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Bamfield Road Safety Upgrade

July 22, 2020



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Upgrading the Bamfield Road: An Update

Huu-ay-aht First Nations hired Urban Systems in 2018 to develop a proposal to upgrade the road by:

- Chip sealing most of the road
- Paving some portions (mostly approaches to bridges and steep grades)
- Improving ditching & drainage, & some bridges
- Road alignment improvements
- Safety improvements with barriers and delineation and better signage

A working group, involving Huu-ay-aht First Nations , Ministry of Transportation & Infrastructure (MOTI), Ministry of Indigenous Relations & Reconciliation (MIRR), the engineers and Area A Director Bob Beckett, reached agreement on the scope of the project and the budget in January 2020.

MIRR is preparing a Treasury Board submission for approval of the project, which we expect will be considered by Cabinet this fall.



Project Details

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- Chip sealing with pavement in critical locations for traction and braking
- Road alignment improvements where possible
- Drainage improvements
- Barrier flares and railings at bridges
- Lighting at critical areas
- Barrier placement at critical locations (steep side slopes, obstructions, and identified obstacles)
- Flooding controls and debris catchment areas
- Reflectors and delineators for guidance and avoidance

The road will be safer after this upgrade:

Dust is a major issue in the summer and this will be eliminated.

Washboard on hills will be eliminated.

Drainage running on road surface will be eliminated.

Flooding will be eliminated.

Unprotected steep embankments will be eliminated.

Hazards such as tight curves and bridges will now have signage.



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Project Costs

Capital Cost	Construction	\$23.34 million
	Contingency (40%)	<u>\$ 7.34 million</u>
	Total	\$30.68 million
	Huu-ay-aht First Nations Contributions:	
	<ul style="list-style-type: none"> • Management of construction project • In-kind contributions at lower costs (e.g. gravel) • \$5 million of capital cost • Cost overruns beyond \$30.68 million 	
Operating Cost	Chipseal maintenance	\$600,000/year
	Chipseal replacement fund	<u>\$500,000/year</u>
	Total	\$1,100,000/year
	Maintenance is split between BC, Western Forest Products/TFL44 LP, and Mosaic.	



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The Objections to this Safety Upgrade are not Credible

Chip sealing is not feasible.

MOTI now agrees it is feasible. Other coastal roads are chip sealed successfully.

There will be more traffic and more accidents.

It's too late to restrict traffic. There's a community at the end of the road. That hasn't happened after the road to Port Renfrew was paved.

The road ownership is complex.

It isn't. There are 4 owners/licensees who all support upgrading.

BC would have to take over the road.

BC already spends public money on the Bamfield Road without turning it into a public highway owned by BC.



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A Safe Road is Critically Important to Bamfield Huu-ay-aht and the Alberni Valley

Huu-ay-aht's ability to be culturally and financially sustainable is dependent on a safe road.

All residents deserve safer access to health and other services in Port Alberni.

People working at the Bamfield Marine Sciences Centre, schools and businesses in Bamfield deserve to get to and from work safely.

Upgrading the road is an important part of developing and revitalizing the economy of the Alberni Valley.



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We Can't Have Another Fatal Accident

Huu-ay-aht, Western Forest Products and Mosaic all support upgrading the road.

The community, the forest companies, the Marine Sciences Centre, the City of Port Alberni, UVic and others all support upgrading the road.

We've done an engineering study showing a feasible, affordable solution.

Our MLA Scott Fraser supports this proposal and the Premier said he'd support safety improvements.

It's time to stop saying it can't be done and get on with it.

Please help us ensure the BC Government makes the right decision.



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Questions?