



PORT of
vancouver

Vancouver Fraser
Port Authority



Portside/Blundell Road
Improvements Project

Engagement summary— phase one



Engagement summary—phase one

Portside/Blundell Road Improvements Project

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Acknowledgement

Your feedback will be considered as the project progresses to detailed design and construction.

We thank you for your patience and flexibility as we navigate the circumstances caused by COVID-19. We are continuing to adapt to the pandemic by transitioning to remote engagement opportunities. These processes allow us to keep everyone safe while still continuing important discussions about critical infrastructure projects.

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the federal agency that 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.



About the project

Portside/Blundell Road Improvements Project

The Portside/Blundell Road Improvements Project is located within the Fraser Richmond Industrial Lands in Richmond. The area's central location, as well as its connection with other major transportation facilities, is part of its appeal to both export and import-oriented off-dock container logistics and warehouse tenants.

The Portside/Blundell corridor generates some of the highest and most concentrated port container truck activity in the Lower Mainland, and this project will be key to reducing these current traffic congestion issues.

The project will provide better access for public safety and emergency vehicles. It will also facilitate investment in a number of other trade-related activities to support port operations and international trade through the area.

The project includes:

- **A new Portside Road overpass** at Blundell Road to cross over the CN rail line
- **Widening Blundell Road** from two undivided lanes to four divided lanes, between the No. 8 Road intersection and just west of York Road
- **A new multi-use pathway** along the north side of Blundell Road and on the south side of Portside Road
- **A new bridge and extension of Portside Road** over the No. 7 Road canal to access a new area of development

Project benefits



Improved public safety



Better emergency response



More reliable commute times



Reduced congestion



Increased job opportunities



Public space improvements



Reduced GHG emissions



Improved connections for walking and cycling

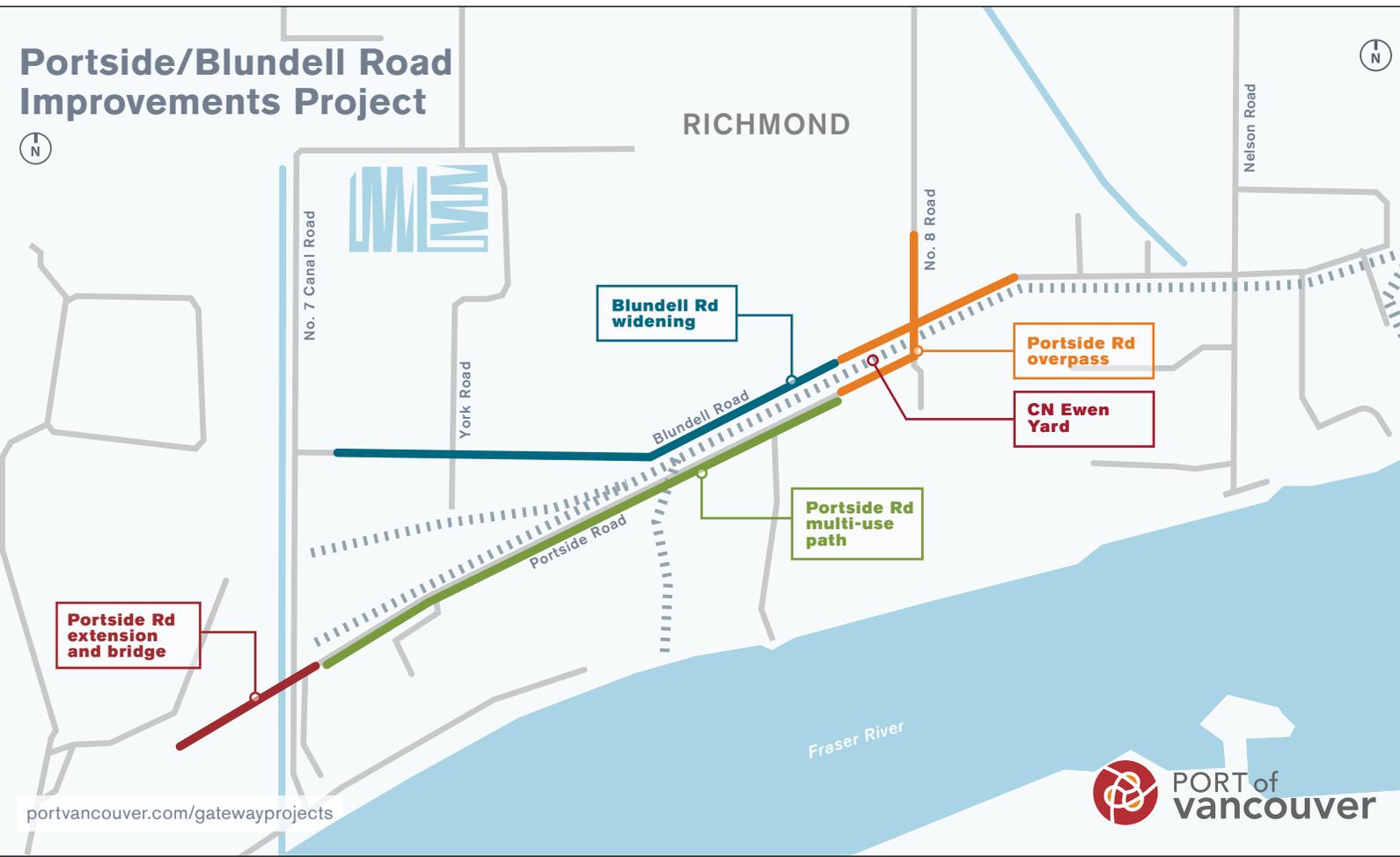
Project funding

Funding for this project was provided by the Government of Canada through the [National Trade Corridors Fund](#), CN, and the port authority.

Portside/Blundell Road Improvements Project



RICHMOND



portvancouver.com/gatewayprojects



Draft project renderings



Portside Road overpass



Blundell Road widening



Portside Road bridge over the No. 7 Road canal

About the City of Richmond

The Portside/Blundell Road Improvements Project is located in the City of Richmond along the south arm of the Fraser River. One of the project goals is to reduce the impacts of trade on the city while increasing capacity for trade growth. The City of Richmond owns and has jurisdiction over Blundell Road, No. 8 Road and No. 7 Road canal lands. We are working closely with the municipality to ensure the project design is aligned with its specifications and design standards, including improved safety for pedestrians and cyclists, enhanced access and connection, and better emergency response.

 **6,100** local jobs

Port activities support about 6,100 jobs in the City of Richmond.

 **7,500** container truck trips per day

On a typical weekday, there are over 12,500 vehicle trips per day in the project area and approximately 60% are container trucks.

 **\$5.2 million** in municipal property taxes

Port tenants contribute \$5.2 million in municipal property taxes each year.

 **\$310 million** in wages

Port activities facilitate \$310 million annually in wages.

About CN

CN operates the Ewen Industrial Line, which extends through the Fraser Richmond Industrial Lands and serves port tenant transloading facilities. Port tenants benefit from having access to rail, including reduced transit time, handling, costs for the shipper, and potential damage to goods.

Engagement summary

The purpose of the first phase of engagement for the project was to meet with key stakeholders, introduce the project team, provide an update on project activities to date, and share and collect feedback on traffic management strategies during construction.

The project primarily affects industrial land users and port tenants. The first phase of engagement included in-person meetings (held prior to the COVID-19 physical distancing guidelines) and online meetings, and concluded with an online information session and questionnaire in July 2020.

This report summarizes what we heard during engagement with stakeholders.

How feedback will be used

We will use this feedback to inform the planning, design, and construction of the project, in collaboration with the City of Richmond and CN. Feedback will be considered along with technical analysis, feasibility, and budget.

Some of the most common suggestions we heard for consideration include the following:

Project benefits

- Interest in timely completion so that businesses can begin realizing efficiencies from reduced congestion and elimination of rail crossing delays

Construction impacts

- Significant concern relating to potential traffic impacts during construction and associated business impacts
- Request to ensure minimal delays during business operating hours
- Request for early and ongoing communications so businesses can stay informed

Temporary access routes

- Request to collaborate and provide input on detour options
- Maintain 24/7 access along Blundell Road
- Maintain two-way access through the project site during construction
- Questions about safety at road crossings and volume of traffic (e.g., queuing between crossings, flagging, signals)

No. 8 Road

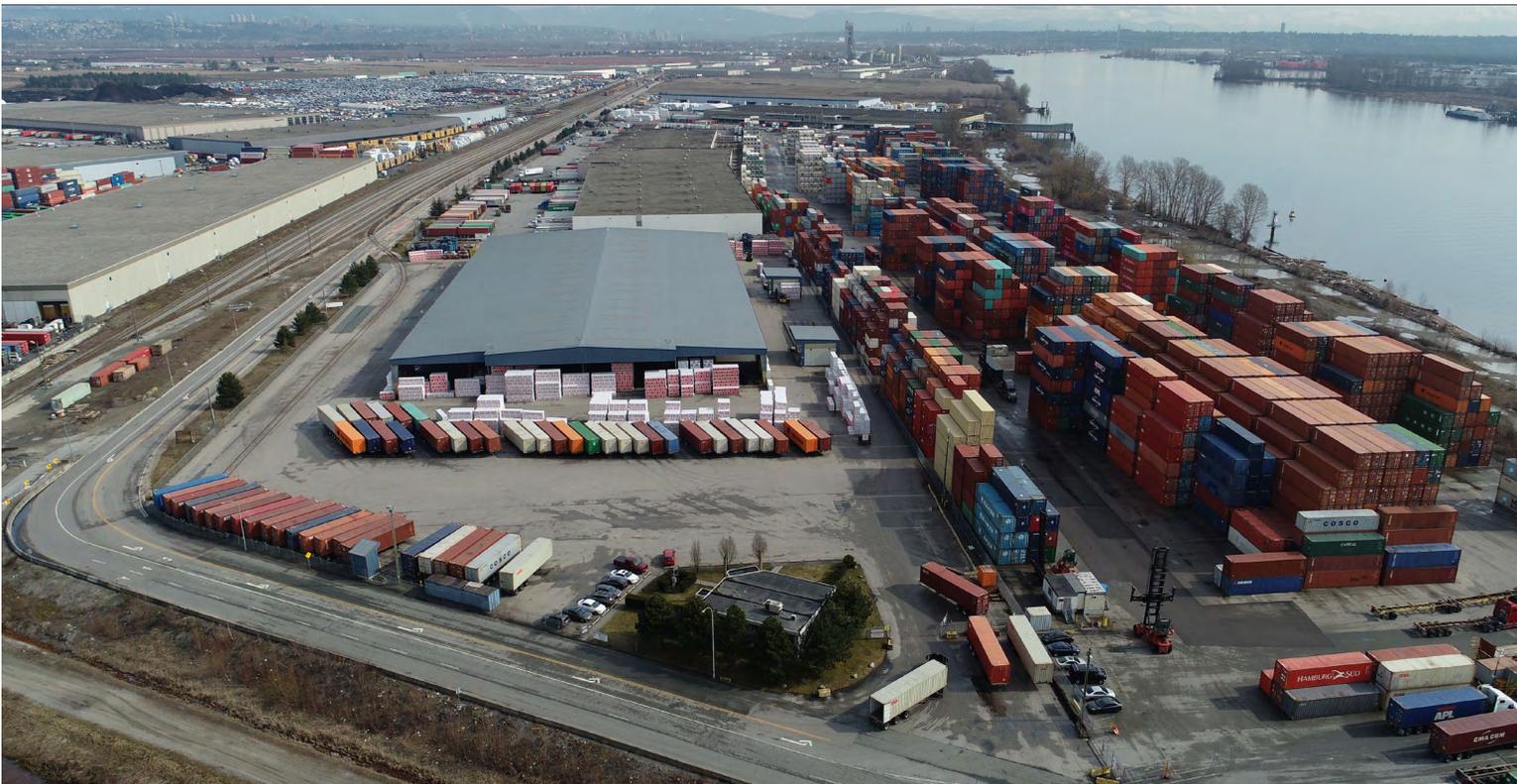
- Some concern regarding closing No. 8 Road during construction
- Maintain access to businesses along No. 8 Road

Safety

- Some tenants expressed safety concerns with a multi-use pathway on Portside Road, given the current and forecast future volume of container truck traffic



100% OF STAKEHOLDERS
we met with support the road improvements



By the numbers

15

meetings with port tenants and subtenants

7

enquiries received

2

stakeholder letters sent

53

organizations reached with the stakeholder letters

How we reached stakeholders

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



Emails and phone calls

We connected with stakeholders through emails and phone calls.



Stakeholder letters

We distributed letters to industrial land users, port tenants, and businesses near the Portside/Blundell corridor.



Meetings (in-person and online)

We met with 100% of port tenants and 69% of subtenants*.

*Percentage based on known subtenants



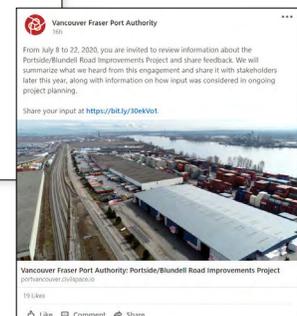
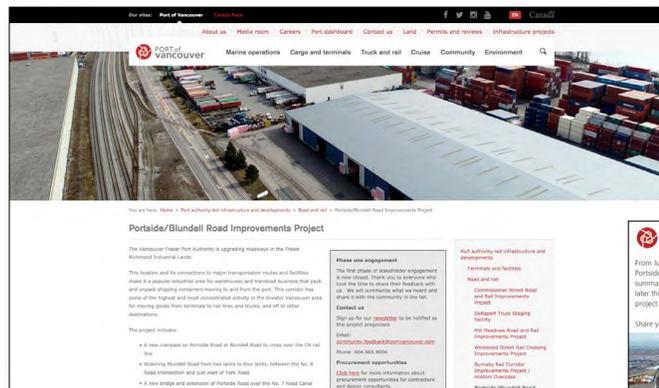
Vancouver Fraser Port Authority website

We shared project information online where visitors could also sign up for a newsletter at portvancouver.com/portsideblundellupgrades.



Social media

We promoted the first phase of engagement on LinkedIn to reach businesses in the area.



Engagement activities

The project team conducted the following activities as part of the first phase of engagement for the project from November 2019 to July 2020.



Stakeholder meetings

The project team connected with several businesses to provide an overview of the project and learn about their operations and any project concerns. Meetings with stakeholders will continue as the project progresses.

The project team met with:

- ADESA Canada
- Archway
- Coast 2000 Terminals
- ContainerWorld Forwarding Services
- DSV Solutions
- Ecowaste Industries
- Euro Asia Transload
- HBC Logistics
- IKEA Canada
- KTL Transport
- Pure Industrial Real Estate Trust
- Simard Westlink
- Tolko Industries
- Triovest
- Westran Intermodal

Summary of comments

- Comments were collected through discussions, meetings, and emails. The following table provides a summary of comments received from stakeholders from November 2019 to July 2020.



If you are a business operator located within the project area and would like to meet with the project team, please email us at community.feedback@portvancouver.com.

We will continue to reach out to and meet with interested businesses.

Topics	What we heard
Overall project	<ul style="list-style-type: none"> ▪ Unanimous support for the project with a desire to see it move forward as soon as possible ▪ General interest in project design such as interchange locations and median barrier
Operational considerations	<ul style="list-style-type: none"> ▪ General business hours Monday–Friday, 7:00 a.m.–5:00 p.m. ▪ Many businesses operate on the weekends ▪ Some businesses operate 24/7 ▪ Many businesses adjusting business hours and staggering shifts in response to COVID-19 ▪ Container truck traffic varies by business and can be from 10 to 1,600 truck movements per day
Safety	<ul style="list-style-type: none"> ▪ General interest in improving intersection sight lines for turning vehicles
Construction impacts	<ul style="list-style-type: none"> ▪ Strong concern about magnitude of potential traffic impacts during construction and associated business impacts ▪ Request for early and ongoing communications so businesses can mitigate impacts ▪ Suggestions for areas to avoid
Temporary access roads	<ul style="list-style-type: none"> ▪ Request to collaborate and to provide input on detour options ▪ Strong concern from tenants whose access may be affected by the detour
No. 8 Road	<ul style="list-style-type: none"> ▪ Some concern with closing No. 8 Road during construction ▪ Comments that a majority of employees use No. 8 Road when entering/exiting the Fraser Richmond Industrial Lands
Multi-use paths	<ul style="list-style-type: none"> ▪ Significant safety concerns with a multi-use path on Portside Road due to the current and forecast volume of container truck traffic
Emergency vehicle access	<ul style="list-style-type: none"> ▪ Concern over current lack of access to area when trains block the rail crossing
Transit	<ul style="list-style-type: none"> ▪ Request to consider transit and transit vehicle requirements in project design ▪ Request to expand transit service in the evenings and on weekends ▪ Safety concerns for transit users associated with a lack of transit stop infrastructure
Cycling	<ul style="list-style-type: none"> ▪ Comments that few employees cycled in the past and no employees regularly cycle to work ▪ Some tenants expressed safety concerns associated with any cycling in the area, in particular on Portside Road, due to heavy truck traffic volumes



Information session

The port authority held an online information session on July 8, 2020. A questionnaire was provided through the port authority's online engagement platform to encourage and collect additional comments.

The session provided an opportunity for stakeholders to meet the project team, ask questions, discuss traffic management during construction, and share their interests and ideas. We included interactive polls on cycling, transit, multi-use pathways, communication preferences, and a question and answer session.

By the numbers



INVITATION

53 organizations received an invitation to the information session



ATTENDANCE

55 event registrations

42 attendees



FEEDBACK

22 questions submitted in session

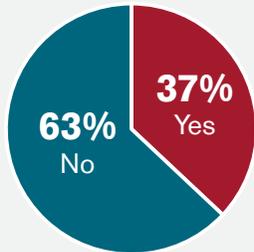
9 submitted questionnaire responses



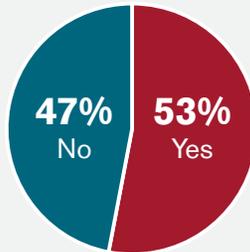
Polls

Cycling

Have you ever cycled to work?

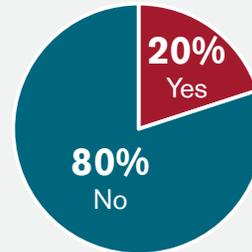


Would you consider cycling to work when the multi-use pathways are complete?

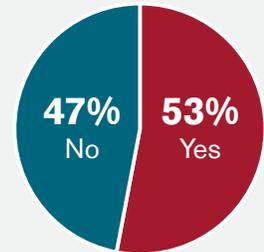


Transit

Do you take transit to/from work more than once a week?



Would you consider taking transit to work when the multi-use pathways are complete?



Important to note

- One attendee noted that many employees in their company use transit and the poll results do not reflect current transit usage, since not all employees in the area attended the information session

Communications

Which of the following options are you most likely to use to stay up to date on construction and traffic pattern activities?



67%
Email updates/
newsletter



22%
Project website



8%
PortVan eHub
app



3%
Through your
management
team



Frequently asked questions

The following is a record of questions received during the information session on July 8, 2020, with responses provided during the session and additional responses to questions not addressed during the session.

Questions and responses have been edited for clarity.

General

When will construction begin? When can we expect disruptions in the area?

We are in the planning and early design phase. Based on the current project schedule, we expect construction to start in 2021 and complete in 2024.

Construction will be phased for each of the components:

- Portside Road extension and bridge: 2021-2023
- Portside Road overpass and Blundell Road widening: 2022-2024

What is the project delivery method?

The project will be delivered as two packages:

- The Portside Road extension and bridge will be delivered as a design-build contract
- The Portside Road overpass and Blundell Road widening will be delivered as a progressive design-build. It will ultimately be a design-build contract, but there will be some early contractor involvement during the preliminary and functional design stages.

Safety

Will the project improve the sight lines at intersections?

We will take sight distances under consideration for the safety of all road users and will include best management practices such as a road safety audit during both the design and construction phases.

What is the current status of emergency vehicle access to the area and how is it being considered during construction?

Safety and accessibility is a top priority for the port authority. The road upgrades will improve emergency response times and allow first responders to reach incidents faster and more easily. By separating the crossings, the risk of collision between trains and road users is reduced and will allow both trucks and trains to move more efficiently.

No. 7 Road is currently used by emergency response vehicles in case the Portside/Blundell intersection is blocked by traffic or an active rail crossing. Emergency vehicles can take the alternate access route to Portside Road.

In the event of an emergency, will No. 7 Road be accessible for use by employees?

The emergency access route is intended for first responder use only. The port authority has been working with the City of Richmond, Richmond RCMP, and Richmond Fire-Rescue services to ensure emergency response vehicles can access the area.

Is it a legal requirement to provide two exits for people to be able to leave the area during emergencies?

The City of Richmond and Richmond Fire-Rescue are investigating this requirement further. The project team will ensure all legal requirements are met as part of any traffic management activities during construction.

Traffic management

Is traffic projected to increase in the project area?

Yes, due to general trade growth. Over the next 10 years, development of other port lands and the Richmond Industrial Centre (west of the project area) will lead to increased traffic volume on Blundell Road and within the Fraser Richmond Industrial Lands.

The Portside/Blundell Road improvements will provide the necessary infrastructure to support this development, ensure efficient and reliable goods movement, and facilitate increased trade and employment.

Will this project improve traffic and remove the train crossing at the intersection of Nelson Road and Blundell Road?

This project includes building a new overpass at Portside Road and Blundell Road to avoid the CN rail line.

The project scope does not include modifications to the rail crossing at the Nelson Road and Blundell Road intersection.

The City of Richmond is leading the plans for signals at the intersection of Nelson Road and Blundell Road. We have completed some preliminary traffic studies, and with the addition of signals, we expect there to be significant traffic improvements.

What is the estimated travel time delay during construction?

We will work closely with our contractor to minimize traffic impacts and delays to nearby businesses and people travelling in the area. A temporary detour road is also being considered to facilitate construction, reduce potential traffic delays, and maintain traffic flow on Blundell Road, No. 8 Road, and Portside Road.

Our analysis suggests there may be minor traffic delays during the construction detours for Blundell Road, No. 8 Road, and Portside Road. These delays will be temporary.



Frequently asked questions

What will be the impact on travel times for container trucks serving port terminals with defined reservation times?

We will work closely with our contractor to minimize traffic impacts and delays to nearby businesses and goods movements in the area. Before proceeding with construction, we will prepare a traffic management plan and communications plan to help ensure that traffic continues to move efficiently during construction and takes into consideration truck movement in the area. We will provide early and ongoing notifications so businesses can plan appropriately. Those travelling in the project area during construction should allow for extra travel time.

The new overpass will allow traffic to run more reliably and reduce wait times when a train is crossing by up to 10 minutes.

Future developments

Will Portside Road eventually connect with Williams Road?

This project includes the construction of a new bridge over the No. 7 Road canal and a short pathway into port lands to service future industrial tenants. There are currently no plans to extend Portside Road to Williams Road.

The following responses were developed in collaboration with the City of Richmond. Please contact the municipality for further information.

Are there any plans to widen No. 8 Road or Nelson Road to further improve inbound and outbound traffic in the area?

No. 8 Road and Nelson Road are both under the City of Richmond's jurisdiction. The City of Richmond does not have any current plans to widen No. 8 Road and Nelson Road at this time.

Are there any plans to extend York Road to Westminster Highway? If yes, when?

The City of Richmond does not have any plans to extend York Road through agricultural areas to Westminster Highway.

Are there any plans for restaurants in the area?

The City of Richmond has advised there is an active development application that proposes two drive-through restaurants on 18399 Blundell Road and timing is dependent on the development. City staff note that restaurants (not including drive-through restaurants) are an existing permitted use within the industrial zone.



Transportation

Is the Portside Road multi-use pathway designed for pedestrian and cyclist commuters?

The project will include building a multi-use pathway along the south side of Portside Road. The design will enhance safety and accessibility for walking and cycling by removing the risk of collision from the rail crossing. Cyclists will not have to share the road with moving traffic as they will be separated from road traffic with a curb.

Will the multi-use pathways be used by the public?

Yes, the multi-use pathways on Portside Road and Blundell Road will be accessible to the public.



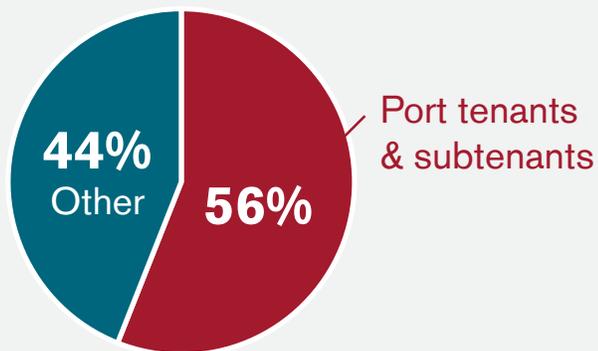


Questionnaire

The questionnaire was available online at portvancouver.com/portsideblundellengagement from July 8 to 22, 2020. Port tenants and subtenants represented 56% of completed responses. Comments have been themed and summarized.

Who provided feedback

Which organization do you work for?*



* Organization names are not being released for privacy reasons.

Which best describes your role/position for the organization you work for?



What are your primary days of work? Select all that apply.



What are your usual start and end times?

START

44% 44% 11%
6 a.m. 7 a.m. 8 a.m.

6 a.m.

8 a.m.

10 a.m.

12 p.m.

2 p.m.

4 p.m.

6 p.m.

8 p.m.

10 p.m.

END

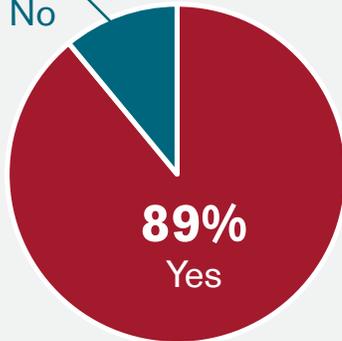
13% between 4 p.m.-8 p.m.

50% 25%
5 p.m. 6 p.m.

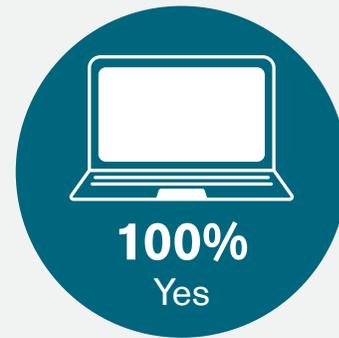
13%
10 p.m.

Did you attend the webinar?

11%
No

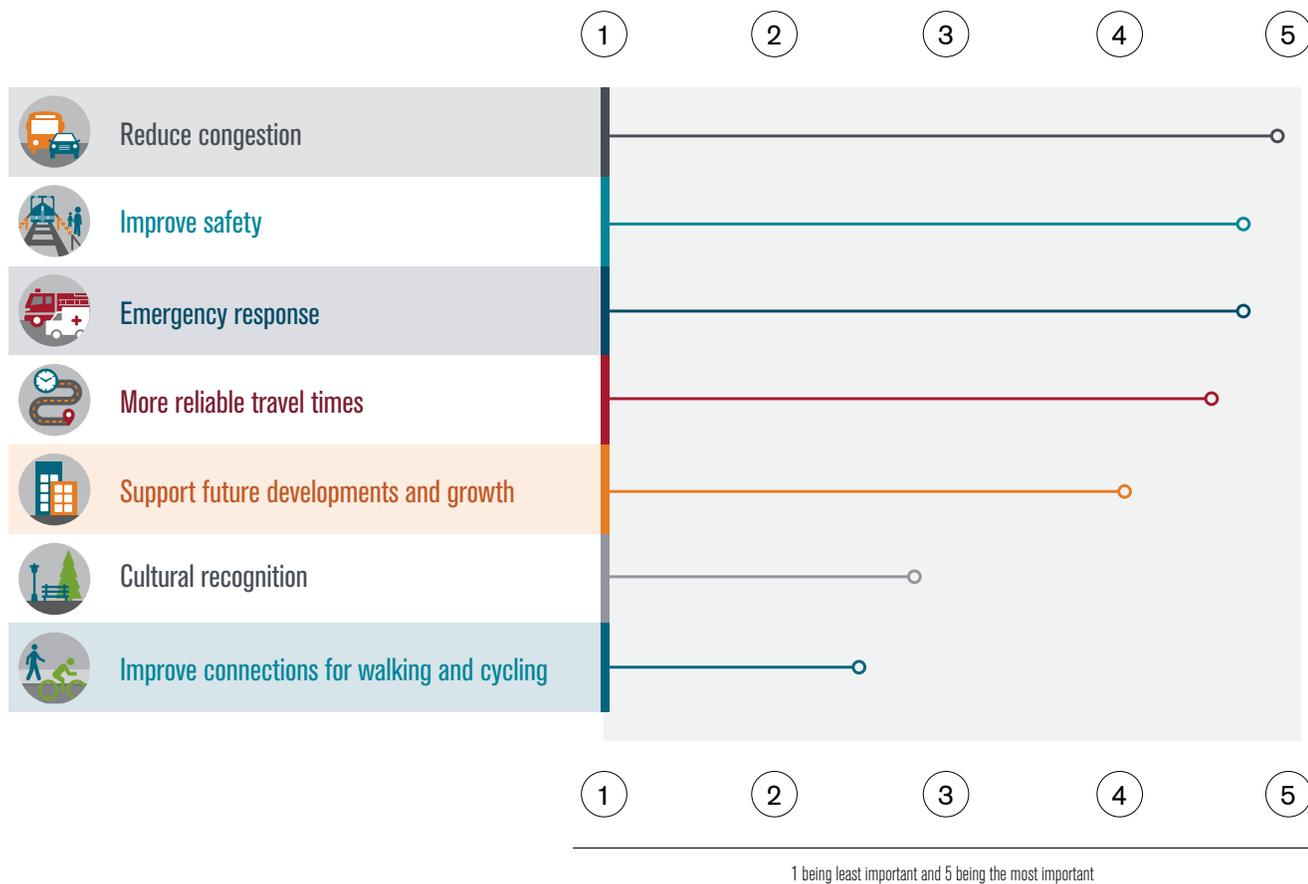


If you did not attend the webinar, did you view the recording?



Project benefits

How important are each of the project benefits to you?



Travel patterns

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

Mode		Never	Only when necessary	Occasionally	Secondary mode	Primary mode
	WALKING	67%	33%			
	CYCLING	78%	11%	11%		
	CARPOOLING	78%	11%	11%		
	TRANSIT	70%	10%	10%	10%	
	DRIVING					100%

No. 8 Road

Which is your preferred route to/from work during normal operating conditions?
If you leave work using a different route than arriving, please choose the road you use to arrive to work.



No. 8 Road may need to be closed for a period of time during construction.
What might we want to consider while planning for a potential closure?

Summary of comments

- If there are closures to No. 8 Road, ensure traffic flaggers are present at Blundell Road and No. 8 Road for safety management
- Maintain access to businesses along No. 8 Road
- Investigate extending York Road to Westminster Highway
- Maintain 24/7 access along Blundell Road
- Ensure minimal delays during business operating hours
- Ensure traffic is reduced after 10:00 p.m. on weekdays

Construction mitigation

What might we want to consider doing to reduce construction impacts on your travels?

Summary of comments

- Prefer construction during evenings, overnight, and weekends
- Avoid construction during rush hour when employees are arriving to or leaving work
- Build the Portside Road bridge and extension before the Portside Road overpass
- Consider an additional access road to the area
- Consider an alternate route to access Portside Road before the overpass is built
- Maintain road access or detour routes for access

Is there anything else that we should consider while designing and planning for construction?

Summary of comments

- Minimize delays and disruptions between hours of operations 5:30 a.m. to 11:00 p.m.
- Maintain road access or detour routes for access
- Maintain two-way access through the project site during construction
- Minimize impact to port tenant property
- General support of the project

General questions

Of the following options, which one are you most likely to use to stay up to date on construction activities and traffic pattern changes for the project?



67%
Email updates/
newsletter



22%
Project website



11%
PortVan eHub
app

Please provide any additional comments about any aspect of the project you would like us to consider.

Summary of comments

- Concern about a multi-use pathway along the south side of Portside Road where business driveways are located
- Consider maintaining road access or detour routes
- Actively communicate at all stages of construction including preload so that property owners and businesses can plan accordingly



How your feedback will be used

We will use this feedback to inform the planning, design, and construction of the project, in collaboration with the City of Richmond and CN. Feedback will be considered along with technical analysis, feasibility, and budget.

Next steps

Through late 2020 and early 2021, we will continue technical analysis and design, and will complete studies to understand environmental conditions. All of this information, along with stakeholder feedback, will inform design options and considerations.

The next phase of stakeholder engagement is planned for spring 2021, at which time we will share design options for further feedback.



Sign up for the project newsletter for project updates and engagement opportunities at portvancouver.com/portsideblundellupgrades.



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Canada