeport Road to Canada Line

Improved Cross-Hwy 99 Access:

- Shell Road
- Westminster Highway
- Blundell Road



Steveston Highway:

- Improved cross Highway 99 access
- Convenient access to new bridge
- Improved access to Rice Mill Road and Dyke Trail
- Access to median transit stop platforms

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Project Benefit/Cost Analysis



- **User Benefits:**
 - Congestion reduction
 - Improved reliability
 - Travel time savings
 - Vehicle operating cost savings
 - Traffic safety (35% reduction in collisions)
 - Reduced seismic risk
 - Cyclist/pedestrian, transit
- **Long-term Economic Benefits**

Environmental Benefits



**TRANSIT
ENHANCEMENTS**



**ENCOURAGE
CYCLING & WALKING**



REDUCE IDLING



**BIOFILTRATION
OF STORMWATER**



**ENVIRONMENTAL
ENHANCEMENTS**

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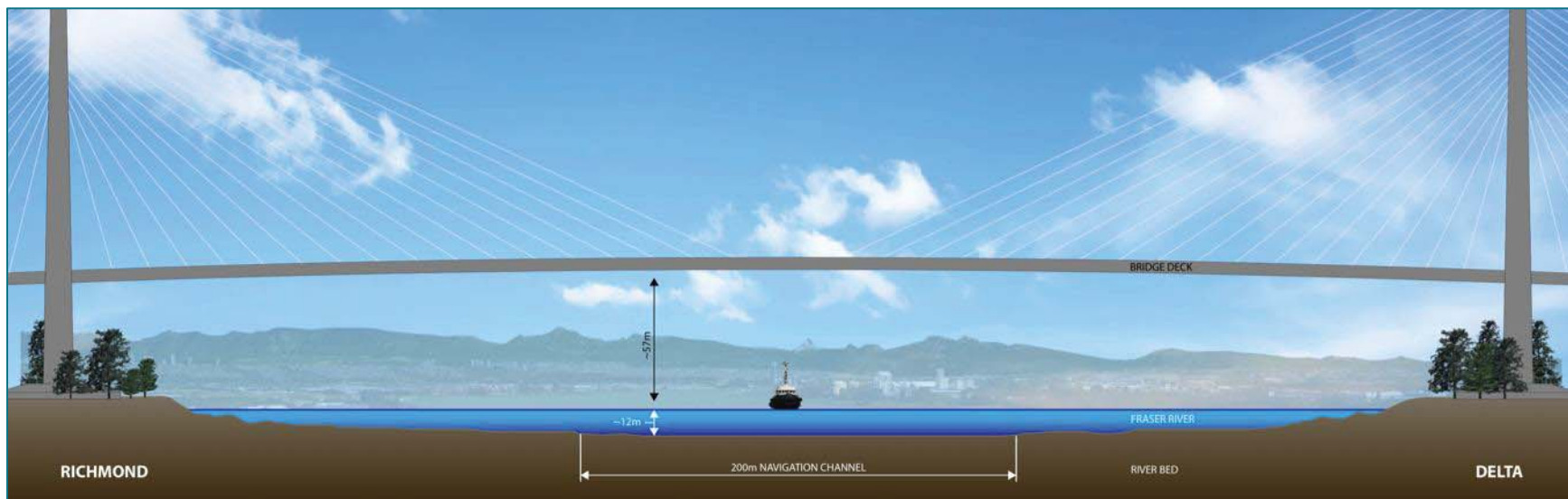
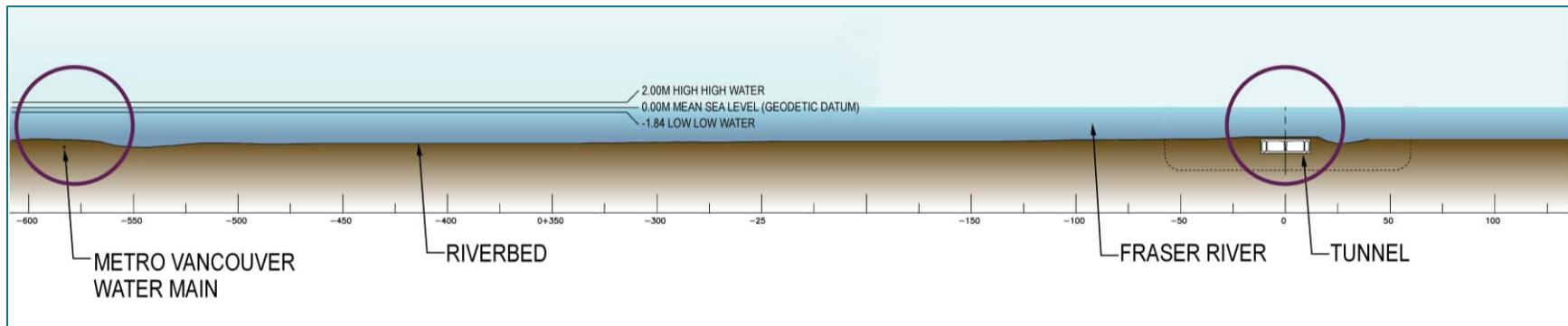


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Agricultural Effects

- Net gain to agricultural land in Richmond
- Improved travel time/reliability for perishables
- Wider lanes, higher clearances for traffic
- Improved safety
- Drainage improvements
- No long term effects from Tunnel decommissioning

Navigation/River Depth Effects



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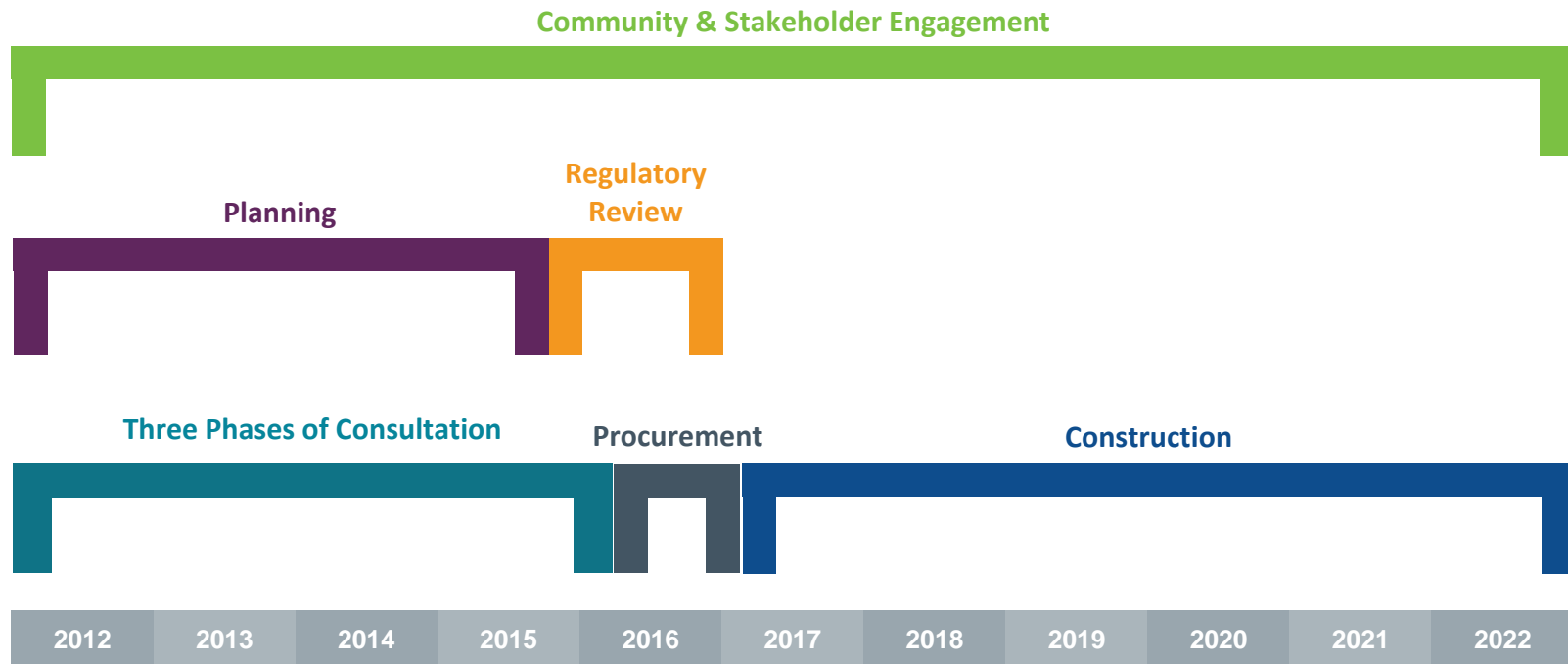


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Schedule



Current Consultation

Project Definition Report

December 16 – January 28

- **Online:**
masseytunnel.ca
- **In person:**
Project Office in Richmond
Open Houses
- **Email:** masseytunnel@gov.bc.ca

EA Project Review

Part 1: January 15 – February 15

Part 2: Spring/Summer 2016

- **Online:**
<http://www.eao.gov.bc.ca/pcp/index.html>
- **Mail:**
Michael Shepard
Project Assessment Manager
Environmental Assessment Office
PO Box 9426 Stn Prov Govt
Victoria, BC V8W 9V1
- **Fax:** 250-387-0230

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Open Houses



Tuesday, January 26, 2016

2:00 p.m. to 8:00 p.m.

Sandman Signature Hotel Vancouver Airport
Round Room

10251 St. Edwards Drive, Richmond BC



Wednesday, January 27, 2016

2:00 p.m. to 8:00 p.m.

Delta Town & Country Inn
Ballroom

6005 Highway 17A, Delta BC



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masseytunnel.ca

1-8-555-MASSEY

2030 – 11662 Steveston Highway
(Ironwood Plaza)

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