

2. Massey Thruway Renewal Project, from Garden City Conservation Society, 2017-08-14

Second in a series of requested inputs to Victor Wei, P.Eng., Director, Transportation, City of Richmond

This page of input builds on the previous response from Garden City Conservation Society (GCCS), “1. Massey Crossing Rationale.”

Congestion: By making good use of a recent opportunity, Richmond has dealt with a campaign by another local government to flush traffic congestion north into Richmond, which does not welcome it and aims to *not* dump it on neighbour cities. Now, GCCS hopes that Richmond will share (and even promote!) its big-picture vision, which is driven by higher values.

“Renewal”: An updated project name such as “Massey Thruway Renewal Project” would assert the *renewal aspect* that Richmond has long supported, in harmony with Metro Vancouver and—except in recent years—the BC government. **The GCCS suggests this be done soon.**

With the power of naming, the updated name would remove an impediment to success, the term “*Replacement Project*” that tends to preclude retention and renewal.

“Thruway”: Going far beyond the tunnel, **the renewal would feature a transportation thruway**, like a river (Hwy 99) with its tributaries (and distributaries). With greatly enhanced transit (starting very soon), the thruway will get people (and more) from place to place (such as home to workplace) on both sides of the South Arm of the Fraser in reliable, convenient and comfortable ways.

It is fairly like an [Amtrak Thruway](#). That proven thruway features coach buses, and the choice of bus options for the Massey Freeway will be critical, but **an early step would be a healthy dose of any kind of Rapid Buses** to alleviate congestion.

Determinant of wellbeing: The Massey Thruway can and should be a social determinant of wellbeing as an enabler of access to employment, food, health care, education and social support, with tributaries from/to Hwy 99. (That is already the implicit intent. The label makes it simpler to discuss.)

Value per dollar: An independent analysis will likely find that the Massey Thruway Renewal will provide more value at less cost than the current project plan. Some of the most valuable benefits have been downplayed, so **GCCS suggests bringing those values to attention**. For instance, the *Renewal* can:

- End the immense ecological threat to the Fraser Estuary—and the whole Fraser *River* and Salish Sea—from deeper dredging of the ship channel. (It is a bad time for it, but the intent will persist if it can.)
- Minimize the biggest threat to safety. The incidence of LNG carrier explosion may seem low, but it would leave a swath of devastation—probably worse than the Halifax Explosion of 1917. (For instance, it might only take only one terrorist throwing a well-suited bomb from the bridge.)
- Be a model for the world, with values for the BC economy and the future of life on Earth.

Richmond’s two options: Richmond’s Transportation Department is refining two renewal options that embody the tunnel expansion intent, which goes back to the initial engineering consultants’ thorough report, *Fraser River Highway Crossing at Deas Island, 1955*. The GCCS commends them. The third GCCS response in this series will share suggestions for making the options even better.