

Massey Replacement

Highlights:

- On August 29, the opposition suggested Minister Trevena has been sitting on the George Massey Tunnel review report for the entire summer.
- Stan Cowdell, a professional engineer with expertise in major infrastructure projects, led the independent technical review of the options available for the corridor and submitted his report in June.
- The Ministry is reviewing the report and has indicated it could be January or later until next steps are ready to be announced and the report released.

Contrast:

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- As the former Transportation Minister said, “We need to stop telling local communities and regions what is best for them. We need to start engaging with them to improve places where we live, work and play.” (Member for Kamloops-South Thompson, Oct 10. 2017)

Solution:

- We're doing the work that should have been done years ago.
- We're listening to the Mayors and the people in the area.
- We're looking at the options carefully and objectively.
- The review by Stan Cowdell is complete, and it is extensive.
- We're going through it to determine the best solutions for people who live and travel in the region.
- We'll discuss the findings with Metro Vancouver and the region's mayors to ensure that any future direction on the tunnel crossing is supported by the people in the region.
- I'm happy to share next steps when that process is complete.
- This will help us find the right solution to get people out of traffic and home with their families.

Validators:

“A lesson for me that I really want to apply moving forward is I think we had our elbows up a bit too much with the mayors. I think the tone of the conversation was not always one of partnership and working together.” Member for Kamloops-South Thompson (Todd Stone), CBC Early Edition, Oct. 11, 2017.

"There was too much tension. Too much political calculation. We need to stop telling local communities and regions what is best for them. We need to start engaging with them to improve places where we live, work and play." Member for Kamloops-South Thompson (Todd Stone, Oct 10. 2017)

“We have been trying to constructively comment on this proposal from the first day it was announced. We have been disregarded and ignored in the questions that we have asked. I think that it’s absolutely critical to the future of our city that there be a re-examination of this project. It’s so important in so many different ways.” – Richmond Mayor Malcolm Brodie (July 24, 2017)

“It’s exactly what Metro Vancouver regional district called for. We acknowledge there’s a traffic issue along that corridor and something needs to be done, but the scope of the 10-lane bridge was too big and they needed to work with local governments around the whole region, including Metro Vancouver, to find the appropriate solution.” Greg Moore, chair of Mayor’s Council (Sept. 6, 2017).

“Recognizing concerns about the design, your government will listen and work collaboratively to move this project forward.” Old government’s Clone Speech (June 22, 2017).

Background:

- An independent technical review of the George Massey crossing, led by professional engineer Stan Cowdell, is now with the Ministry of Transportation and Infrastructure.
- The Minister and ministry staff is analyzing the report before considering next steps.
- The review focuses on what level of improvement is needed in the context of regional and provincial planning, growth and vision, as well as which option would be best for the corridor, be it the proposed 10-lane bridge, a smaller bridge or tunnel.
- The Province’s work on the project, up to this point, was looked at closely as part of the review, including technical information developed by the project team, as well as new analysis that included looking at how the removal of tolls will affect the crossing.

- The independent review team engaged staff from Metro Vancouver, including Richmond and Delta, to gather their perspectives on the project, and to ensure that any plan for this crossing reflects their ideas and fits into the overall vision for the region.
- The current procurement process was cancelled and the project will not be budgeted for in the government's capital plan until a solution has been identified.
- Two bidding teams were paid \$2 million to help offset their expenses to date.
- The Province has spent approximately \$66 million on the estimated \$3.5-billion project.
- BC Hydro has spent approximately \$25 million on its transmission relocation project.
- Work completed to date is expected to be utilized regardless of which option is chosen.
- Valuable property has been acquired, pre-load construction work along the Highway 99 corridor is wrapping up, and technical work and analysis will be considered as government moves forward to improve the crossing.

Massey Replacement

Highlights:

- George Harvie was elected Mayor of Delta on October 20 and he has vowed to work to get a new bridge built.
- An FOI request regarding the Minister's March 2, 2018 and March 28, 2018 tours of the Massey Tunnel was published on October 22.
- It includes a report to Delta Council dated Aug. 4, 2017 which says the Massey is the worst bottleneck in B.C. and any replacement option is 5 years away.
- It also includes a Massey Tunnel summary by the Ministry of Transportation dated March 28, 2018 which says the tunnel does not meet today's traffic, electrical, ventilation, pump and seismic standards, and also has one of the highest accident rates and worst congestion in the province.

Contrast:

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- “We have been disregarded and ignored in the questions that we have asked. I think that it's absolutely critical to the future of our city that there be a re-examination of this project. It's so important in so many different ways.” Richmond Mayor Malcolm Brodie (July 24, 2017)
- That's exactly what we are doing.

Solution:

- We're doing the work that should have been done years ago.
- We're looking at the options carefully and objectively.
- The City of Delta's Report dated August 4, 2017, signed by then CAO George Harvie stated that:
 - "Given the renewed debate on the proposed bridge, the new Provincial Government must have an opportunity to undertake its own review of the available information, make its own assessment of the alternative options, and come to its own conclusion regarding the project."
(Delta Council Report, Aug. 4, 2017)
- Our review by Stan Cowdell is complete, and it is extensive.
- We're going through it to determine the best solutions for people who live and travel in the region.
- We'll discuss the findings with communities, **including the new Mayor-elect of Delta**, to ensure that any future direction on the tunnel crossing is supported by the people in the region.
- I'm happy to share next steps when that process is complete.

Validators:

“Given the renewed debate on the proposed bridge, the new Provincial Government must have an opportunity to undertake its own review of the available information, make its own assessment of the alternative options, and come to its own conclusion regarding the project.” (Delta Council Report, Aug. 4, 2017)

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“Recognizing concerns about the design, your government will listen and work collaboratively to move this project forward.” Old government’s Clone Speech (June 22, 2017).

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- The Minister and ministry staff is analyzing the report before considering next steps.
- The review focuses on what level of improvement is needed in the context of regional and provincial planning, growth and vision, as well as which option would be best for the corridor, be it the proposed 10-lane bridge, a smaller bridge or tunnel.
- The Province's work on the project, up to this point, was looked at closely as part of the review, including technical information developed by the project team, as well as new analysis that included looking at how the removal of tolls will affect the crossing.
- The independent review team engaged staff from Metro Vancouver, including Richmond and Delta, to gather their perspectives on the project, and to ensure that any plan for this crossing reflects their ideas and fits into the overall vision for the region.
- The current procurement process was cancelled and the project will not be budgeted for in the government's capital plan until a solution has been identified.
- Two bidding teams were paid \$2 million to help offset their expenses to date.
- The Province has spent approximately \$66 million on the estimated \$3.5-billion project.
- BC Hydro has spent approximately \$25 million on its transmission relocation project.
- Work completed to date is expected to be utilized regardless of which option is chosen. Valuable property has been acquired, pre-load construction work along the Highway 99 corridor is wrapping up, and technical work and analysis will be considered as government moves forward to improve the crossing.

ADVICE TO MINISTER

<p style="text-align: center;">CONFIDENTIAL ISSUES NOTE</p> <p>Ministry of Transportation and Infrastructure Updated: August 29, 2018</p> <p>Minister Responsible: Minister Claire Trevena</p>	<p style="text-align: center;">Highway 99 George Massey Tunnel Replacement Project – Review</p>
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ADVICE AND RECOMMENDED RESPONSE:

- **We've heard the concerns raised by Metro Vancouver and many residents about the idea of building a 10-lane bridge to replace the George Massey Tunnel, and the costs associated with such a large project.**
- **Before any more work is done, it's important to explore the options available for this corridor.**
- **As you know, Stan Cowdell, a professional engineer with expertise in major infrastructure projects, led an independent technical review of the options available for the corridor. Mr. Cowdell submitted his report in late June.**
- **The ministry is thoroughly reviewing the report to consider its findings and possible next steps.**
- **I will also discuss the findings with Metro Vancouver and the region's mayors to ensure that any future direction on the tunnel crossing is supported by the people in the region.**

KEY FACTS REGARDING THE ISSUE:

An independent technical review of the George Massey crossing, led by professional engineer Stan Cowdell, is now with the Ministry of Transportation and Infrastructure. The Minister and ministry staff will take the summer to analyze this report and consider next steps.

The review focuses on what level of improvement is needed in the context of regional and provincial planning, growth and vision, as well as which option would be best for the corridor, be it the proposed 10-lane bridge, a smaller bridge or tunnel.

The Province's work on the project, up to this point, was looked at closely as part of the review, including technical information developed by the project team, as well as new analysis that included looking at how the removal of tolls will affect the crossing.

The independent review team engaged staff from Metro Vancouver, including Richmond and Delta, to gather their perspectives on the project, and to ensure that any plan for this crossing reflects their ideas and fits into the overall vision for the region.

The current procurement process was cancelled and the project will not be budgeted for in the government's capital plan until a solution has been identified. Two bidding teams were paid \$2 million to help offset their expenses to date.

The Province has spent approximately \$66 million on the estimated \$3.5-billion project. BC Hydro has spent approximately \$25 million on its transmission relocation project. Work completed to date is expected to be utilized regardless of which option is chosen. Valuable property has been acquired, pre-load construction work along the Highway 99 corridor is wrapping up, and technical work and analysis will be considered as government moves forward to improve the crossing.

Communications Contact: Leanne Flood – TRAN GCPE
Program Area Contact: Lisa Gow – Exec Dir. Infrastructure

File Created:

File Updated:

Minister's Office	Program Area	ADM	Comm. Director
	LG	PL	

**George Massey Crossing
Independent Technical Review Release and Next Steps**

Key Messages

- **People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and the old government is the reason we are in this situation.**
- **They pushed ahead with a \$3.5 billion mega-project without listening to communities – we won't make the same mistake.**
- **Their choices on this file have left commuters stuck in traffic – and have caused a five year delay on providing relief.**
- **Mr. Cowdell's extensive review has confirmed this was the wrong project for the region.**
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- **Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision.**
- **We know people are eager for relief. That's why in the meantime, we will aggressively pursue congestion relief for the traffic network on both sides of the river.**
- **We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.**

QA

Independent Technical Review

What was examined as part of the Independent Technical Review (ITR)?

- The Independent Technical Review looked at the original project goals and proposed solution, and the engagement and technical work done to date.
- As part of the review, additional specialized work was completed regarding traffic analysis, and safety, seismic and congestion issues.
- The independent review team also focused on what level of improvement is needed in the context of regional and provincial planning and identified possible options.

What was the final cost of the ITR?

- The final amount was \$1 million which included both the work of Mr. Cowdell, specialized work on traffic analysis, and safety, seismic and congestion issues, as well as a review of previous information.
- All of this technical work will be used in the new engineering work and in developing the future business case.

Next Steps

What are the next steps?

- We need a better solution to get this crossing right – one that people and communities want.
- We've heard significant concerns from communities about the impacts of the 10-lane bridge and the need for communities to be a part of the discussion on options.
- This discussion was not a priority for the old government, and as a result, we must now do that work before the best option can be determined.
- This time, finding a long-term solution to fixing congestion at the Tunnel crossing will be done in genuine partnership.
- I've already spoken to many of the region's Mayors on their transportation priorities. In January, my staff will be engaging with communities to determine project goals that will align with regional plans, including transit, and how the solution will fit.
- We will aggressively pursue congestion relief for the traffic network on both sides of the river.
- We are also moving quickly on safety and reliability upgrades like counterflow improvements, LED lighting, drainage, pavement, line markings, fire doors, and the alarm, ventilation, pumping and electrical systems.

How much will the interim improvements cost?

- Approximately \$40 million:
 - LED lighting and additional tunnel washing for visibility - \$17.5M
 - Upgrading the alarm, pumping, ventilation, fire doors and electrical systems - \$11M
 - Resurfacing, better lane markings and more reflective signs - \$8M
 - Drainage - \$3.5M

How much will it cost to do more studies?

- \$5 million has been set aside for engineering work and necessary consultation.

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How much was spent on the cancelled project?

- The Province has spent approximately \$50 million to date, including the costs of the independent technical review, two construction projects (putting the sand pre-load in place and constructing new ditches), property acquisition, and project management and engineering.
- Work completed to date is expected to be used regardless of which option is chosen.

What happened to the project team and office?

- Both the downtown project office and the Richmond site office are now closed.
- Ministry staff were reassigned to other major projects and the consultant project team has been disbanded.
- The current work that includes interim improvements and identifying the future project scope in consultation with communities is now being delivered by the ministry's South Coast Region staff.

What's the current traffic volume?

- In 2017 the annual average daily traffic volume was 84,000 vehicles.

What's the accident history?

- From 2013-2017 there were 160 collisions in the tunnel, and three-quarters of them occurred in daytime.

Massey Review Report Announcement

The announcement:

The announcement will include key findings in the report and announce our next steps. These consist of more engagement with municipalities and First Nations, further engineering work to assess appropriate bridge and tunnel options to increase capacity on the highway 99 river crossing, scoping work for traffic improvements, and a number of safety and reliability measures outlined.

Detailed technical analysis of replacement options will be complete **in fall 2020**.

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Main Frame:

- The old government is the reason we are where we are today.
- They pushed ahead with a mega-project without listening to communities – we won't make the same mistake.
- Their choices on this file have left commuters sitting in traffic – and have caused a five year delay on providing relief.
- This report has confirmed significant issues with the project and confirmed that other options weren't properly assessed.
- Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision.
- In the meantime, we will be moving forward with scoping work for improvements to the traffic network at the Steveston interchange to reduce congestion along the corridor, as well as improvements on the Delta side of the traffic network.

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From the Report:

On the 10-lane bridge

“During the planning and stakeholder engagement process for the Project, three draft key design considerations identified in 2012 were not carried forward as primary goals in latter stages:

1. Alignment with Community, Regional and National Objectives
2. Community Livability
3. Cost

The Project did not formally record how these key design considerations were handled in the Project planning; the lack of formal inclusion in the Project Goals, and the accompanying solutions necessary to address them, is seen as a significant factor in the resulting stakeholder concerns and a potential deficiency in the planning process.”

(Page 9 of Executive Summary)

“The Review did not locate any such trade-off studies in the Project documentation that had been provided for review and approval for the Province; and if this was not done, the Review considers that to be a deficiency in the Project planning.

The Review understands that the Province was certainly aware of needs, goals and criteria throughout the Project, however, the formal trade-off studies would have assisted the Province in being fully aware of alternative solutions and which solutions provided the greatest benefit against all Project criteria.”

(Page 10 of Executive Summary)

“The major components of the Project, which defined the scope, were not tested individually through trade-off studies and independent value for money analysis, which is not consistent with MoTI normal practice.”

“The Project’s inclusion of economic development benefits to further increase the benefit/cost ratio in the business case is not consistent with MoTI practice for projects of this magnitude.”

(Page 22 of Executive Summary)

“the scope and scale of the Reference Concept remains a concern to many. The Review has highlighted specific functional criteria, which if modified, could result in a reduced Project scope and cost savings, while still providing increased capacity and reliability. These changes would better align the Project with regional transportation and community planning goals and would likely result in greater acceptance of the Project by stakeholders and Indigenous groups.”

(Page 23 of the Executive Summary)

“The City of Richmond has confirmed that the requirements for upgrading City roads to be consistent with a new 10-lane bridge were not fully resolved, nor desirable or achievable given the footprint of surrounding developments.”

(Page 63 of the Report)

On the other options

“It is the Review’s opinion that an ITT (Immersed Tube Tunnel) crossing option is feasible and may result in increased benefits and cost savings in comparison to a new bridge when such options as staged development and utilizing existing infrastructure are considered.”

(Page 20 of Executive Summary)

“based on the current state of practice for tunnel design and construction, it is considered that some of the previous scoring for Scenarios 4a and 4b may be unduly low. When re-evaluated, there is potential that the re-use of the Tunnel may be viewed as a more attractive option than was previously determined.”

(Page 80 of the Report)

“The Review’s review of the global state-of-the art of ITT construction discussed above has provided sufficient supportive expert opinion and industry data to demonstrate that an ITT would be a reasonable solution for an expanded Crossing. A new tunnel could fully replace the existing Tunnel or be added to increase existing capacity.”

(Page 102 of the Report)

“The Project assessed that a new tunnel will have reduced safety in comparison to a bridge. There is no evidence that a new tunnel designed to modern standards will have a decreased level of safety in comparison to a new bridge.”

(Page 103 of the Report)

“Dedicated transit lanes could be provided through a new tunnel, with integrated connections to transit stops at the Steveston and Highway 17A interchanges.”

(Page 104 of the Report)

“The Project stated that the travel experience for pedestrians and cyclists would be inferior in a tunnel to that of a bridge. Any loss of views that would occur by having a tunnel rather than a bridge for pedestrians and cyclists to enjoy is offset by the elevation change being substantially less for a tunnel compared with a bridge and that a tunnel protects pedestrians and cyclists from rain and snow.”

(Page 104 of the Report)

“The Project estimated that the cost of a new ITT would be greater than a new bridge. Based upon the information provided during the above described Tunnel Expert Panel workshop, the cost of an ITT is expected to be competitive with a bridge. Further, there are potential additional cost savings opportunities if a new tunnel was combined with retrofitting the existing tunnel.”

(Page 106 of the Report)

“An ITT crossing option is feasible and may result in increased benefits and cost savings in comparison to a new bridge when such options as staged development and utilizing infrastructure initially is considered.”

(Page 108 of the Report)

Validating quotes from media stories:

Gregor Robertson – July 7, 2017:

“The Pattullo Bridge replacement is certainly first and foremost our top priority for bridges.”

“I think it can be a much quicker improvement and investment with an additional tunnel there versus a gigantic bridge.”

“We have real concerns about the impacts in Richmond and Vancouver of cars just piling up basically when they hit city streets, that will be a major problem.”

Darrell Mussatto – June 29, 2016

“I think there can be a solution that is much more acceptable, and avoid having a 10-lane bridge. A 10-lane bridge just induces traffic. It encourages more people to drive.”

Malcolm Brodie – February 24, 2017

“The thing is: a new Massey replacement bridge exacerbates the problems. It’s shortsighted. It’s absurd. It goes against 40 years of regional planning focused on confining suburban sprawl, and getting people out of cars and onto transit.”

Malcolm Brodie - Sept, 2017

“The current government appears to be listening to our concerns that we’ve been expressing over and over for the last four to five years.”

Malcolm Brodie – February 24, 2017

“The thing is: a new Massey replacement bridge exacerbates the problems. It’s shortsighted. It’s absurd. It goes against 40 years of regional planning focused on confining suburban sprawl, and getting people out of cars and onto transit.”

Malcolm Brodie – December 2, 2018

“Under the previous group, they made the announcement that there would be a 10-lane bridge and that was all, that was the end of it. We tried for, what, five

years to discuss and to have them rethink the options that were available, to absolutely no avail.”

Greg Moore – March 17, 2017

In an interview, Mr. Moore said the province has plunged into the project without consultation. "It was, 'Here's what we're going to do. How do you like it?'"

"A 10-lane, auto-oriented bridge is too big in scope.”

"We didn't want to be presumptuous in stating what needs to be built. A more inclusive dialogue would get us to a better result.”

Sav Dhaliwal – December 2, 2018

“I believe all of us know that something needs to be done there, but we never were part of the discussion about what’s the right solution.”

Jonathan Cote – December 2, 2018

“I think that was one of the frustrations that came from the region before was that it was a project that hadn’t had a lot of pre-planning or consultation with the regional governments across Metro Vancouver.”

“I think when we’re talk about any billion-dollar investment in transportation and infrastructure in the region, that is a discussion that needs to involve all of the municipalities.”

Page 27 to/à Page 28

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BACKGROUND

Additional work on George Massey Crossing

Report Highlights

- The Independent Technical Review looked at the original project goals and proposed solution, and the engagement and technical work done to date.
- As part of the review, additional specialized work was completed regarding traffic analysis, and safety, seismic and congestion issues.
- The review concluded there are other options that will reduce scale, complexity and cost of a new crossing, and better align with regional planning including transit.

Community Engagement

- From January until Spring 2019, the ministry will be collaborating with municipalities and local First Nations specifically to determine new goals, objectives and criteria for the George Massey Crossing.
- There will be future opportunities for public engagement as well, and ongoing engagement with communities and First Nations throughout the rest of the process.

Options Analysis

- Once new goals and objectives have been established, additional engineering work will be undertaken on options for relieving congestion at the crossing that are better aligned with regional plans.
- \$5 million has been budgeted for the additional engineering work.
- The detailed technical analysis of these options is expected to be completed by fall 2020.

Safety and Reliability Improvements

- The suite of needed upgrades will be undertaken from 2019 through 2020 and will cost an estimated \$40 million.
- Converting tunnel and roadway lighting to the new LED standard and washing the interior more frequently will increase visibility for drivers and is estimated at \$17.5 million.
- The ministry expects the LED lighting upgrade to reduce the numbers of crashes in the tunnel, as there were 160 collisions in the tunnel from 2013-2017, 75% of which occurred in the daytime.
- Additional projects include:
 - Upgrading the alarm, pumping, ventilation, fire door and electrical systems to meet current standards and ensure reliability - \$11 million;
 - Resurfacing Highway 99 between Steveston Highway and the Highway 17 Interchange, including better lane markings and more reflective signs to improve safety - \$8 million; and,
 - Improving tunnel drainage to reduce the risk to drivers from pooling water and ice at tunnel entrances - \$3.5 million.

Event/Media Availability / Technical Briefing / Speech
Province resets next steps for George Massey Crossing

Event: Province releases Independent Technical Review of the George Massey Crossing and announces next steps

When: Monday, December 17th - 10:30 a.m.

Where: Oceanview Room 4
Pan Pacific, Vancouver

Contact: Elena Banfield 604-842-0984

Speech Length: 2 minutes

Rollout:

- Media receive a copy of technical briefing slide deck (to confirm - both Victoria and Vancouver locations?).
- Stan Cowdell of Westmar Advisors to deliver pre-announcement technical briefing to media with technical QA (not for attribution; no video cameras allowed; media in Victoria room will be able to view via webcast and can ask Qs).
- Minister Trevena to deliver announcement on government's next steps and have QA.
- News release with link to full 300-page report to be released via newswire / online once Minister Trevena starts speaking.
- 10:30 a.m. – Embargoed, technical briefing and QA with Mr. Cowdell on his report
- 11:15 a.m. – Minister Trevena speaks and addresses next steps (teleconference option)
- 11:18 a.m. – QA with media in attendance (teleconference option)

Key Messages:

- **People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and we understand their frustration.**
- **Had the old government looked at the options fully and objectively, we wouldn't be in this situation.**
- **They pushed ahead with a \$3.5 billion mega-project without listening to communities – we won't make the same mistake.**
- **Their choices on this file have left commuters stuck in traffic – and have caused a delay on providing relief.**
- **Mr. Cowdell's extensive review has confirmed this was the wrong project for the region.**
- **s.13**
- **Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision.**
- **We know people are eager for relief. That's why in the meantime, we will aggressively pursue congestion relief for the traffic network on both sides of the river.**
- **We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.**

Speaking Notes

for the

Hon. Claire Trevena

**Minister of Transportation and Infrastructure and
MLA for North Island**

Monday, December 17th – 11:15 a.m.

Oceanview Room 4

Pan Pacific, Vancouver

Introduction

Thank you very much Stan.

And thank you all for joining today for the release of the independent technical review of the Massey Replacement Project.

I'd like to start off by saying how much I appreciate Stan Cowdell for his extensive and thorough review.

Thank you for the time and effort that you put into this important – and very necessary – review work.

Report Highlights

People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and we understand that.

Had the old government looked at the options fully and objectively, we wouldn't be in this situation.

They pushed ahead with a \$3.5 billion mega-project without listening to communities.

We won't make the same mistake.

Mr. Cowdell's extensive review confirms: a 10-lane bridge was the wrong project for the region, and flawed from the start.

It left out a number of key considerations like community alignment, liveability and cost...

Which we heard loud and clear from Metro Vancouver Mayors.

Mr. Cowdell's review reveals there are better options for the region we need to take a closer look at....

...options that will have the same benefits in cutting congestion ...

...and fit the region's need.

For example, a smaller, 6 to 8 lane bridge would accommodate the majority of traffic predicted by 2045.

Or an immersed tube tunnel crossing of up to 8 lanes.

And, we may be able to retrofit the tunnel to use with either option.

Finally, if we look at realigning the highway we could further reduce the scale, complexity, and cost of the project.

Community Engagement

But ultimately, the decision of what is the best solution for the region is not solely up to me, or our government.

It's up to the people and communities of Metro Vancouver.

We are listening to them, unlike the old government.

And we're getting to work right away.

From January to April, we will be engaging with regional municipalities and First Nations to determine new criteria and goals for a South Fraser crossing...

...that better align with regional plans, particularly Metro Vancouver and Mayors' Council priorities.

Once new goals have been established, collaboratively, further engineering will assess the bridge and tunnel options.

Immediate improvements

But we know people are sick of being stuck in traffic at the crossing and are eager for relief now.

And we are aggressively and immediately pursuing congestion relief on both sides of the river,

Looking at possible improvements the Steveston interchange, and on the Delta side to reduce congestion.

At the same time, we are making overdue investments to the crossing to address long-standing safety and reliability concerns from local communities and first responders.

Visibility in the tunnel is a huge concern and it's difficult to adjust from the lighting outside when driving into the tunnel – day or night.

We will convert to LED lighting both inside the tunnel and on the highway approaches to make it more comfortable for drivers and help reduce crashes.

We're also going to upgrade the alarm, pumping, ventilation, fire door and electrical systems...

resurface Highway 99 between Steveston Highway and the Highway 17 Interchange, including better lane markings and more reflective signs...

and improve tunnel drainage to reduce the risk to drivers from pooling water and ice at tunnel entrances.

All this work means safer and more reliable commutes – because any time there’s a crash, there’s even more congestion and it takes people longer to get moving again.

These improvements will help keep people moving safely while we work with the community on selecting the best option for a new crossing.

Conclusion

Again, thank you Mr. Cowdell for your extensive and thorough review of Massey Replacement Project.

Thanks to your work, it is clear that we need a better solution to get this crossing right.

And this time, it will be done in genuine partnership.

Thank you and I will be happy to take your questions.

Ministry of Transportation and Infrastructure

Massey Tunnel technical briefing
Oceanview 3-4, Pan Pacific Hotel, 999 Canada Pl

Date: Monday, Dec 17th

Time: 10:30am

Time	Event Itinerary
Event Summary:	Technical briefing and Q&A on Massey Tunnel technical review.
Key contacts:	GCPE Events: Elena Banfield, 604 842-0984 FMAV: Media Relations: Stephanie Sherlock, 778-584-1254
7:45 a.m.	Elena Banfield and FMAV on site for set-up.
10:15a.m.	Pre-brief with speakers, led by Elena Banfield Location: Executive office, Vancouver Cabinet Office <ul style="list-style-type: none"> • Stan Cowdell • Minister Trevena
10:25 a.m.	Stan Codwell and Elena Banfield proceed to Oceanview rooms 3-4
10:30 a.m.	Event begins – Stan Cowdell delivers technical briefing.
11:00 a.m.	Briefing concludes, Q&A begins – moderated by Stephanie Sherlock. <i>Elena returns to VCO and brings Minister Trevena down to Oceanview rooms.</i>
11:20 a.m.	Q&A concludes. Five-minute break.
11:25 a.m.	Minister Trevena arrives and goes to podium to deliver remarks.
11:28 a.m.	Minister Trevena concludes remarks, Q&A begins – moderated by Stephanie Sherlock.
11:50 a.m.	Event concludes.

ITEM: Province releases Independent Technical Review of the George Massey Crossing and announces next steps

SUMMARY:

Type:	Media availability with Minister Trevena and Stan Cowdell, followed by News Release with link to Independent Technical Review posted online.		
Summary:	Supported by independent expert Stan Cowdell, Government will provide a briefing on the Independent Technical Review and let people know next steps.		
Background:	<p>In September 2017, the Province cancelled the procurement process for the Massey tunnel replacement project and launched an independent technical review. The ministry received the 300-page report in June 2018 and has been analysing it thoroughly.</p> <p>Minister Trevena is discussing the review’s findings and recommendations as well as next steps with new Mayors of Delta, Richmond, and Metro Vancouver. Next steps include:</p> <ol style="list-style-type: none"> 1. continuing the conversation with communities to identify a future project that aligns with regional plans, particularly transit; 2. following the review’s recommendations by completing a more detailed analysis of the options of a bridge with fewer lanes or an immersed tube tunnel, along with upgrading the existing tunnel for possible use alongside either of these options; and, 3. making interim safety and reliability improvements with upgrades to LED lighting, drainage, pavement, line markings, and the alarm, ventilation, pumping and electrical systems. 		
Proposed Date:	December 17 10:30 a.m.	Venue: Location:	Oceanview Room 4 Pan Pacific, Vancouver
Minister(s):	Minister Claire Trevena	Featuring:	Stan Cowdell, P.Eng
Validators:	Metro Vancouver Mayors First responders TransLink		
Audiences:	Residents and commuters (all modes) south of the Fraser		
Community Specific plan:	Translate news release into Punjabi, Chinese and French Follow up meetings to engage community leaders about overall project goals		

Frame:	Better Services
Message:	<ul style="list-style-type: none"> • People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and the old government is the reason we are in this situation. • They pushed ahead with a \$3.5 billion mega-project without listening to communities – we won't make the same mistake. • Their choices on this file have left commuters stuck in traffic – and have caused a delay on providing relief. • Mr. Cowdell's extensive review has confirmed this was the wrong project for the region. • s.13 • Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision. • We know people are eager for relief. That's why in the meantime, we will aggressively pursue congestion solution for the traffic network on both sides of the river while working toward a business case for a long term solution in Fall 2020. • We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.
Media Plan:	<p>Province-wide</p> <p>Technical briefing on background and QA with Stan Cowdell in Vancouver (hand out copies of presentation, with copies available in Victoria for press gallery)</p> <p>Minister makes remarks followed by QA, with phone-in option for media</p> <p>News Release with link to full 300-page report</p> <p>Follow-up interviews as required with Delta Optimist (Sandor Gyarmati), CBC (Anita Bathe), CBC Early Edition, CTV, News 1130, OMNI, Peace Arch News, CKNW (Simi Sara)</p>
Digital Plan:	<p>Engagement site will require report posted and content updates</p> <p>Images can be pulled from presentation/report</p> <p>BC+ video (TBC – before and after concept of new, safer lighting; commute times if appropriate)</p>
Issues/ Risks/ Challenges:	<p>Immediate safety improvements to tunnel do not address congestion</p> <p>Next steps (business case) not to be determined until Fall 2020</p> <p>Amount expended to date; additional investment in existing crossing</p> <p>Uncertainty whether Massey crossing will be in future Mayors' Council Vision</p>
MLAs:	Local MLAs will be briefed by program staff
First Nations:	Minister met with Musqueam and Tsawwassen First Nations on Nov 29 and will contact prior to public announcement, with follow-up as needed

ADVICE TO MINISTER

<p style="text-align: center;">CONFIDENTIAL ISSUES NOTE</p> <p>Ministry of Transportation and Infrastructure Updated: Dec. 14, 2018 Minister Responsible: Claire Trevena</p>	<p style="text-align: center;">Highway 99 George Massey Tunnel Replacement Project – Review</p>
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ADVICE AND RECOMMENDED RESPONSE:

- **People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and the old government is the reason we are in this situation.**
- **They pushed ahead with a \$3.5 billion mega-project without listening to communities – we won't make the same mistake.**
- **Their choices on this file have left commuters stuck in traffic – and have caused a delay on providing relief.**
- **Mr. Cowdell's extensive review has confirmed this was the wrong project for the region.**
- s.13
- **Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision.**
- **We know people are eager for relief. That's why in the meantime, we will aggressively pursue congestion relief for the traffic network on both sides of the river.**
- **We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.**

KEY FACTS REGARDING THE ISSUE:

On December 17, government publicly released the independent technical review and announced next steps.

Report Highlights

- The 10-lane bridge project did not fully address a number of key considerations like community alignment, liveability and cost, which likely resulted in stakeholder concerns;
- A smaller six to eight lane bridge would accommodate the majority of traffic predicted by 2045;
- An immersed tube tunnel crossing of up to eight lanes is likely feasible for a new crossing and could be less expensive with fewer negative impacts;
- Retrofitting the existing tunnel to use in tandem with a new crossing may be possible;
- The existing shoulder bus lanes work well and could be expanded as necessary;

- Highway improvements are equally important to reducing congestion; and,
- A realignment could further reduce the project's scale, complexity and cost.

Community engagement

- collaborating with municipalities and local First Nations specifically to determine new goals, objectives and criteria for the George Massey Crossing (January – April 2019).

Options Analysis and Congestion Relief

- Scoping work for improvements to the Steveston interchange to reduce congestion along the corridor, as well as improvements on the Delta side of the traffic network will begin immediately.
- Once new goals have been established for a longer-term solution, additional engineering work will be undertaken on options for relieving congestion at the crossing that are better aligned with regional plans.
- \$5 million has been budgeted for the additional engineering work.
- A new business case is expected to be developed by fall 2020.

Safety and Reliability Improvements

A suite of needed upgrades will be undertaken from 2019 through 2020 and will cost an estimated \$40 million. These include:

- Converting tunnel and roadway lighting to the new LED standard and washing the interior more frequently to increase visibility and reduce the numbers of crashes in the tunnel, as there were 160 collisions in the tunnel from 2013-2017;
- Upgrading the alarm, pumping, ventilation, fire door and electrical systems to meet current standards and ensure reliability;
- Resurfacing Highway 99 between Steveston Highway and the Highway 17 Interchange, including better lane markings and more reflective signs to improve safety; and,
- Improving tunnel drainage to reduce the risk to drivers from pooling water and ice at tunnel entrances.

Previous work

The Province has spent approximately \$50 million, including the two construction projects (putting the sand pre-load in place and constructing new ditches), property acquisition, and project management and engineering. Work completed to date is expected to be utilized regardless of which option is chosen.

BC Hydro spent approximately \$25 million on its transmission relocation project, but has deemed this to be separate from the tunnel replacement project.

Communications Contact: Leanne Flood – TRAN GCPE

Program Area Contact: Lisa Gow – Exec Dir. Infrastructure

Minister's Office	Program Area	ADM	Comm. Director
	LG	PL	

CONFIDENTIAL
George Massey Crossing
Independent Technical Review Release and Next Steps

Key Messages

- **People are frustrated with unacceptable congestion and bottlenecks at the George Massey Tunnel, and the old government is the reason we are in this situation.**
- **Had the old government looked at the options fully and objectively, we wouldn't be in this situation.**
- **They pushed ahead with a \$3.5 billion mega-project without listening to communities – we won't make the same mistake.**
- **Their choices on this file have left commuters stuck in traffic – and have caused a delay on providing relief.**
- **Mr. Cowdell's extensive review has confirmed this was the wrong project for the region.**
- s.13
- **Unlike the old government, we will discuss these other options with communities and ensure their voices are heard and are a part of the decision.**
- **We know people are eager for relief. That's why in the meantime, we will aggressively pursue congestion relief for the traffic network on both sides of the river.**
- **We will ensure local communities and people in the area help determine the solutions that will get them out of traffic and home with their families.**

QA

Independent Technical Review

What was examined as part of the Independent Technical Review (ITR)?

- The Independent Technical Review looked at the original project goals and proposed solution, and the engagement and technical work done to date.
- As part of the review, additional specialized work was completed regarding traffic analysis, and safety, seismic and congestion issues.

- The independent review team also focused on what level of improvement is needed in the context of regional and provincial planning and identified possible options.

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What was the final cost of the ITR?

- The final amount was \$1 million which included both the work of Mr. Cowdell, specialized work on traffic analysis, and safety, seismic and congestion issues, as well as a review of previous information.
- All of this technical work will be used in the new engineering work and in developing the future business case.

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Next Steps

What are the next steps?

- We need a better solution to get this crossing right – one that people and communities want.
- We've heard significant concerns from communities about the impacts of the 10-lane bridge and the need for communities to be a part of the discussion on options.
- This discussion was not a priority for the old government, and as a result, we must now do that work before the best option can be determined.
- This time, finding a long-term solution to fixing congestion at the Tunnel crossing will be done in genuine partnership.
- I've already spoken to many of the region's Mayors on their transportation priorities. In January, my staff will be engaging with communities to determine project goals that will align with regional plans, including transit, and how the solution will fit.
- We will aggressively pursue congestion relief for the traffic network on both sides of the river.
- We are also moving quickly on safety and reliability upgrades like LED lighting, drainage, pavement, line markings, fire doors, and the alarm, ventilation, pumping and electrical systems.

Page 58

Withheld pursuant to/removed as

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How much will the interim improvements cost?

- Approximately \$40 million for:
 - LED lighting and additional tunnel washing for visibility
 - Upgrading the alarm, pumping, ventilation, fire doors and electrical systems
 - Resurfacing, better lane markings and more reflective signs
 - Drainage

How much will it cost to do more studies?

- \$5 million has been set aside for engineering work and necessary consultation.

Page 60

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How much was spent on the cancelled project?

- The Province has spent approximately \$50 million to date, including the two construction projects (putting the sand pre-load in place and constructing new ditches), property acquisition, and project management and engineering.
- Work completed to date is expected to be used regardless of which option is chosen.

s.13

What happened to the project team and office?

- Both the downtown project office and the Richmond site office are now closed.
- Ministry staff were reassigned to other major projects and the consultant project team has been disbanded.
- The current work that includes interim improvements and identifying the future project scope in consultation with communities is now being delivered by the ministry's South Coast Region staff.

What's the current traffic volume?

- In 2017 the annual average daily traffic volume was 84,000 vehicles.

What's the accident history?

- From 2013-2017 there were 160 collisions in the tunnel, and three-quarters of them occurred in daytime.

NEWS RELEASE

For Immediate Release
2018TRAN0217-002429
Dec. 17, 2018

Ministry of Transportation and Infrastructure

Massey technical review points to project flaws, better alternatives
(disponible en français en bas de page)

VANCOUVER – The original George Massey Tunnel Replacement Project pushed the 10-lane bridge option without fully considering feasible alternatives or local opinions on the best path forward.

Those are the key findings of a technical review of the replacement project, which has been released by Claire Trevena, Minister of Transportation and Infrastructure.

“The 10-lane Massey bridge project was pushed ahead without the input of communities,” said Trevena. “The technical review of the project has confirmed this was the wrong project for the region. We need a better solution for this crossing to get people out of traffic and home with their families.”

The Province’s next steps reflect the extensive independent technical review undertaken by Stan Coddell that found:

- the 10-lane bridge project did not fully address a number of key considerations, such as community alignment, liveability and cost, which likely resulted in stakeholder concerns;
- a smaller six-to-eight-lane bridge would accommodate the majority of traffic predicted by 2045;
- an immersed tube tunnel crossing of up to eight lanes is likely feasible for a new crossing and could be less expensive with fewer negative impacts;
- retrofitting the existing tunnel to use in tandem with a new crossing may be possible;
- the existing shoulder bus lanes work well and could be expanded as necessary;
- highway improvements are equally important to reducing congestion; and
- a realignment could further reduce the project’s scale, complexity and cost.

In January 2019, the Province will engage with regional municipalities and First Nations to identify new criteria and goals for a South Fraser crossing that better align with regional plans, particularly Metro Vancouver and Mayors’ Council priorities. This will inform further engineering to assess appropriate bridge and tunnel options that are more in scale with community preference with a new business case to be developed by fall 2020.

“People are understandably frustrated with the gridlock along the Highway 99 corridor,” said Trevena. “Had the options been carefully and objectively considered before the 10-lane bridge project, we would be much closer to solving the congestion in a way that works for everyone who lives, works and travels in the region.”

The Province will immediately begin scoping work for improvements to the Steveston interchange to reduce congestion along the corridor, as well as improvements on the Delta side

of the traffic network.

A comprehensive suite of safety improvements will also be added to the existing crossing to address long-standing concerns from local communities and first responders. Work will include better lighting and drainage, resurfacing the tunnel approaches and upgrading safety systems.

Learn More:

To read the release in Chinese,

visit: https://news.gov.bc.ca/files/NR_and_BG_Massey_Review_Chinese_translation.pdf

To read the release in Punjabi,

visit: https://news.gov.bc.ca/files/NR_and_BG_Massey_Review_Punjabi_translation.pdf

For a copy of the report and technical presentation, visit: www.masseytunnel.ca

A backgrounder follows.

Contact:

Media Relations
Government Communications and Public
Engagement
Ministry of Transportation and Infrastructure
250 356-8241

Connect with the Province of B.C. at: news.gov.bc.ca/connect

BACKGROUND

For Immediate Release
2018TRAN0217-002429
Dec. 17, 2018

Ministry of Transportation and Infrastructure

Additional work on George Massey crossing and reducing congestion south of the Fraser River

(disponible en français en bas de page)

Report highlights

- The independent technical review looked at the original project goals, proposed solution, as well as the engagement and technical work done to date.
- As part of the review, additional specialized work was completed regarding traffic analysis, and safety, seismic and congestion issues.
- The review concluded there are other options that may reduce scale, complexity and cost of a new crossing and better align with regional planning, including transit.

Community engagement

- From January 2019 until April 2019, the ministry will be collaborating with municipalities and local First Nations to determine new goals, objectives and criteria for the George Massey crossing.
- There will be future opportunities for public engagement and ongoing engagement with communities and First Nations throughout the rest of the process.

Options analysis and congestion relief

- Scoping work for improvements to the Steveston interchange to reduce congestion along the corridor, as well as improvements on the Delta side of the traffic network will begin immediately.
- Once new goals have been established for a longer-term solution, additional engineering work will be undertaken on options for relieving congestion at the crossing that are better aligned with regional plans.
- \$5 million has been budgeted for the additional engineering work.
- A new business case is expected to be developed by fall 2020.

Safety and reliability improvements

- A suite of needed upgrades are scheduled to be undertaken from 2019 through 2020, and will cost an estimated \$40 million. These include:
 - converting tunnel and roadway lighting to the new LED standard and washing the interior more frequently to increase visibility and reduce the numbers of crashes in the tunnel, as there were 160 collisions in the tunnel from 2013-17;
 - upgrading the alarm, pumping, ventilation, fire door and electrical systems to meet current standards and ensure reliability;
 - resurfacing Highway 99 between Steveston Highway and the Highway 17

- Interchange, including better lane markings and more reflective signs to improve safety; and
- Improving tunnel drainage to reduce the risk to drivers from pooling water and ice at tunnel entrances.

Additional congestion work south of the Fraser River

The Alex Fraser Bridge and Massey Tunnel crossings and Highway 91 and 99 corridors work as a system with most travellers being able to choose between either facility to get to and from destinations north and south of the Fraser River. Congestion relief measures that have been recently completed or are underway include:

- Highway 91 at 72nd Avenue interchange – removed the last traffic signal for through-traffic on Highway 91;
- Alex Fraser Bridge project – installing a seventh lane with a moveable barrier counterflow system;
- south of Fraser Advance Traveller Information System – 13 new dynamic message signs coming to key decision points to provide real-time information about crossing times; and
- Highway 91/17 and Deltaport Way program – new interchanges on Highway 17 at Highway 91C and River Road, and on Highway 91C at the Nordel commercial vehicle inspection facility, upgrading the Nordel Interchange on Highway 91 to provide free flow traffic flow between Highway 91 and Highway 17, and adding a westbound acceleration lane at 80th Street to reduce congestion.

Contact:

Media Relations
Government Communications and Public
Engagement
Ministry of Transportation and Infrastructure
250 356-8241

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COMMUNIQUÉ

Pour diffusion immédiate
2018TRAN0217-002429
17 décembre 2018

Ministère des Transports et de l'Infrastructure

L'examen technique du projet Massey en fait ressortir les lacunes et de meilleures solutions de rechange sont proposées

VANCOUVER – Le projet initial de remplacement du tunnel George Massey a privilégié l'option d'un pont à dix voies sans tenir pleinement compte des solutions de rechange réalisables ou des opinions locales sur la meilleure voie à suivre.

Telles sont les principales conclusions d'un examen technique du projet de remplacement rendu public aujourd'hui par la ministre des Transports et de l'Infrastructure, Claire Trevena.

« Le projet du pont Massey à 10 voies a été mis de l'avant sans la participation des collectivités, a déclaré Mme Trevena. L'examen technique du projet a confirmé qu'il ne s'agissait pas d'un bon projet pour la région. Nous avons besoin d'une meilleure solution pour cette liaison afin d'éloigner les gens de la circulation et de les ramener à la maison auprès de leur famille ».

Les prochaines étapes qu'entend suivre le gouvernement provincial refléteront l'examen technique indépendant et approfondi qu'a réalisé Stan Cowdell et qui a été rendu public aujourd'hui. Les conclusions de l'examen sont les suivantes :

- Le projet de pont à 10 voies n'a pas pleinement pris en compte un certain nombre de facteurs clés comme la cohérence avec les besoins de la collectivité, la qualité de vie des utilisateurs et les coûts du projet, ce qui a probablement suscité des préoccupations chez les intervenants.
- Un pont de plus petite taille de six à huit voies accueillerait la majorité de la circulation prévue d'ici 2045.
- Une nouvelle liaison composée d'un tunnel monotube immergé d'au plus huit voies est vraisemblablement possible et pourrait être moins coûteuse et engendrer moins de répercussions négatives.
- Il est possible de réaménager le tunnel existant pour l'utiliser en tandem avec une nouvelle liaison.
- Les voies réservées aux autobus sur l'accotement fonctionnent bien et pourraient être élargies au besoin.
- L'amélioration des routes est tout aussi importante pour alléger la congestion.
- Un réalignement réduirait davantage l'ampleur, la complexité et les coûts du projet.

En janvier, le gouvernement provincial collaborera avec les municipalités régionales et les Premières nations afin de définir de nouveaux critères et objectifs pour l'établissement d'une liaison sur le bas Fraser qui correspondra mieux aux plans régionaux, en particulier aux priorités du district régional du Grand Vancouver et à celles du Conseil des maires. Cela permettra d'éclairer davantage les ingénieurs afin d'évaluer les options appropriées en ce qui concerne les ponts et les tunnels qui correspondront davantage aux préférences de la collectivité. Une nouvelle analyse de rentabilisation devrait être élaborée d'ici l'automne 2020.

« Il est compréhensible que les gens soient frustrés par l'embouteillage le long du corridor de la

route 99, a déclaré Mme Trevena. Si les options avaient été examinées avec soin et objectivité avant le projet de pont à 10 voies, nous serions beaucoup plus avancés pour résoudre la congestion de façon convenable pour tous ceux qui vivent, travaillent et voyagent dans la région ».

Le gouvernement provincial commencera immédiatement à établir l'envergure des travaux d'amélioration de l'échangeur Steveston afin d'alléger la congestion le long du corridor et d'améliorer le réseau routier du côté du delta.

Un éventail complet d'améliorations à la sécurité seront également apportées à la liaison existante afin de répondre aux préoccupations de longue date des collectivités locales et des premiers intervenants. Les travaux comprendront l'amélioration de l'éclairage et du drainage, le resurfaçage des abords du tunnel et l'amélioration des systèmes de sécurité.

Pour en apprendre davantage :

Pour obtenir un exemplaire du rapport et de la présentation technique, visitez le site : www.masseytunnel.ca

Un document d'information suit.

Renseignements additionnels:

Relations avec les médias
Government Communications and Public
Engagement
Ministry of Transportation and Infrastructure
250 356-8241

Branchez-vous sur la Colombie-Britannique: news.gov.bc.ca/connect (en anglais seulement)

DOCUMENTS D'INFORMATION

Pour diffusion immédiate
2018TRAN0217-002429
17 décembre 2018

Ministère des Transports et de l'Infrastructure

Travaux supplémentaires sur la liaison George Massey et allègement de la congestion dans le bas Fraser

Points saillants du rapport

- L'examen technique indépendant a porté sur les objectifs initiaux du projet et sur la solution proposée ainsi que sur les engagements et le travail technique effectués à ce jour.
- Dans le cadre de l'examen, d'autres travaux spécialisés ont été effectués concernant l'analyse du trafic et les questions de sécurité, de séismes et de congestion.
- L'examen a conclu qu'il existe d'autres options qui réduiront l'ampleur, la complexité et les coûts d'une nouvelle liaison et qui s'harmoniseront mieux avec les plans régionaux, y compris avec le transport en commun.

Participation des collectivités

- De janvier à avril 2019, le ministère collaborera avec les municipalités et plus particulièrement avec les Premières nations locales afin de déterminer les nouveaux objectifs et critères pour la liaison George Massey.
- D'autres occasions de participation du public se présenteront dans le futur et une collaboration continue avec les collectivités et les Premières nations sera maintenue pendant le reste du processus.

Analyse des options et allègement de la congestion

- L'établissement de l'envergure des travaux d'amélioration du réseau routier à l'échangeur Steveston visant à alléger la congestion le long du corridor ainsi que des travaux d'amélioration du réseau routier du côté du delta commenceront immédiatement.
- Une fois que les nouveaux objectifs auront été établis pour une solution à plus long terme, d'autres travaux d'ingénierie seront entrepris sur les possibilités d'alléger la congestion aux abords du pont de manière plus adaptée aux plans régionaux.
- Un montant de cinq millions de dollars a été prévu au budget pour les travaux d'ingénierie supplémentaires.
- Une nouvelle analyse de rentabilisation devrait être élaborée d'ici l'automne 2020.

Améliorations de la sécurité et de la fiabilité

- Un éventail d'améliorations nécessaires seront entreprises de 2019 à 2020 au coût d'environ 40 millions de dollars. Il s'agit notamment des travaux suivants :
 - La conversion de l'éclairage du tunnel et de la chaussée à la nouvelle norme LED et un nettoyage plus fréquent de l'intérieur pour augmenter la visibilité et réduire le nombre d'accidents dans le tunnel (160 collisions sont survenues dans le tunnel entre 2013 et 2017).
 - La modernisation des systèmes d'alarme, de pompage, de ventilation, de portes

coupe-feu et des systèmes électriques afin de les harmoniser aux normes en vigueur et d'en assurer la fiabilité.

- Le resurfaçage de la route 99 entre la route Steveston et l'échangeur de la route 17, y compris un meilleur balisage des voies et plus de panneaux réfléchissants pour améliorer la sécurité.
- L'amélioration du drainage des tunnels afin de réduire le risque d'accumulations d'eau et de glace à l'entrée des tunnels pour les conducteurs.

Travaux supplémentaires pour l'allègement de la congestion dans le bas Fraser

Les liaisons du pont Alex Fraser et du tunnel Massey ainsi que les corridors des routes 91 et 99 forment un système permettant à la plupart des utilisateurs de choisir entre l'une ou l'autre des infrastructures pour se rendre au nord et au sud du fleuve Fraser et en revenir. Les mesures d'allègement de la congestion qui ont été récemment achevées ou qui sont en cours d'achèvement sont les suivantes :

- Route 91 à l'échangeur de la 72e Avenue : suppression du dernier feu de circulation pour la circulation de transit sur la route 91.
- Projet du pont Alex Fraser : installation d'une septième voie avec un système à barrière mobile pour circulation à contresens.
- Système perfectionné de renseignements aux voyageurs dans le bas Fraser : 13 nouveaux panneaux à messages dynamiques à des points de décision clés visant à fournir des renseignements en temps réel sur le temps de traversée.
- Route 17 : ajout d'une voie d'accélération vers l'ouest à la hauteur de la 80e Rue afin d'alléger la congestion.
- Programme visant les routes 91 et 17 et le Deltaport Way : nouveaux échangeurs sur la route 17 à l'intersection de la route 91C et du chemin River et sur la route 91C à la hauteur de l'installation d'inspection des véhicules commerciaux de Nordel, et amélioration de l'échangeur Nordel sur la route 91 afin d'assurer la fluidité de la circulation entre la route 91 et la route 17.

Renseignements additionnels:

Relations avec les médias
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