

British Columbia rejected a bridge and is building a new 8-lane immersed tunnel to replace the 4-lane Massey Tunnel (Fraser River) built in 1959.

British Columbia found a tunnel to be less costly, have less visual, noise, land, and navigation impacts; best facilitates the movement of trucks and cyclists with a much lower overall elevation change; and provides protection from inclement weather for everyone who uses this crossing. It also meets regional vision/interests, as endorsed by the Metro Vancouver Board.



A Columbia River immersed tunnel would have all the same advantages. Plus, the Columbia River is 10-feet shallower than the Fraser River, an ideal site for an immersed tunnel.

