



PORT of
vancouver

Vancouver Fraser
Port Authority

Holdom Overpass

Phase one engagement summary





Phase one engagement summary

Holdom Overpass

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Acknowledgement

Thank you to everyone who provided feedback as part of the first phase of engagement for Holdom Overpass. We appreciate your time and value your input. Your feedback has allowed us to learn about your aspirations, ideas and concerns about the project.

We would also like to thank you for your patience and flexibility as we navigate the circumstances caused by COVID-19 and adapt our engagement process to keep everyone safe while still providing meaningful engagement opportunities.

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the federal agency, which, on behalf of all Canadians, is responsible for the stewardship of the lands and waters that make up the Port of Vancouver. Our mandate is to enable Canada's trade objectives, ensuring goods are moved safely through the Port of Vancouver while protecting the environment and considering local communities. We are accountable to the federal minister of transport.



Our vision

For the Port of Vancouver to be the world's most sustainable port



Our mission

To enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities



Our values

- Accountability
- Collaboration
- Continuous improvement
- Customer responsiveness

Our definition of a sustainable port

We believe a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through meaningful dialogue, shared aspirations and collective accountability.



Project partners

Canadian National (CN)

CN is a transcontinental railway in Canada and the United States, with direct links to major ports on the west and east coasts. CN provides North American customers a competitive rail service with access to key markets in every part of the world. Safety is a top priority for CN, and it supports objectives and projects that aim to improve safety for all road users near railways.

As a funding partner, CN will lead the design and construction of ventilation upgrades for Thornton Tunnel and a new rail siding track in Burnaby to improve the flow of trains between Burnaby and port terminals in North Vancouver.

City of Burnaby

The City of Burnaby provides facilities and services that support a safe, connected, inclusive, healthy and dynamic community. The city works collaboratively with residents, businesses, organizations and other governments to enhance and protect the quality of life of the people who live, work and play in Burnaby.

The city is working closely with the port authority to ensure Holdom Overpass meets the needs of the community—including improved safety, enhanced access and connections, reduced travel times, and better emergency response.



About the project

Holdom Overpass

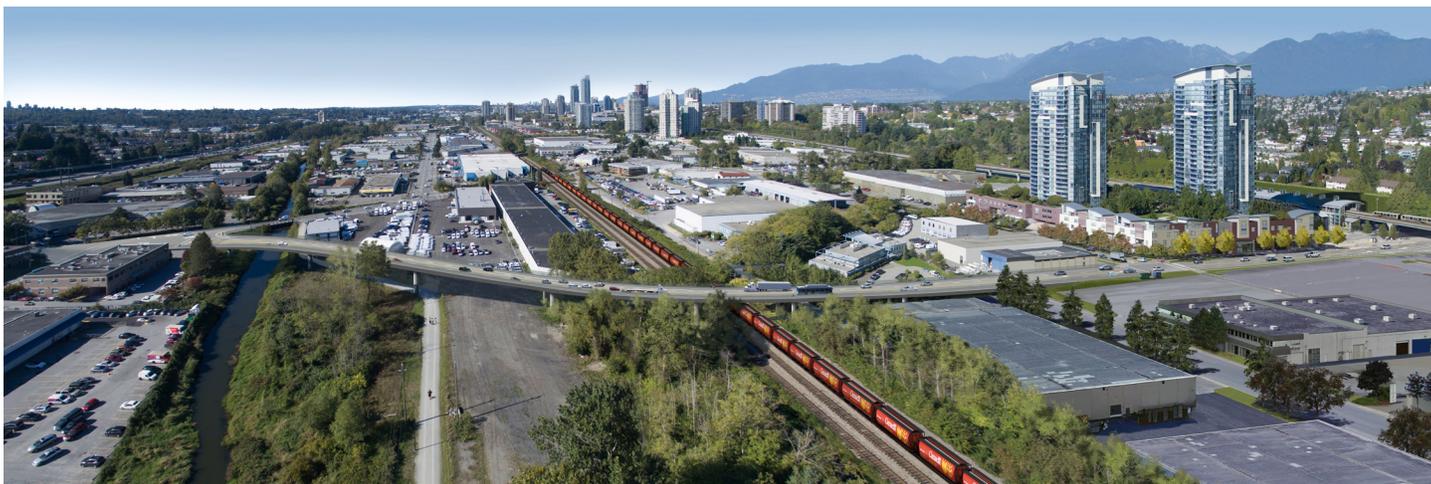
The proposed Holdom Overpass is part of the Burnaby Rail Corridor Improvements Project—a series of road and rail improvements that will improve the flow of trains between Burnaby and port terminals in North Vancouver, and will improve safety and community access by creating more reliable travel times and better emergency response options.

The new overpass will support national trade growth and aligns with the City of Burnaby's transportation plans. In partnership with the City of Burnaby, the port authority is leading the following transportation improvements:

- A four-lane overpass extending Holdom Avenue south over the rail corridor and Still Creek and connecting with Douglas Road
- Closure of the existing Douglas Road rail crossing to vehicles

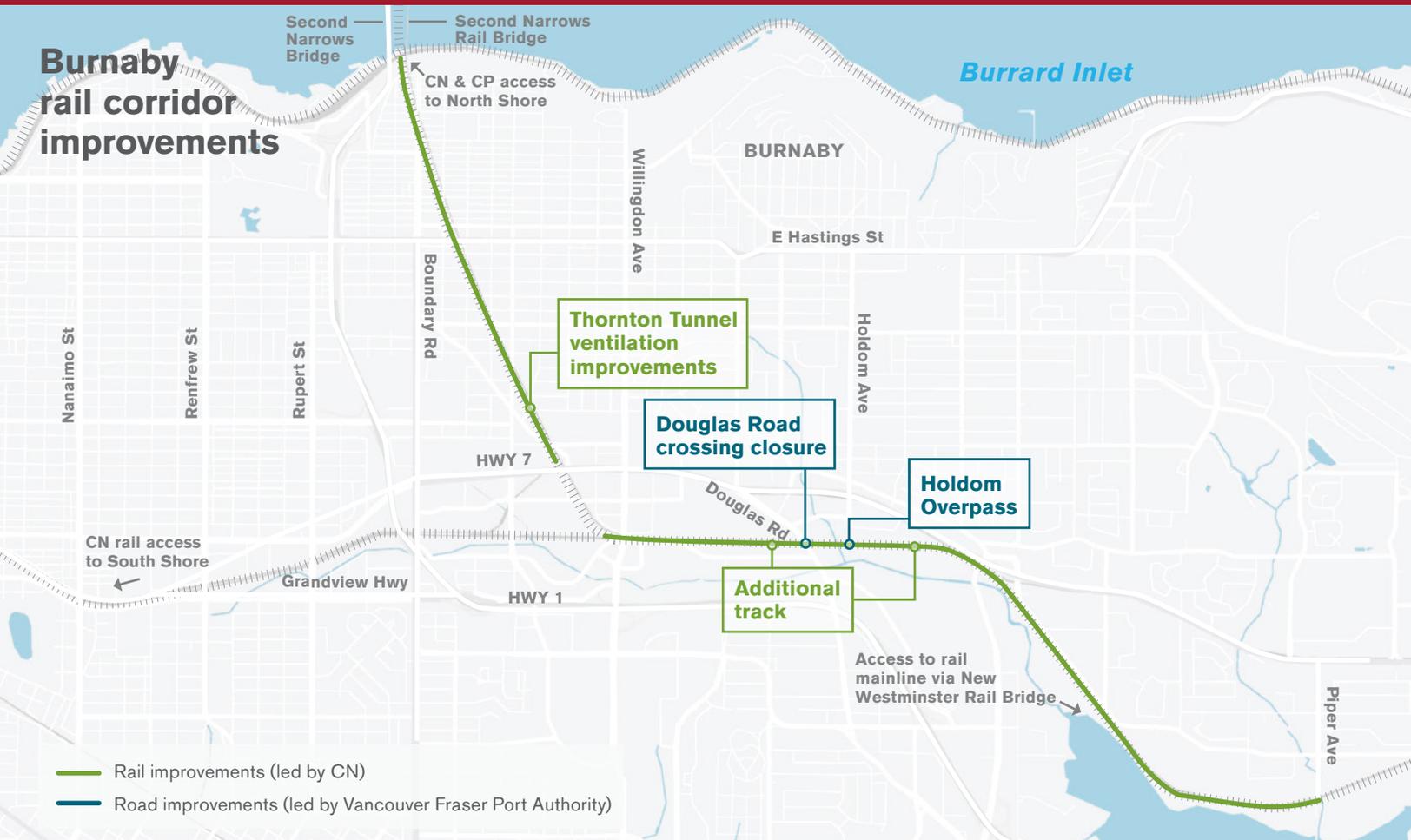
In parallel, CN is leading the following nearby rail improvements:

- Upgrades to the ventilation system for Thornton Tunnel
- A new rail siding track running from Willingdon Avenue to Piper Avenue, parallel to the two existing tracks, to accommodate trains accessing Thornton Tunnel



For any questions or concerns about the rail improvements or rail operations, please email CN at contact@CN.ca.

Burnaby rail corridor improvements



Burnaby's role in Canada's trade

As a key mode of transportation, trains are critical to our region's economy. The rail corridor in Burnaby is CN's and Canadian Pacific's (CP) main rail connection to the North Shore. Currently, 65% of rail traffic through Burnaby goes to the North Shore. Trains ship virtually every household product, food item, and commodity produced in Canada and around the world.

Additionally, using trains to move goods helps keep greenhouse gas emissions down. Trains have exceptional fuel economy and they are one of Canada's greenest modes of transportation. Just one locomotive can haul a tonne of goods more than 220 kilometres on a single litre of fuel. Each year, Canada's railways move more than 84 million passengers and 70% of all intercity freight while producing just 1% of our country's greenhouse gas emissions.

Proud to be part of this community

Port activities in Burnaby

 www.portvancouver.com/burnaby

Local port activities annually generate:


1,700
local jobs


\$100 million
in wages


\$340 million
in economic activity

Additional facts:


\$925,698
municipal taxes paid by port tenants in 2019


\$60,931
paid by the port authority to the municipality for vacant port land in 2019

Benefits of trains



1 litre of fuel can move **1 tonne 220 kilometres**

One locomotive can haul a tonne of goods more than 220 kilometres on a single litre of fuel.



84 million passengers and **70% of freight** annually

Each year, Canada's railways move more than 84 million passengers and 70% of all intercity freight.



only 1% of Canada's greenhouse gas emissions

All this happens while producing just 1% of our country's greenhouse gas emissions.

Executive summary

Between April 14 and May 31, 2020, the Vancouver Fraser Port Authority, in partnership with the City of Burnaby, held the first phase of public engagement for the proposed Holdom Overpass. Because of COVID-19 and the need to practice physical distancing, this engagement was done remotely. We extended the engagement period from four to six weeks and invited the community of Burnaby to learn more about the project by watching the project video or reading the discussion guide and to share their feedback with us by completing a questionnaire, emailing us or phoning the project team. In this report, we have summarized what we heard and we will use this feedback to inform the project as it progresses.

The feedback we received from this phase of engagement indicates that participants are generally supportive of the proposed Holdom Overpass. Some of the most common things we heard for consideration include the following:

Safety

- Use this as an opportunity to enhance safety in the project area for people walking and cycling—especially for those with mobility issues—by designing the project with wide sidewalks and separated paths for cyclists
- Design the overpass to manage car speeds
- Ensure the design of the overpass and the space underneath it feel safe
- Enhance safety along the Central Valley Greenway for people walking and cycling with separated paths, better visibility (hairpin turns) and more lighting

Businesses

- Minimize the impact on businesses within the project area, especially those near the overpass
- Maintain access to existing businesses for all road users

Transportation network connectivity and efficiency

- Consider intuitive connections when integrating the overpass into the existing network for all road users
- Improve signals and traffic lights in the area to improve the flow of traffic, including left turn signals and the placement of stop signs to reduce back-ups and congestion
- Enhance connections to the Central Valley Greenway for people walking and cycling
- Consider and implement measures to prevent short-cutting and traffic redirecting onto residential streets
- Consider the overpass's role in the regional transportation network, and aim to improve access to transit in the project area

Noise

- Consider integrating noise mitigation options into the design of the overpass to mitigate traffic and rail noise for those who live and work in the area

Public space and amenities

- Where possible, add more green space in the project area and around the Central Valley Greenway to encourage more activities, gathering, picnics, etc.
- Consider bathrooms and water fountains/stations along the Central Valley Greenway and near the overpass
- Consider a playground and/or a splash park for children
- Consider adding picnic tables and benches along the Central Valley Greenway to create more of a destination
- Ensure the design of the overpass is aesthetically pleasing and enhances the overall look and feel of the area
- Consider more lighting in the area and along the Central Valley Greenway
- Integrate art/murals into the design of the overpass and throughout the Central Valley Greenway

Environment protection and climate change

- Prioritize sustainable modes of transportation to respond to climate change when designing the overpass
- Protect habitats along Still Creek, and use this as an opportunity to enhance them
- Protect as much green space and as many trees as possible when designing and constructing the overpass
- Undertake sustainable construction methods to build the overpass



How feedback will be used

We will share the feedback received from this phase of engagement with Burnaby City Council and use it—along with technical analysis, feasibility and budget—to inform the planning, design and construction of the project.

By the numbers

9

stakeholder meetings

15

phone calls

52

emails

20

requests for hard copies
of the discussion guide

466

completed questionnaires

69

comments on social media

17

social media posts
(3 ads and 14 posts)

4,200

project video views

Promotion and notification

It is important to us to hear from as many members of the community as possible. With this in mind, we promoted and advertised the first phase of engagement through the following activities:



Media release

The port authority issued a media release on April 15, 2020, inviting the community to learn about the project and share their feedback.



Stakeholder letters

The port authority distributed 59 letters to property owners and businesses in the project area to invite them to meet with staff to learn more about the project.



Print advertisements

The port authority ran six print ads in Burnaby Now (print edition) between April 6 and May 15, 2020.



Holdom Overpass newsletter

The port authority issued four newsletters between April 14 to May 31, 2020, reaching 258 recipients.



Postcards

The port authority sent 13,941 postcards through Canada Post to all residential and business properties in the project area.



Digital ads

The port authority ran a digital ad campaign through Burnabynow.ca between April 6 and May 29, 2020 that included 376,980 unique impressions and 1,115 clicks.



Social media ads

The port authority ran three paid ads between April 6 and May 31, 2020 that reached approximately 134,000 people.

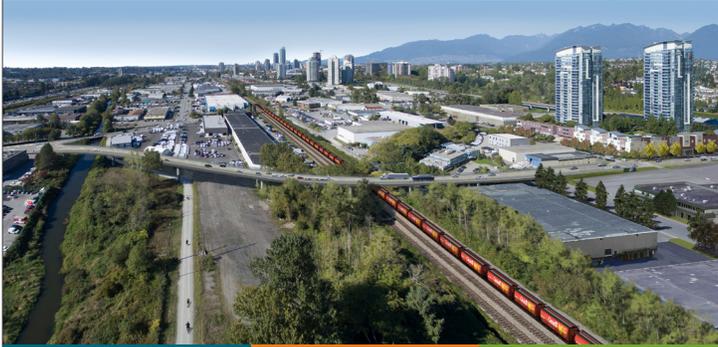


Social media posts

The port authority posted 14 organic posts on Facebook, Instagram and LinkedIn that had a combined total of 43,606 views.

Holdom Overpass

Phase one public engagement



About the project

We're hoping to make travel around and through Burnaby easier by building a new overpass extending Holdom Avenue south over Still Creek and the rail tracks and connecting to Douglas Road. The proposed Holdom Overpass gives us an opportunity to support trade growth and improve safety, community access and reliability for all road users.

In partnership with the City of Burnaby, the Vancouver Fraser Port Authority is launching the first phase of public engagement for the proposed Holdom Overpass.

How to participate

You are invited to take part in the first phase of engagement, during which we want to understand your concerns and priorities, develop a set of guiding principles, gather ideas for public space improvements and learn how you travel through the area.

In support of the federal government's guidance to practice social distancing to reduce the spread of COVID-19, we will host the first phase of engagement entirely online. Starting April 14, 2020, you can learn more about the project and fill out the questionnaire online at:

portvancouver.com/holdomengagement

Please sign up for the project newsletter for updates about additional engagement opportunities at:

portvancouver.com/holdomoverpass

If you have any questions or concerns, you can reach us at:

holdomoverpass@portvancouver.com

778.957.9444

Online engagement April 14 to May 15, 2020

Share your input online at portvancouver.com/holdomengagement



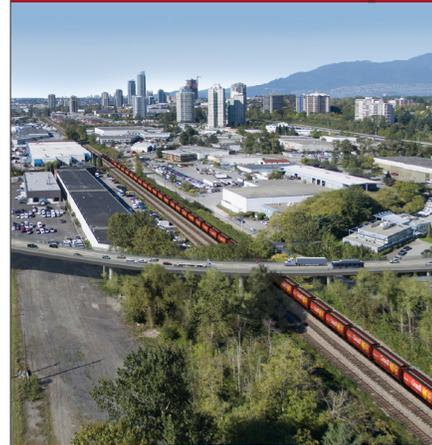
Vancouver Fraser
Port Authority

Learn more

portvancouver.com/holdomoverpass
holdomoverpass@portvancouver.com

Holdom Overpass

Phase one public engagement



April 14 to May 15, 2020

Holdom Overpass

Phase one public engagement

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Engagement activities

We conducted the following activities as part of the first phase of engagement for the proposed Holdom Overpass. Throughout this phase of engagement, we reached out to and met with several businesses and property owners to learn about their concerns and business operations. These meetings are the first of many, and, as the project progresses, meetings with stakeholders will continue.

Stakeholder meetings and outreach

On March 5, 2020, the port authority hand delivered letters that provided background information about the project and an invitation to meet with staff to discuss the project in detail. The letters were delivered to 59 properties and businesses located within the project area. Following the letter drop, the port authority met with the following businesses, organizations and property owners:

- Windsor Plywood
- Westburne Electric
- Inland Group
- Broadway Refrigeration and Omega Mechanical
- C-Sky Windows
- HUB
- Joy Acupuncture and Wellness
- FC Toy Group
- Habitat for Humanity Greater Vancouver

 If you are a property owner or business operator located within the project area or near the Douglas Road rail crossing and would like to meet with the project team, please email us at holdomoverpass@portvancouver.com.

We will continue to reach out to and meet with concerned and/or affected businesses and property owners.

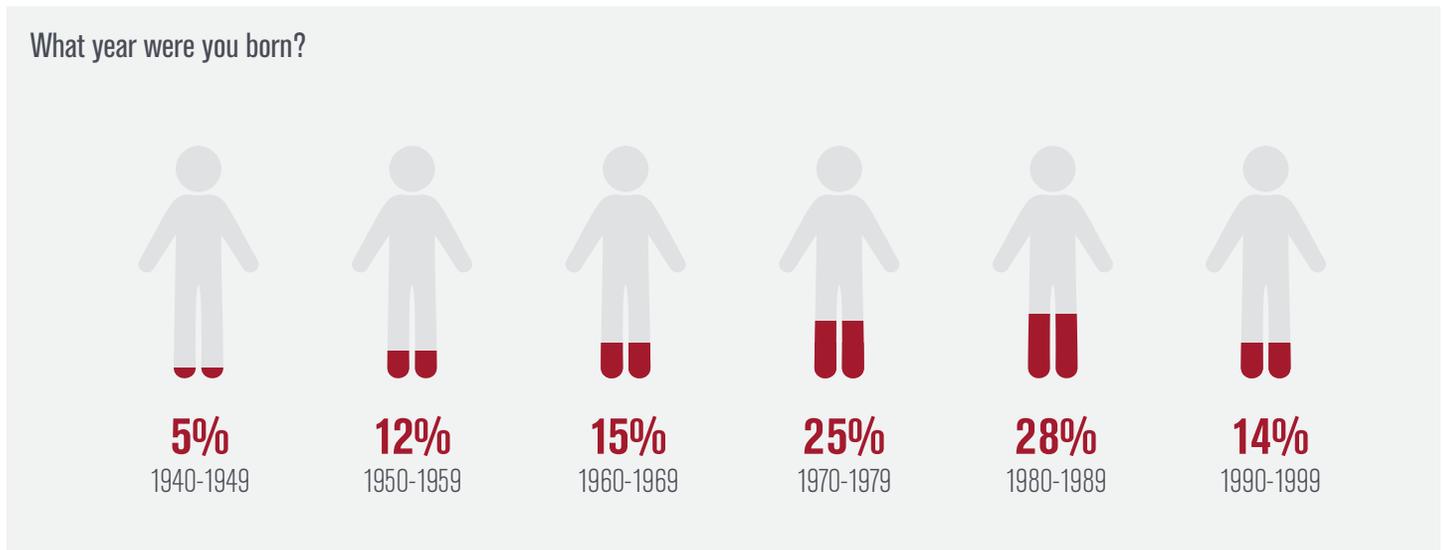
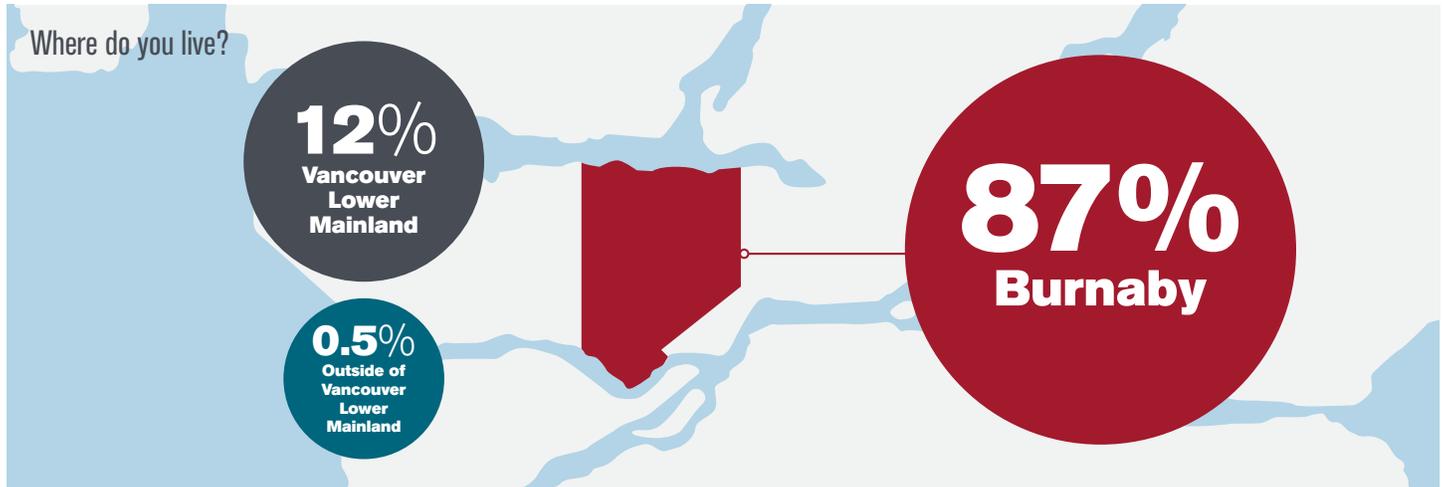




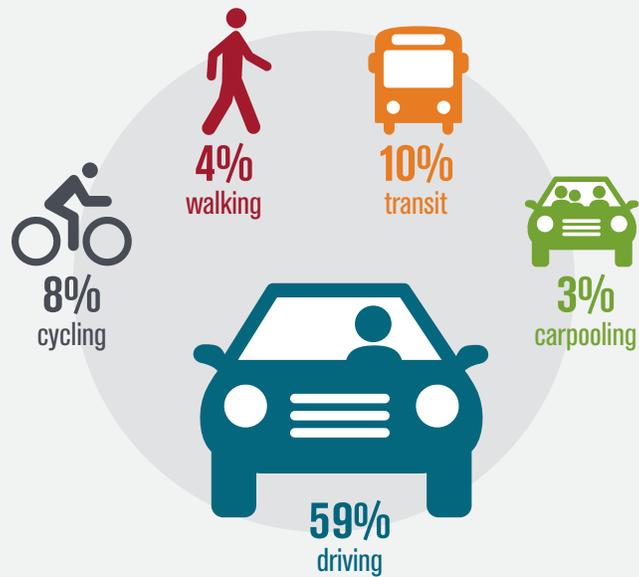
Questionnaire

The questionnaire was available online from April 14 to May 31, 2020 at portvancouver.com/holdomengagement. In lieu of offering in-person engagement opportunities, the port authority offered to mail hard copies of the discussion guide and questionnaire to anyone who requested one. The following section contains a summary of the feedback received from the questionnaire which was completed by 466 people.

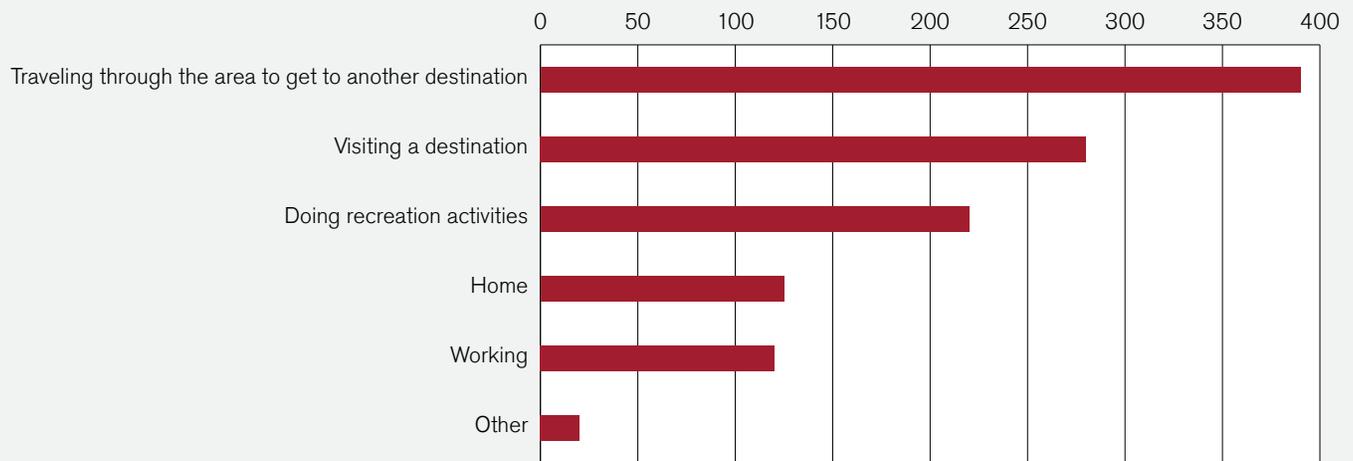
General project questions



How often do you use each of the following modes to travel around the project area?

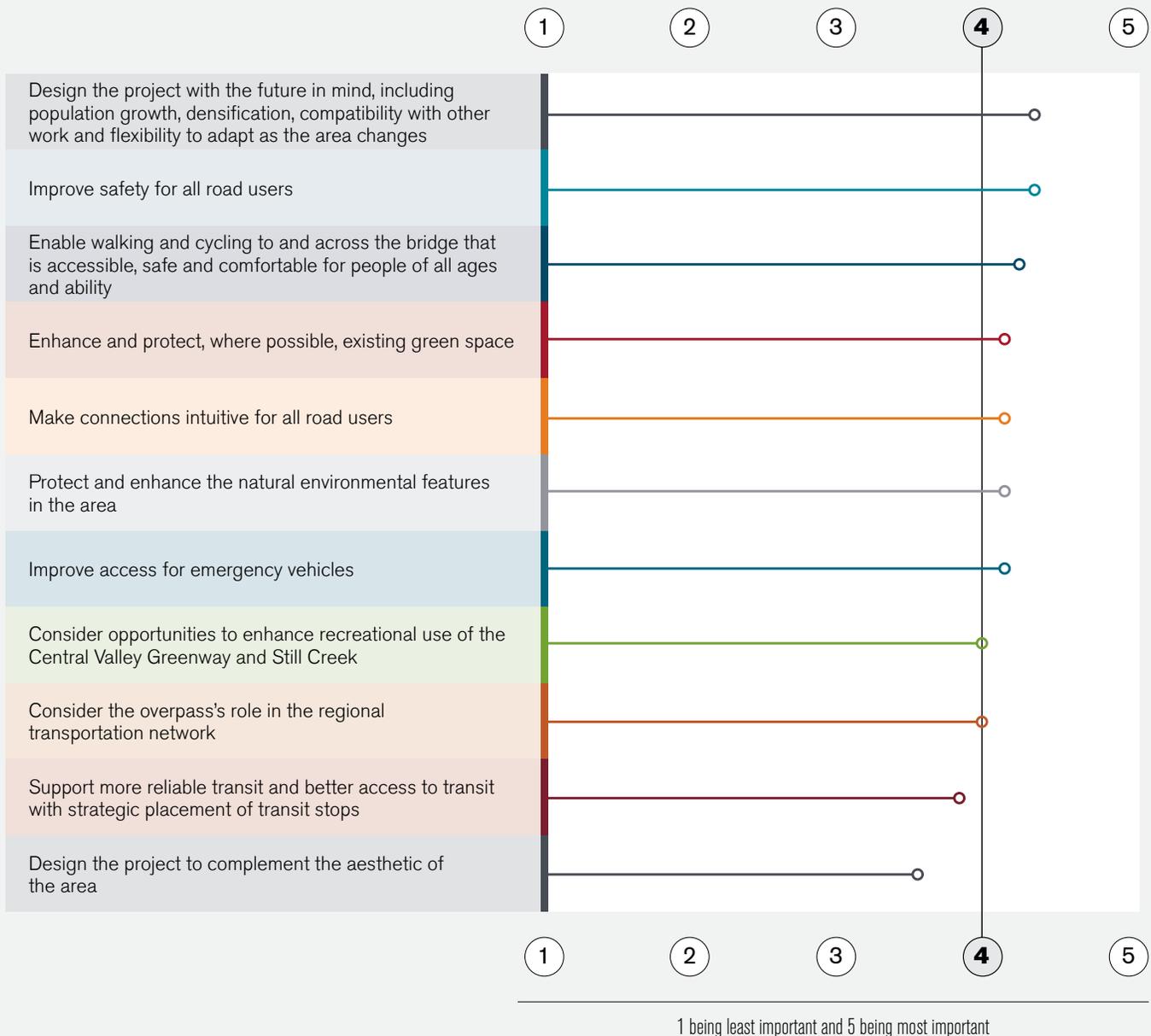


What are you doing when you are in the Holdom Station Area?



Guiding principles

On a scale of 1 to 5, tell us how important the following draft guiding principles are to you.





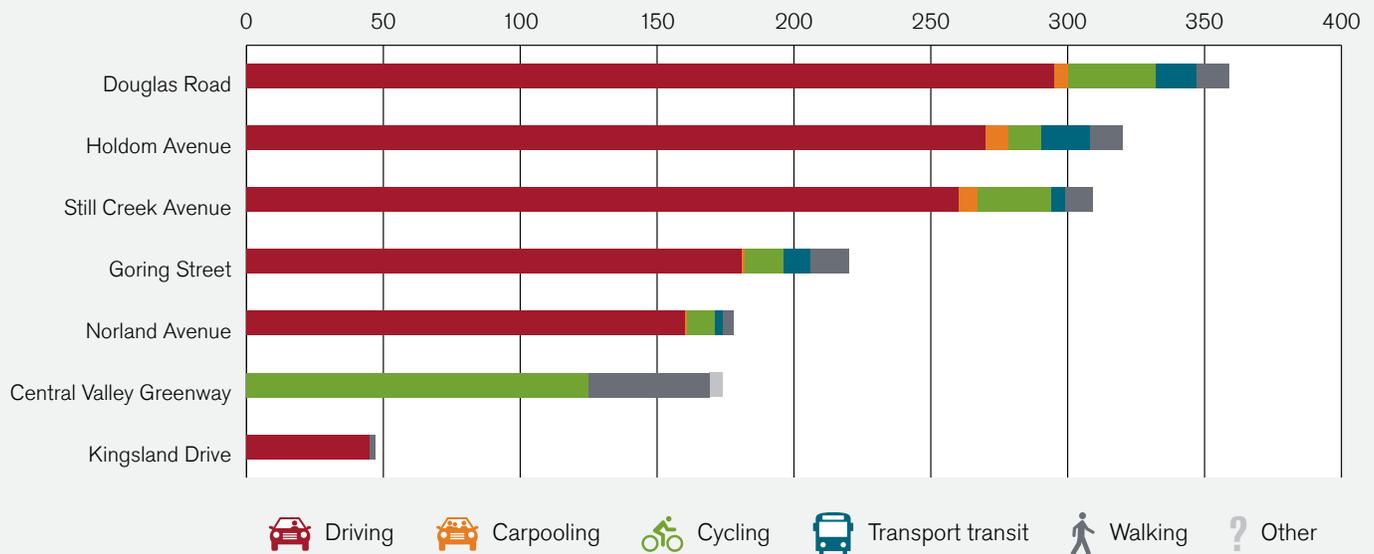
Are there any principles missing?

Summary of comments

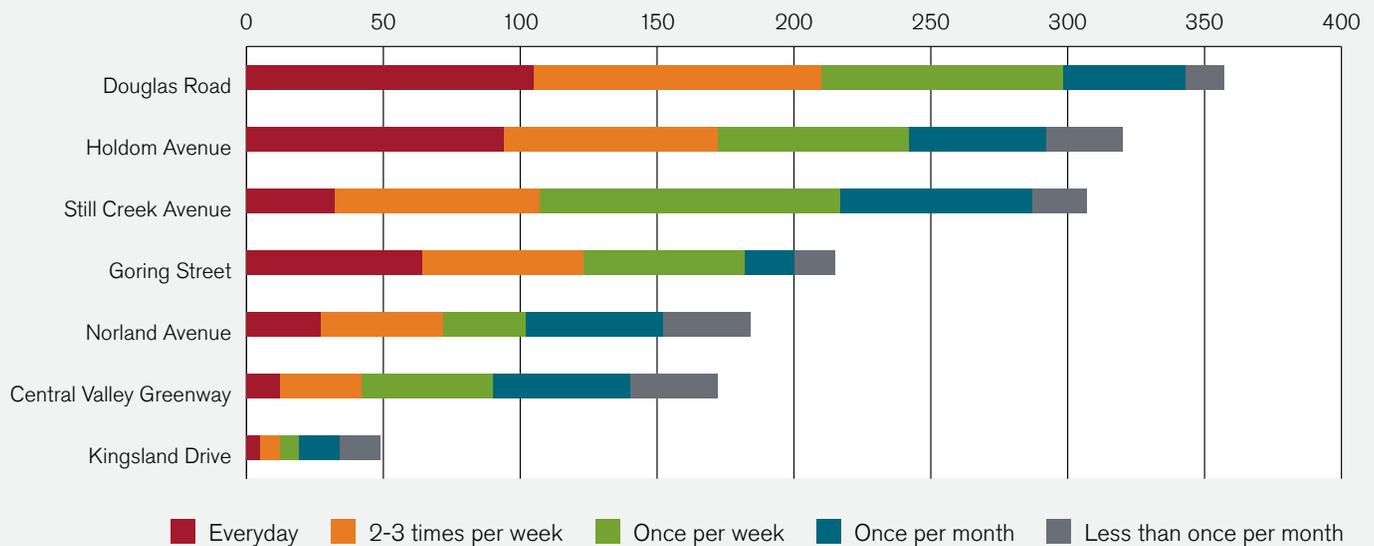
- Consider a principle around noise mitigation from traffic and rail noise
- Consider a principle to reduce traffic congestion and maintain important road connections
- Consider a principle that prioritizes the experience of pedestrians and cyclists above vehicles
- Consider a principle that prioritizes sustainable transportation choices and reduces impacts on climate change

Current travel patterns within the project area

Which streets or paths do you normally travel along? What mode of transportation do you use?



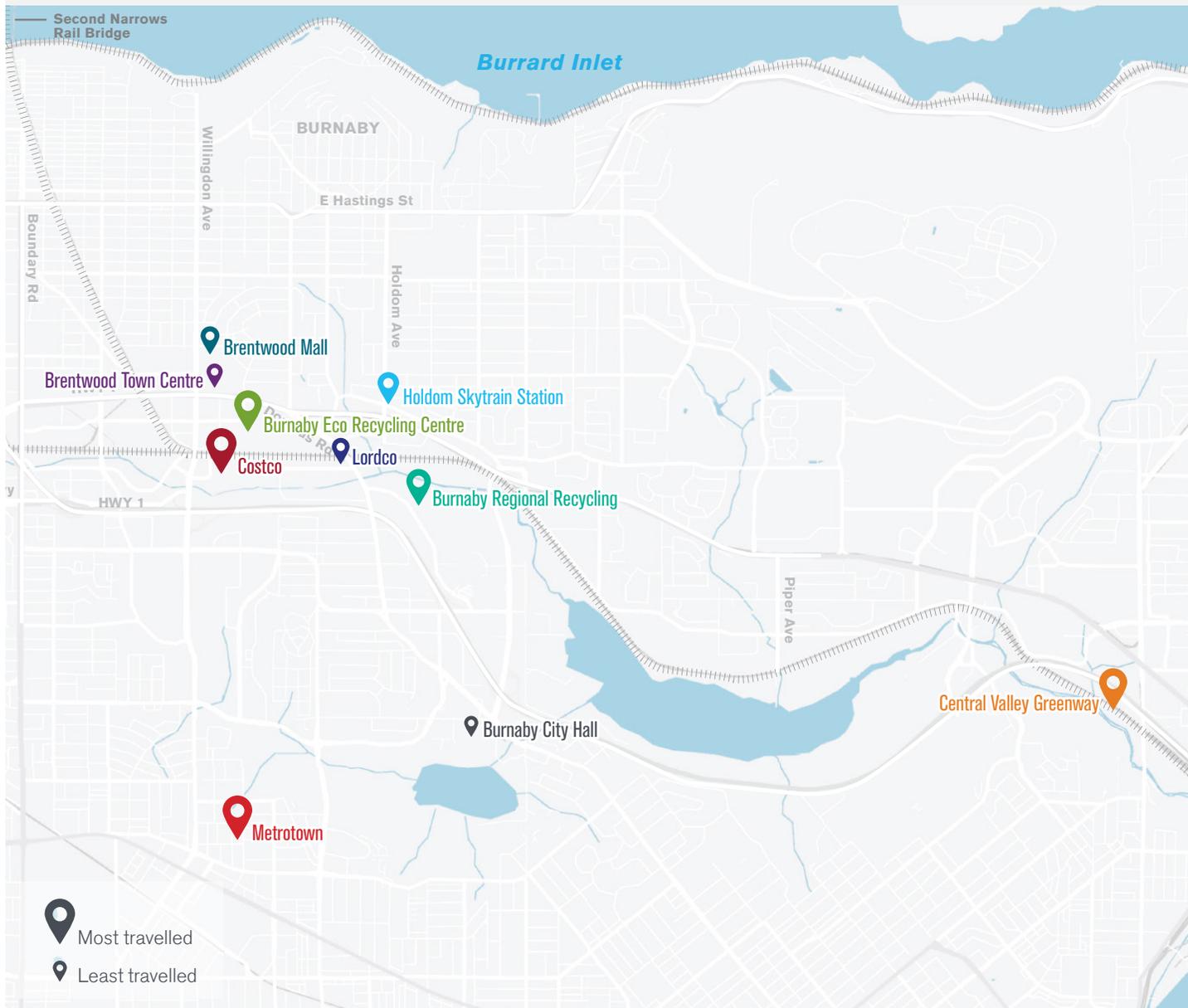
How often do you make this trip?





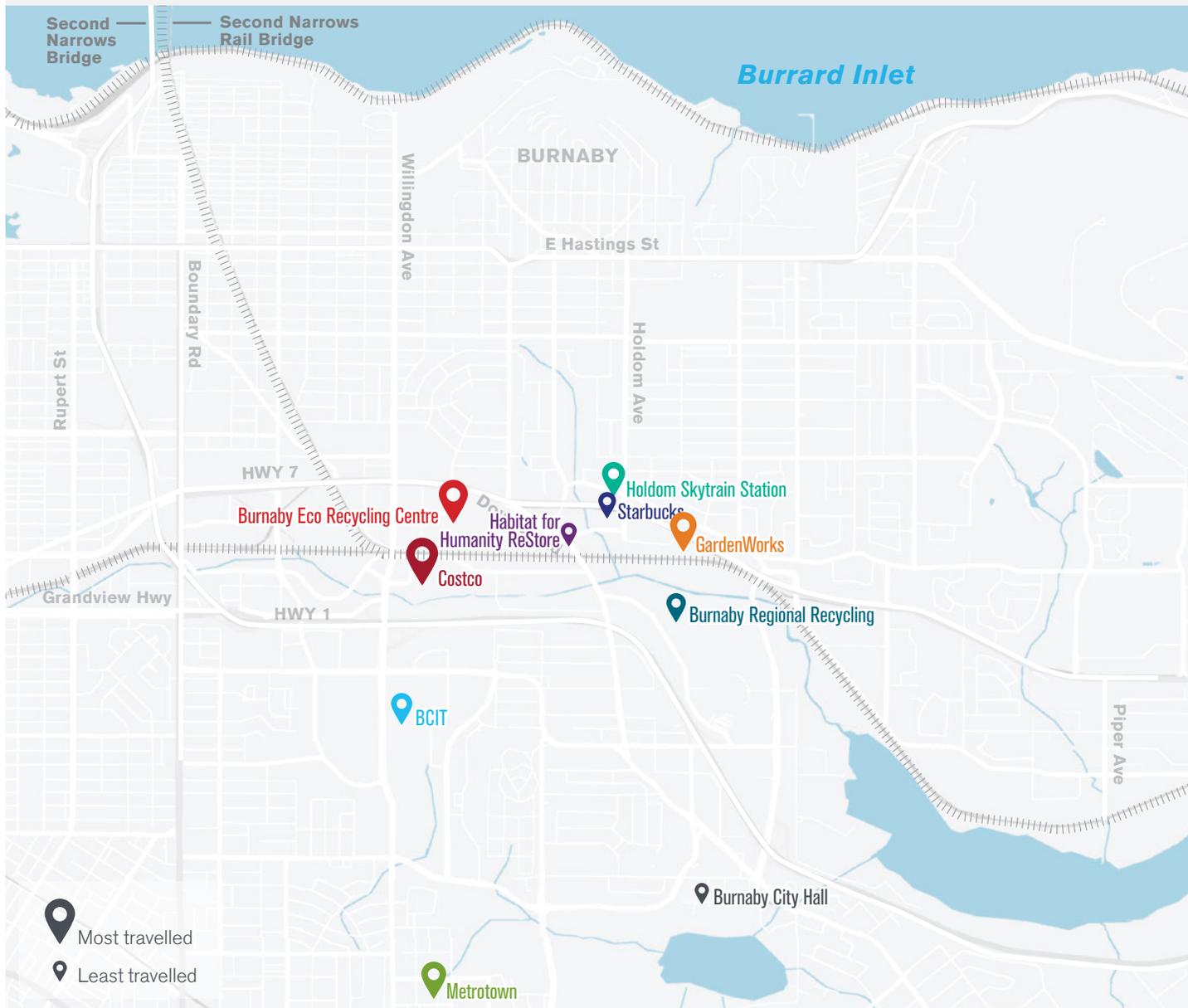
Top destinations people are travelling to and from within the project area

Douglas Road



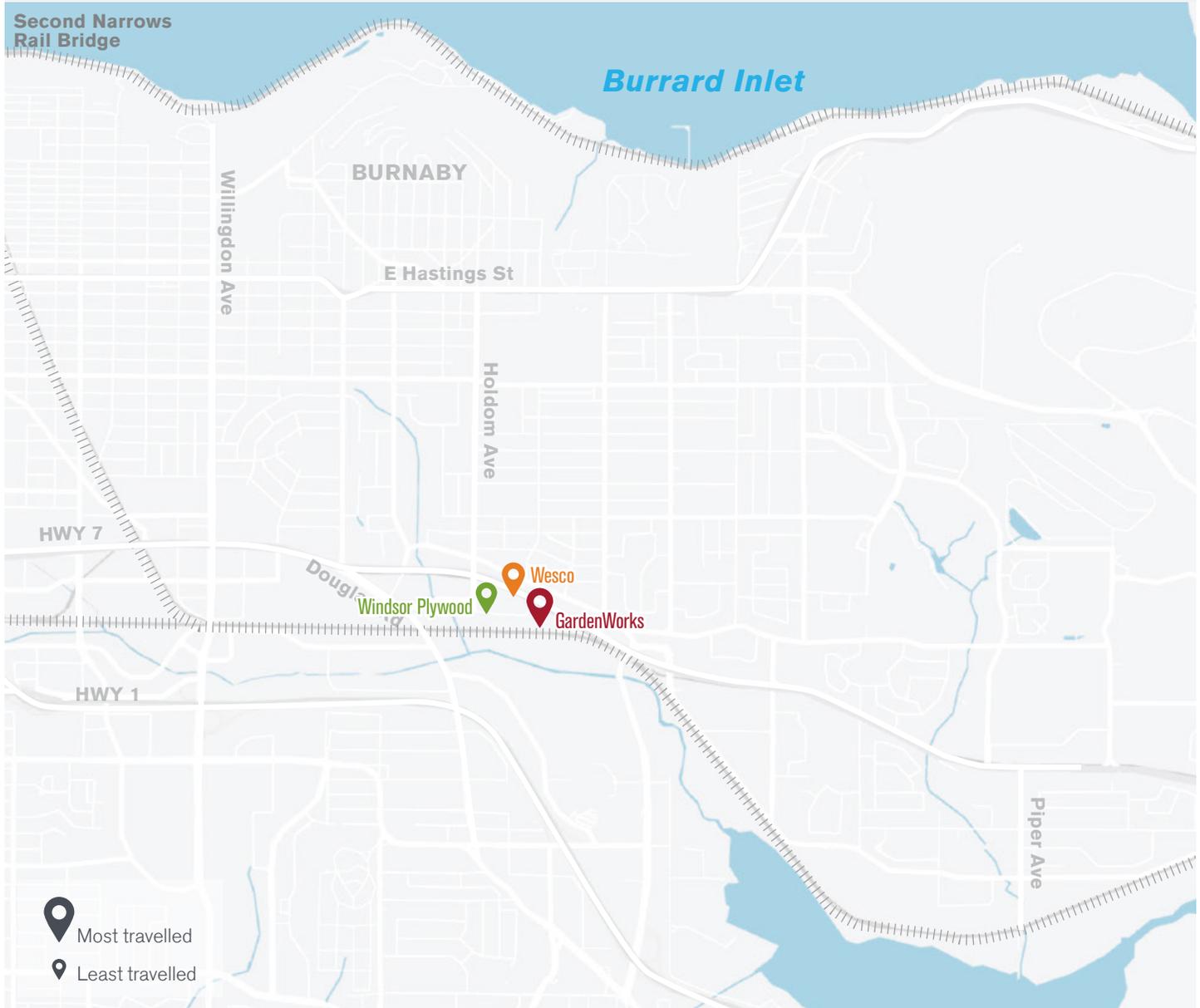
Top destinations people are travelling to and from within the project area

Goring Street



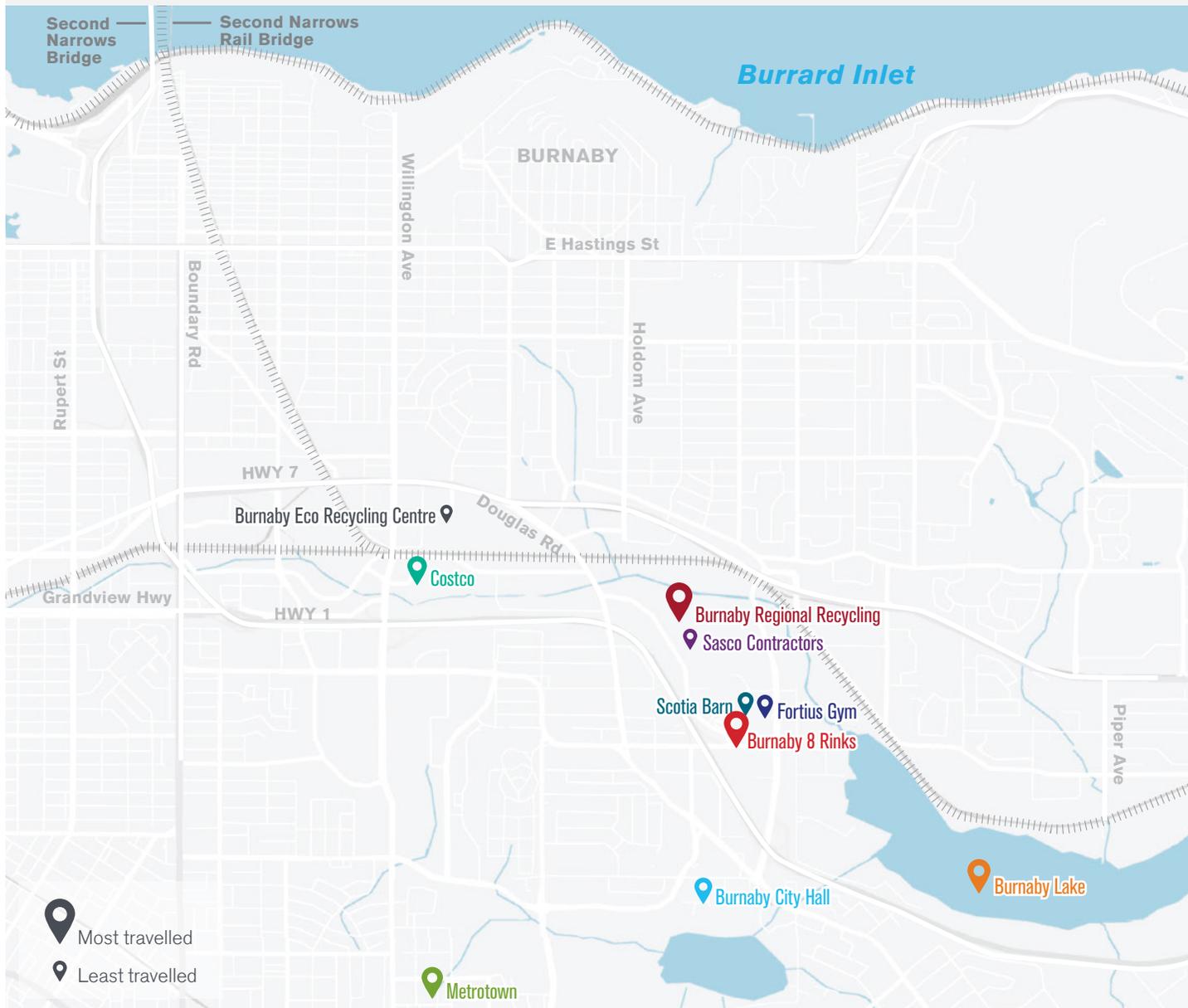
Top destinations people are travelling to and from within the project area

Kingsland Drive



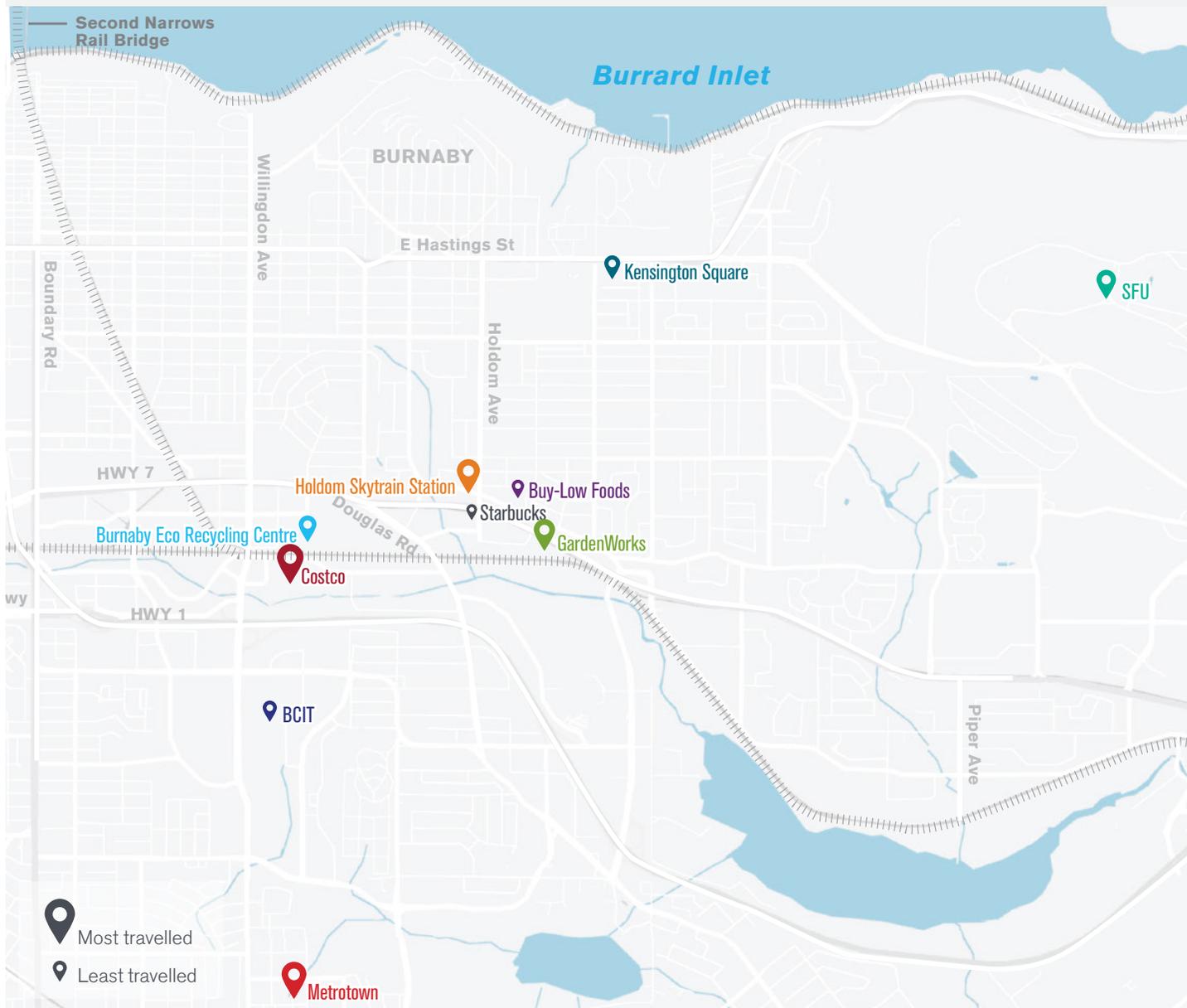
Top destinations people are travelling to and from within the project area

Norland Avenue



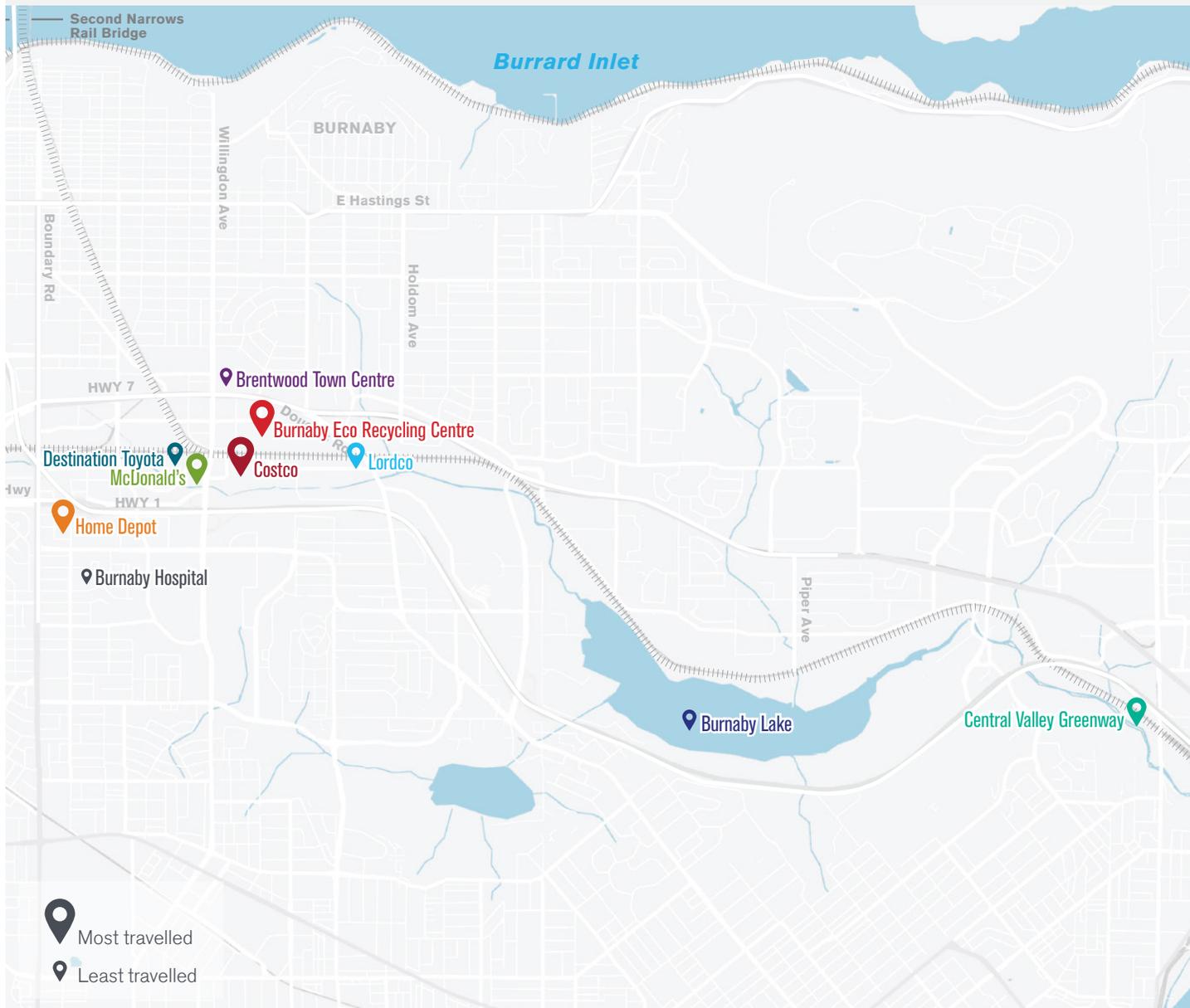
Top destinations people are travelling to and from within the project area

Holdom Avenue



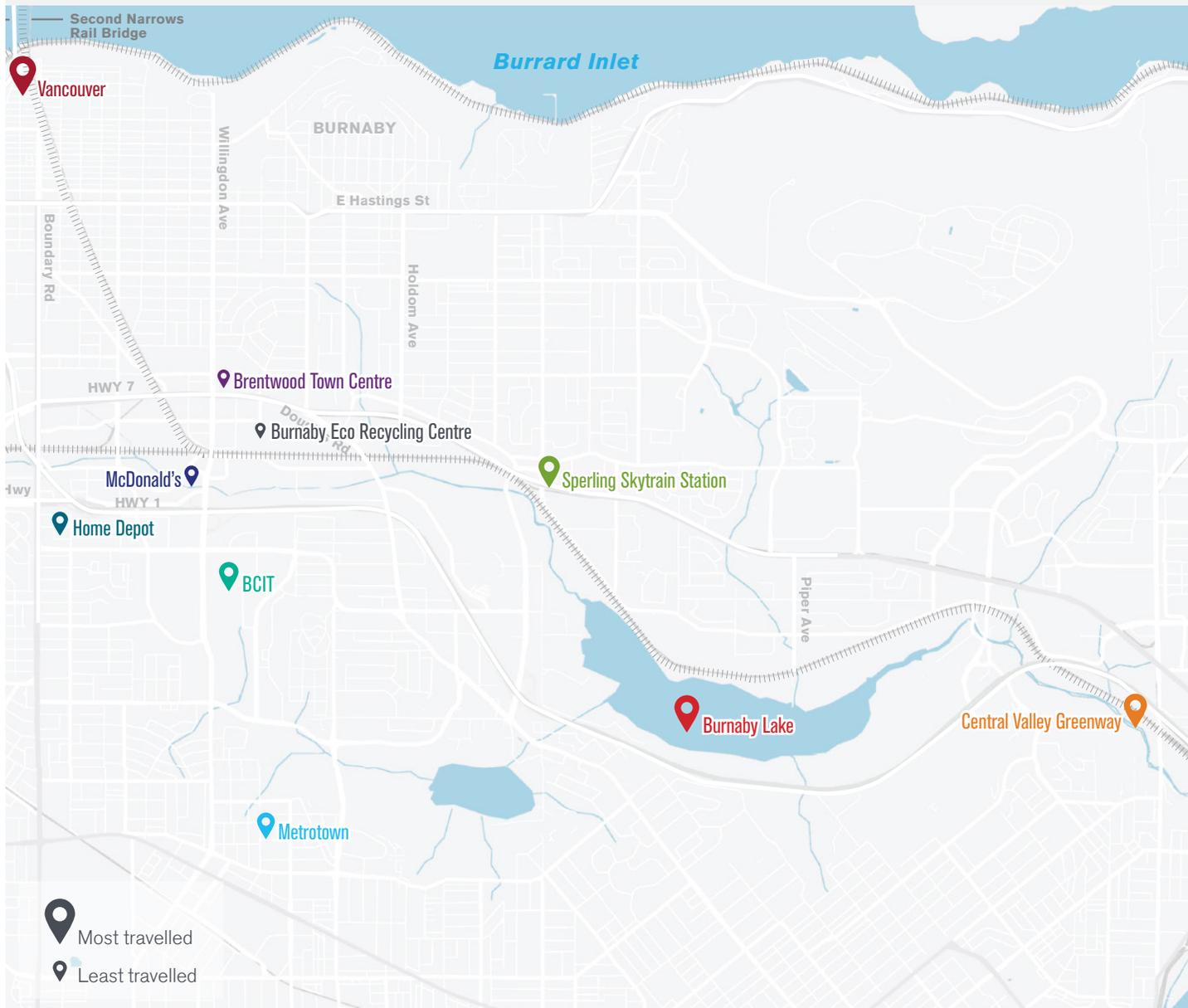
Top destinations people are travelling to and from within the project area

Still Creek Avenue



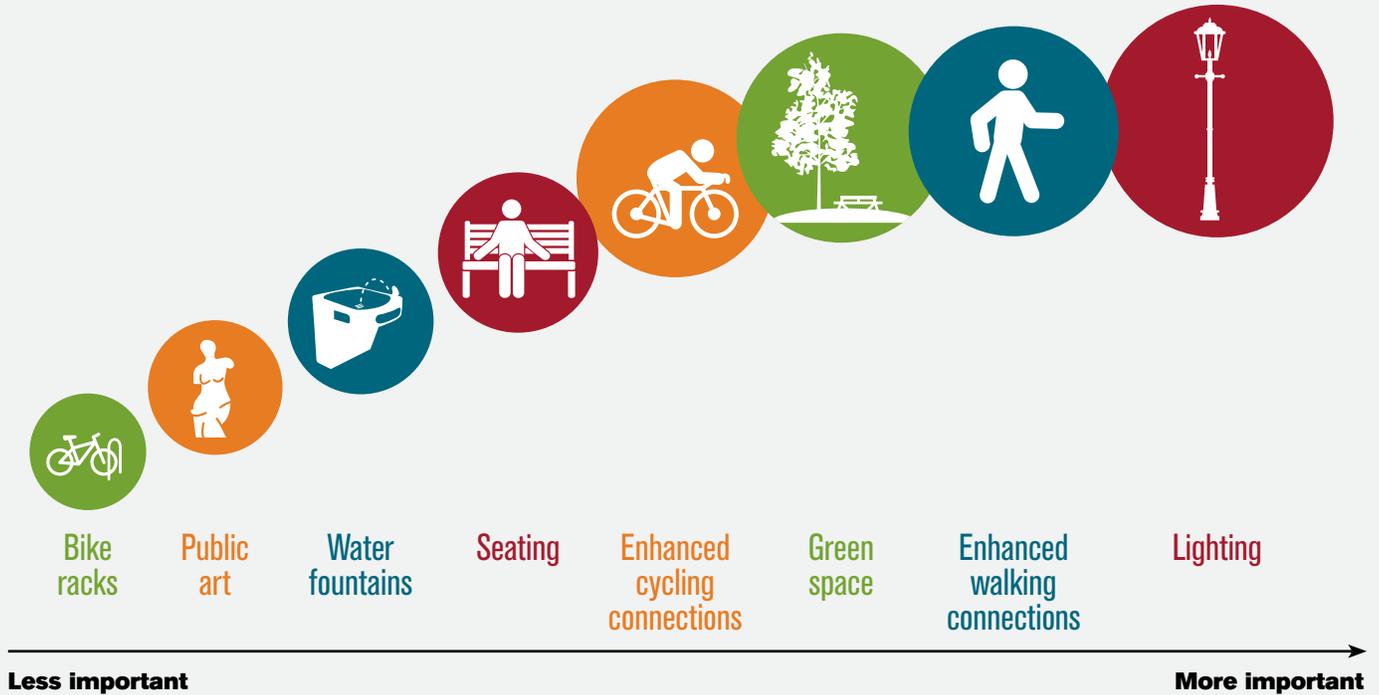
Top destinations people are travelling to and from within the project area

Central Valley Greenway



Public space improvements

What public space improvements would you like to see around the future Holdom Overpass?





Are there any additional public facilities or improvements to the public space at Holdom Overpass that we should consider?

Summary of comments

- Washroom
- Separate bike and pedestrian lanes
- Better connections to the Central Valley Greenway from other destinations within the project area (e.g. from Holdom Station)
- More green space/nature/trees overall
- An area or public plaza that can be used to support small business (e.g. ice cream, coffee, kiosks, night life)
- Dog walking area/park
- Skate park
- Viewing platform (e.g. to watch trains)
- Reduce impact of the design (e.g. decrease light pollution, impact on nature)
- Sustainable landscape choice and more native plants



Are there any improvements to the Central Valley Greenway near Holdom Overpass that you would like to see?

Summary of comments

- Paved and separated paths for pedestrians and cyclists
- An intuitive and easy connection from the Central Valley Greenway to the overpass
- More lighting along the path
- Improve safety for users, especially cyclists, by addressing hairpin turns, access points and rail obstructions
- Water stations/fountains along the greenway
- Sustainable landscaping (e.g. rainwater, pollinator plants, indigenous plants, no invasive)
- More trees that provide shade and green space to allow people to gather
- Washrooms
- Benches and picnic tables to create more of a destination



Are there any recreational activities you would like to do in the area, but currently can't because there are no supporting amenities?

Summary of comments

- Paddle sports (kayak, SUP, floating)
- Skate park/bike track/scooter
- Hockey, rollerblading
- Playground and/or splash park for children
- Dog park
- Green space for activities, gathering (e.g. lawn area)
- Walking/hiking connections from the Central Valley Greenway to other areas
- Public plaza or area to encourage shopping, retail, small businesses



Is there anything we can do to help make the area around the overpass feel safer?

Summary of comments

- More lighting
- Separate different modes of transportation
- Wide, flat and smooth sidewalks
- Incorporate measures that naturally encourage cyclists to go slow
- Safety alarm/call buttons/safety station
- Visibility/sight lines for people (no obstructions or hidden pockets)
- Safe pedestrian crossings at roads (flashing lights, traffic lights, painted crosswalks)
- Work on safe vehicular traffic flow (e.g. left turning lanes, congestion)



Do you have any ideas for the design of Holdom Overpass or design features we should consider?

Summary of comments

- Separate different modes of transportation
- Focus on pedestrians and cyclists (e.g. crossing experience is safe, enjoyable, convenient)
- The design of the overpass should have a natural look that complements the history and natural environment of the area
- Unique/modern/architectural design
- Incorporate greenery into design
- Design it with good traffic flow in mind

Inspiration from other bridges/overpasses

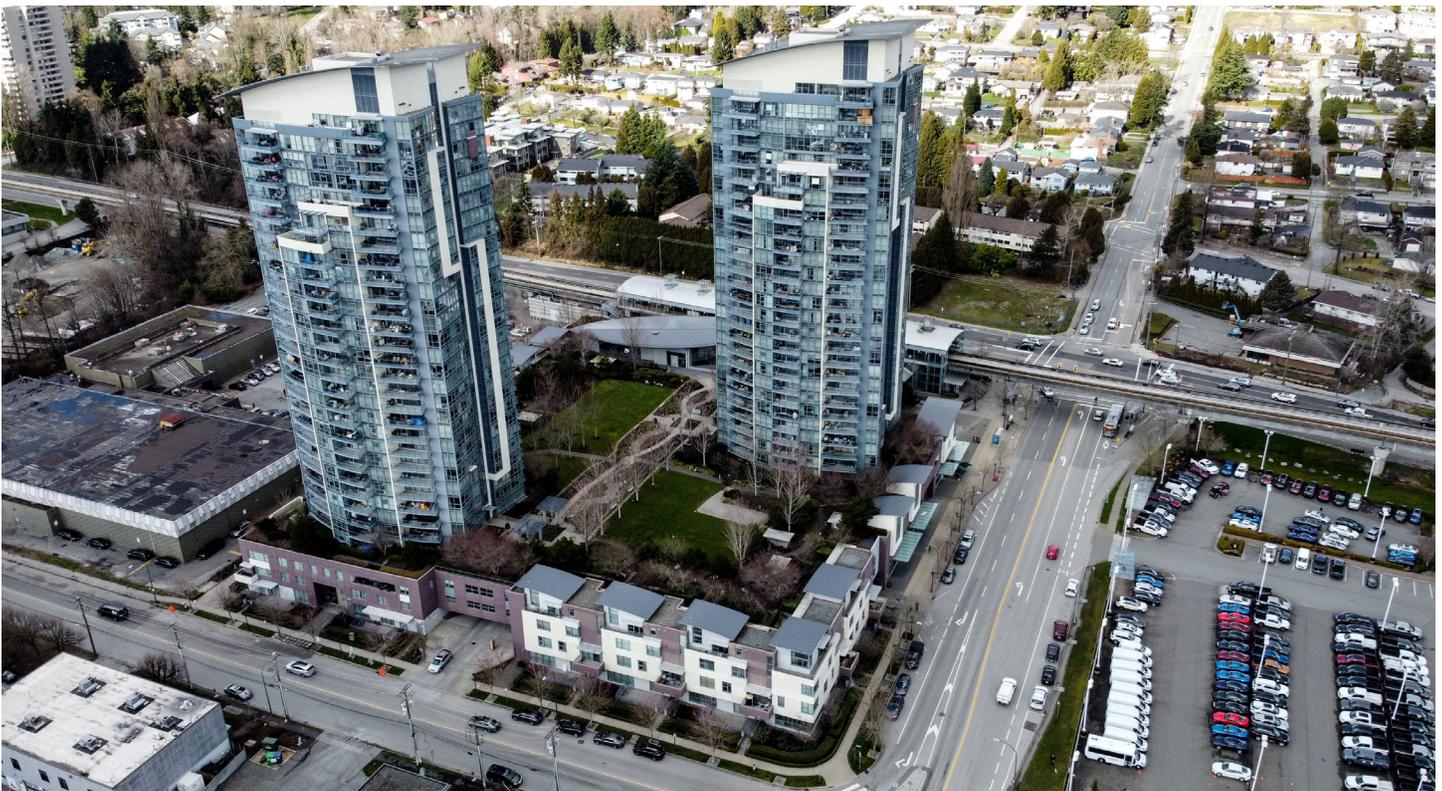
Examples include:

- Burrard Bridge—formwork
- Burrard Bridge—pedestrian and cycling friendly crossing
- Highway 1 and 168 Street bridge—artwork
- Kensington Overpass—simple and fits in with the surrounding area
- Kensington Overpass pedestrian walkway—separates then curves under the overpass to the trails below
- No. 2 Road Bridge in Richmond—viewpoint
- Kensington Overpass over Highway 1—pedestrians
- Peace Bridge in Calgary—safe and well lit
- The Peace Bridge in Calgary—pedestrian bridge
- Pedestrian bridges like ones in Calgary, or the overpass in South Surrey before 152 St—design for pedestrians/cyclists
- Bike bridge by Sperling Station—aesthetics
- Sperling pedestrian overpass—utilitarian
- Rainbow Bridge in Seoul—light display
- Golden Ears Bridge—art
- The Spirit Trail pedestrian bridge in North Vancouver (Mackay Road @ West 1st Street, North Van)—interesting
- New Willingdon Bridge—easy to use
- Canada Line bike path between Marine Drive and Bridgeport—cyclist and pedestrian path
- Bjarke Ingels Bridge, Skuru, Sweden—landscaping
- Los Angeles River Revitalization, Los Angeles, USA—connections
- Groote Wielen Bridge, Hertogenbosch, Netherlands — all modes of transportation
- The bridge on the Central Valley Greenway that goes over Winston Street—design, especially at night
- Cambie Bridge—pedestrians
- The Netherlands' Hovenring—cyclists
- Spiral walkway over the train tracks at Barnet Marine Park—design
- Low Level Road in North Vancouver—aesthetics
- Goodwill Bridge in Brisbane—separate for cyclists and pedestrians



Is there anything else you would like us to know or consider when planning and designing the project?

- Smooth and intuitive traffic flow that is mindful of commuter times and reduces congestion
- Prioritize safety and comfort of pedestrians and cyclists
- Mitigate impact to residents generally (e.g. traffic changes, reduced local access)
- Keep connections to Douglas Road and Still Creek Avenue
- Get it done quickly
- Maintain access across Douglas Road for pedestrians and cyclists
- Mitigate the impact on properties and businesses in area
- Protect and add more green space and trees in the area
- Design the overpass to meet the needs of the community 50–100 years from now



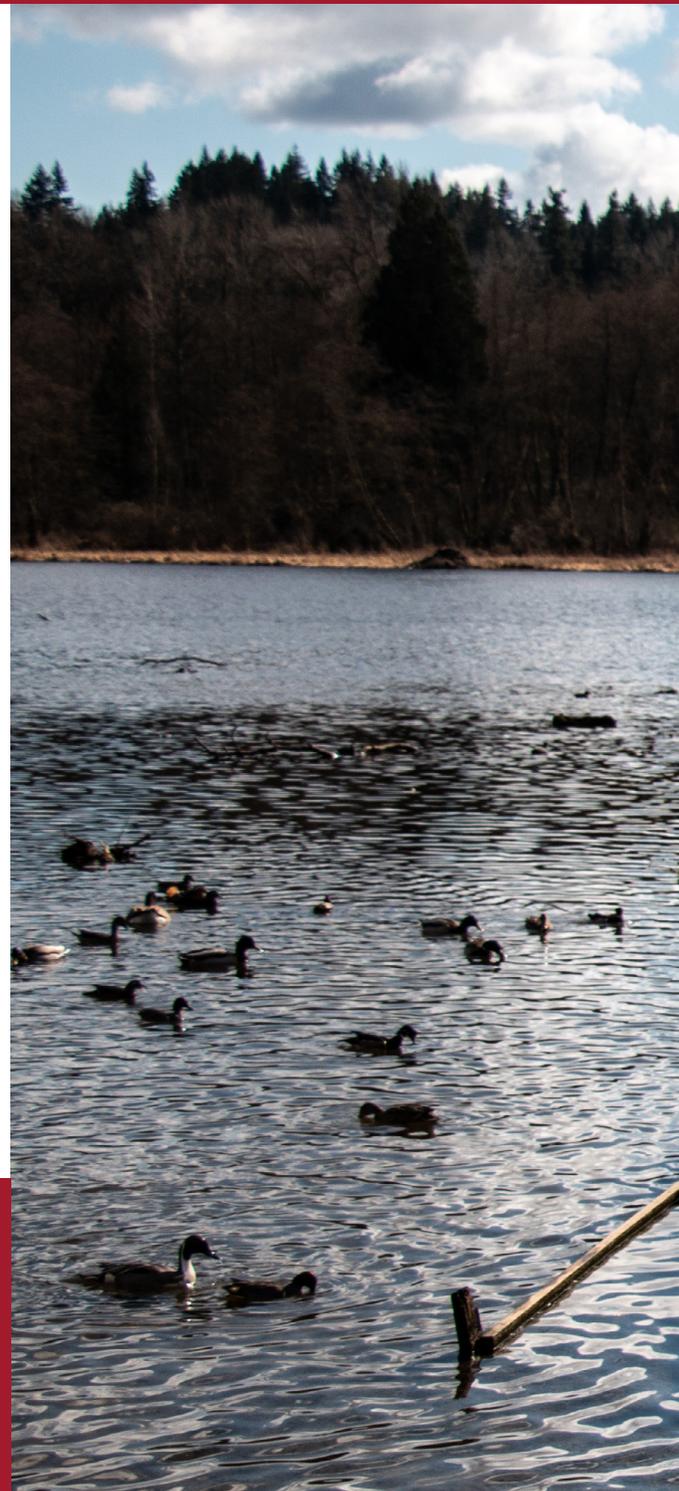
How your feedback will be used

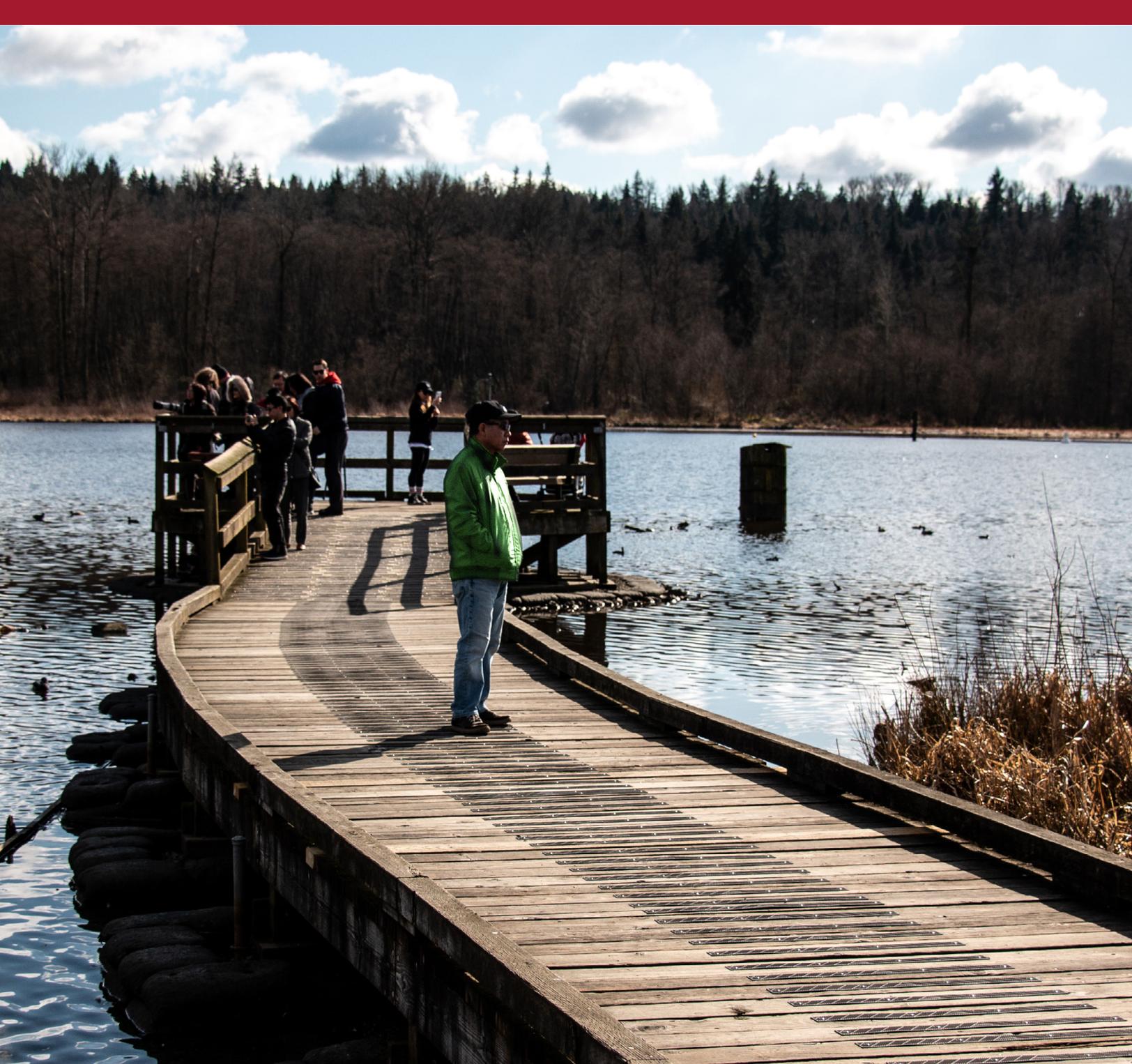
We will share your feedback with Burnaby City Council. Your feedback, along with technical analysis, feasibility and budget, will be used to inform the planning, design and construction of the project.

Next steps

Throughout the summer we will be working to complete a series of studies to understand current ground conditions, traffic, noise and environmental conditions. All of this information, along with public feedback, feasibility and budget, will inform design options and considerations. The next phase of public engagement is planned for fall 2020, at which time we will share design options for the proposed Holdom Overpass for further feedback.

 In the meantime, we encourage you to sign-up for the project newsletter at portvancouver.com/holdomoverpass for updates on the project and to be notified of engagement opportunities.







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For questions regarding the project,
please contact the project team at
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Canada