



PORT of  
**vancouver**

Vancouver Fraser  
Port Authority



# Pitt Meadows Road and Rail Improvements Project

Phase two engagement - Kennedy Road

## Discussion guide and questionnaire

July 7 to 28, 2020

# We want to hear from you

## A two-part process: phase two public engagement

Due to COVID-19, we are unable to host in-person public information sessions as originally planned this summer. However, it is important to us to come back to the community with updates, so the Vancouver Fraser Port Authority, in partnership with Canadian Pacific (CP) and the City of Pitt Meadows is splitting the second phase of public engagement into two parts.

We will host an interim engagement period that will be done remotely this summer, during which we will share updates on the Kennedy Road overpass while we continue to progress draft designs for Harris Road, noise impact assessment and mitigation opportunities. We will also seek feedback from you on how to best engage remotely and safely for a more in-depth engagement session in the fall.



### Phase two engagement, part one: Kennedy Road

 **July 7 to 28, 2020**

- Update on the technical and design process for the project
- Update on the guiding principles
- Proposed design for the Kennedy Road overpass
- How to best engage remotely if we still can't host in-person engagement opportunities this fall

### Phase two engagement, part two: Harris Road

 **Fall 2020**

- Update on the relocation of the heritage buildings
- Update on the noise and vibration study and mitigation measures
- Update on the rail track configuration
- Update on the road alignment for Harris Road underpass
- Feedback opportunities on the proposed public space improvements around Harris Road

In line with guidelines from provincial health authorities to maintain physical distance, the engagement this summer will be done entirely remotely during the COVID-19 pandemic. It is our hope that by delaying the engagement for the Harris Road underpass component of the project to the fall, we will be able to include in-person engagement opportunities. Splitting this phase of public engagement will also allow us to test a range of digital and virtual engagement opportunities should COVID-19 restrictions still prevent us from providing in-person engagement opportunities in the fall.

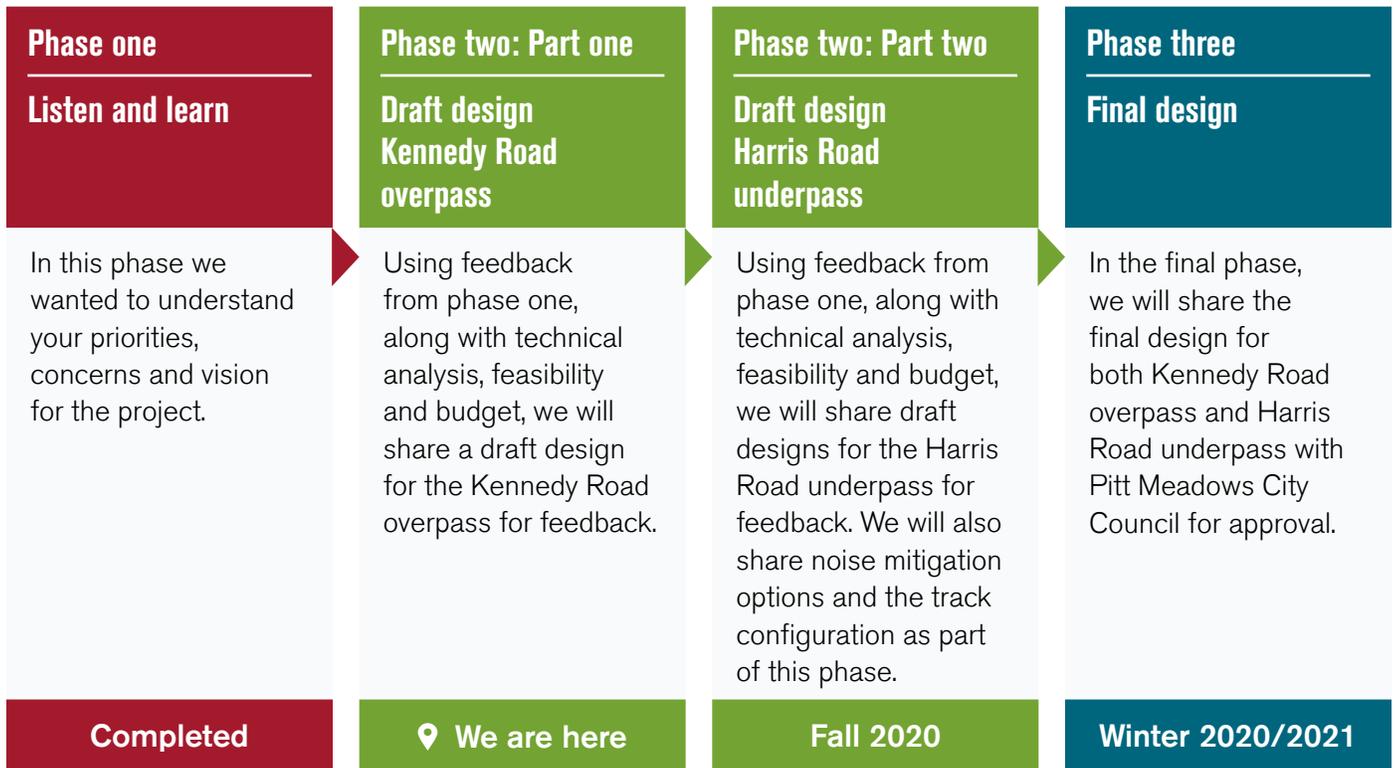


## We want to hear from you

Using the feedback we received from the first phase of public engagement last year, we updated the project guiding principles and have been developing draft designs for the project. We are excited to share the draft design for the Kennedy Road overpass with the community this summer, along with a technical update on the overall project.

Tell us what you think about the proposed design for Kennedy Road and tell us how you want to be engaged in the fall. This is part one of the second phase of engagement to ensure the community of Pitt Meadows is involved as the project progresses and has opportunities to provide feedback to the project team.

## How your input will be used



### We will use your feedback to:

1. Finalize the design of Kennedy Road overpass
2. Understand what remote engagement opportunities you would like to see in the fall

# We want to hear from you

## When you will hear from us next

We will summarize the feedback received during this phase of engagement, and share it with the community during the second part of phase two engagement in the fall.

To be notified of project updates and upcoming engagements, sign up for the project newsletter at [portvancouver.com/pittmeadowsroadandrail](http://portvancouver.com/pittmeadowsroadandrail).



## Between July 7 and 28, 2020, you can learn more and provide feedback by:

**Watching the update to Pitt Meadows City Council** on July 7, 2020 at 7:00 p.m. online at:

 [pittmeadows.ca/councilmeetings](http://pittmeadows.ca/councilmeetings)

## **Virtually attend the Engagement and Priorities Committee on July 28 at 7:00 p.m.**

The project team will present and answer questions from the community. Submit your questions in advance to:

 [questionsandcomments@pittmeadows.ca](mailto:questionsandcomments@pittmeadows.ca)

 [pittmeadows.ca/councilmeetings](http://pittmeadows.ca/councilmeetings)

## **Learning more at:**

 [portvancouver.com/pittmeadowsengagement](http://portvancouver.com/pittmeadowsengagement)

## **Completing the questionnaire at:**

 [portvancouver.com/pittmeadowsengagement](http://portvancouver.com/pittmeadowsengagement)

## **Requesting a hard copy of the discussion guide and questionnaire by emailing us at:**

 [pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

## **Asking us questions at:**

 [pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

## **Mailing your submissions to:**

Vancouver Fraser Port Authority  
Project communications

 100 The Pointe, 999 Canada Place,  
Vancouver, B.C., V6C 3T4

## **Dropping off your submission to:**

Pitt Meadows City Hall  
Pitt Meadows Road and Rail Project  
After hours drop box at the main entrance doors.

 12007 Harris Road  
Pitt Meadows, B.C.

## **Phoning**

 778.957.9444

## **The Port of Vancouver is open**

The Port of Vancouver remains open for business, with the continued flow of Canada's goods through the ports and terminals. This is made possible through the dedicated efforts of the many groups that make up the supply chain, including railway workers and railways, trucking companies and drivers, and the thousands of other workers in Canada's supply chain.

As a federal agency, the port authority must continue to ensure the safe movement of goods through the Port of Vancouver that support Canada's economy. Projects like the Pitt Meadows Road and Rail Improvements Project support the flow of goods via road and rail. When this extraordinary time ends and the country turns its mind to what happens after COVID-19, the port authority will aim to begin construction on projects such as this that will help keep Canadians working and secure our ability to trade with the world.

## **Our approach to engagement during the COVID-19 pandemic**

We know in-person engagement opportunities are important to any engagement process. We are following provincial guidelines to practice distancing to reduce the spread of COVID-19, this phase of engagement will be done entirely remotely. We are happy to speak with anyone who has questions about the project or wants to learn more. We encourage you to call us at **778.957.9444** or email us at **pittmeadowsroadandrail@portvancouver.com**. We hope to offer in-person engagement opportunities in the fall as part of our part two, phase two engagement activities, should health authority guidelines permit such activities.

## About the Vancouver Fraser Port Authority

The 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 while protecting the environment and considering local communities. We are accountable to the federal minister of transport.

### Infrastructure projects

As the port authority, we are undertaking a number of projects to help enhance movement of trade-related cargo through the Lower Mainland while improving mobility and safety, protecting the environment, and alleviating the community impacts of growing trade.

Since 2014, we have been working collaboratively with others in the Gateway Transportation Collaboration Forum—a group of representatives from different levels of government and the goods movement industry—to identify projects that will improve our trade and transportation network to meet growth anticipated by 2030.

The Gateway Transportation Collaboration Forum created the Greater Vancouver Gateway 2030 Strategy to identify smart infrastructure investments to ensure we have an efficient and competitive network to support Canadian trade while also addressing the community impacts of anticipated trade and population growth.

Projects such as the Pitt Meadows Road and Rail Improvements Project will ensure that the region can manage this growth in trade forecast to 2030.



### 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.



## Canadian Pacific (CP)

CP is a transcontinental railway in Canada and the United States with direct links to major ports on the west and east coasts. CP 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 CP, and it supports objectives and projects that aim to improve safety for all road users near railways.

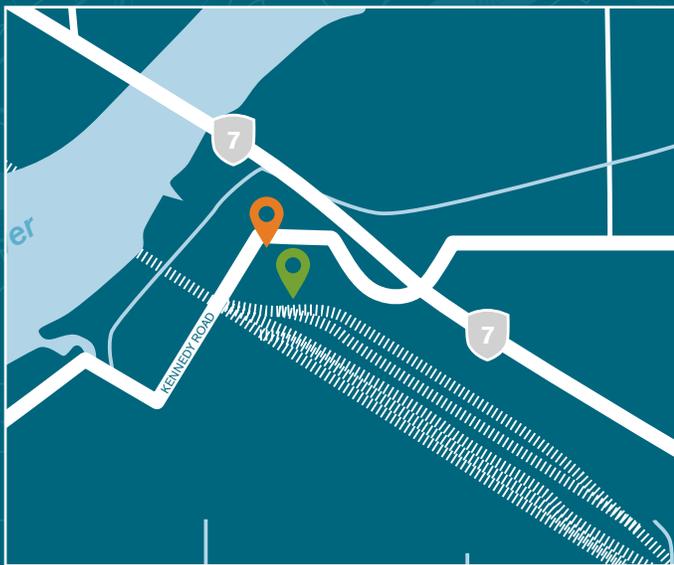
### How CP is supporting this project

As a funding partner of the project, CP will own and maintain the Harris Road underpass structure supporting the rail corridor, and will also complete a track extension leading into and out of the Vancouver Intermodal Facility.

Extension of the track will allow CP to build longer trains in the future to accommodate more trade.

In Pitt Meadows, CP has two significant operations:

-  The Vancouver Intermodal Facility
-  The Vancouver Auto Compound



## City of Pitt Meadows

The City provides services to residents and businesses of the local community.

The City's mission is to protect and enhance the quality of life for the municipality and the unique environment of the area through effective and responsible leadership.

### How the City of Pitt Meadows is supporting this project

The City is working closely with the port authority and CP to ensure Kennedy Road overpass and Harris Road underpass meet the needs of the community—including improved safety, enhanced access and connections, reduced travel times, and better emergency response. It is also working with project partners to explore feasible noise and vibration mitigation options, long-term effects on traffic and changes to the character of the community, and quality of life for all who live and work in Pitt Meadows. Staff will also consider life cycle maintenance costs as part of the design process.

The City has agreed to owning and maintaining Kennedy Road overpass and the public-serving portions of Harris Road underpass (not the structure supporting the rail tracks) when complete. It is also working closely with the Pitt Meadows Heritage and Museum Society to find a suitable location for the Hoffmann and Son Machine Shop and the Old General Store heritage buildings.



**The City of Pitt Meadows is expected to grow to 24,000 residents by 2041.**

## What is the Pitt Meadows Road and Rail Improvements Project?

Pitt Meadows is home to two of the busiest rail crossings in the Lower Mainland. The Pitt Meadows Road and Rail Improvements Project aims to eliminate two at-grade rail crossings at Kennedy Road and Harris Road.

The project includes:

- 1 A new four-lane underpass beneath CP's main rail line crossing at Harris Road
- 2 A new two-lane overpass above the main rail line entrance to CP's Vancouver Intermodal Facility on Kennedy Road
- 3 An extension of one of CP's existing rail tracks, which serves the Vancouver Intermodal Facility

### Fast facts

 Project lead	<ul style="list-style-type: none"><li>● Vancouver Fraser Port Authority</li></ul>
 Project cost	<ul style="list-style-type: none"><li>● \$141.1 million</li></ul>
 Funding provided by	<ul style="list-style-type: none"><li>● Government of Canada</li><li>● Vancouver Fraser Port Authority</li><li>● Canadian Pacific</li></ul>
 Project partners	<ul style="list-style-type: none"><li>● Canadian Pacific</li><li>● City of Pitt Meadows</li></ul>



### Pitt Meadows' role in Canada's trade

Pitt Meadows is home to CP's Vancouver Auto Compound and the Vancouver Intermodal Facility. The intermodal facility is a 24/7 operation that safely and efficiently handles large volumes of import and export traffic moving through the Port of Vancouver, Canada's largest port. Each day, goods from across Canada, the United States and overseas arrive by rail and road to the facility for export.

Port activities support about 700 jobs in Pitt Meadows and, together, Pitt Meadows and the Vancouver Intermodal Facility play a key role in supporting trade through the Port of Vancouver.



### Why is this project needed?

One of the objectives of this project is to reduce existing impacts of trade on the community of Pitt Meadows and increase capacity to accommodate trade growth. Pitt Meadows is home to the Vancouver Intermodal Facility and Auto Compound and the rail corridor through Pitt Meadows moves goods between the Port of Vancouver and the rest of Canada. Trade in Canada is growing, which means increased transportation by both road and rail. The upgrades to the Harris Road and Kennedy Road rail crossings will ease the impacts of this growth on the community of Pitt Meadows.

### How long will this project take to build?

Based on the current project schedule, and subject to city council approval, construction of the project is anticipated to start in 2021 and will be completed by 2024. In the first phase of engagement, we heard from the community that managing traffic during construction is especially important. We are working to develop a construction and traffic management strategy to mitigate the impact of construction as best as we can. We will share the strategy with the community in the third phase of public engagement.

### Is noise mitigation being considered as part of this project?

We know that noise mitigation is important to the community of Pitt Meadows and we are still working to progress this work. Noise mitigation options will be informed by the noise and vibration study, the design of the Harris Road underpass and the track configuration.

We will share the results of the study along with mitigation measures as part of the Harris Road engagement (phase two, part two) this fall.



### Current scenario

The existing rail crossings cause delays for commuters and emergency response crews. The table below reflects current train volumes and the delays experienced by road users waiting to cross, including first responders.

	Current train activity		Future train activity
	Daily train crossings	Average daily traffic delays (cumulative)	Daily train crossings
Harris Road	32	3 hours, 30 minutes	As trade increases over the next ten years, train volumes will also increase in order to meet this demand. By separating the road from the rail crossing, there will not be any vehicle or transit delays due to train activity.
Kennedy Road	35	1 hour, 45 minutes	

# Project benefits

The Pitt Meadows Road and Rail Improvements Project has many benefits, including better safety and community access by creating more reliable travel times and better emergency response options.



### Improved public safety

reduced risk of collisions between trains, pedestrians, cyclists and drivers



### Better emergency response

faster, easier access to incidents for first responders



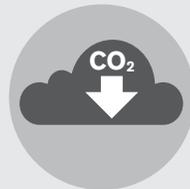
### More reliable commutes

improved reliability of roads by eliminating blockages caused by rail traffic



### Reduced congestion

improved mobility for residents and more efficient movement of goods



### Reduced emissions

reduced emissions and energy use by eliminating vehicle wait times at train crossings



### Increased job opportunities

growth in local jobs via growth in trade



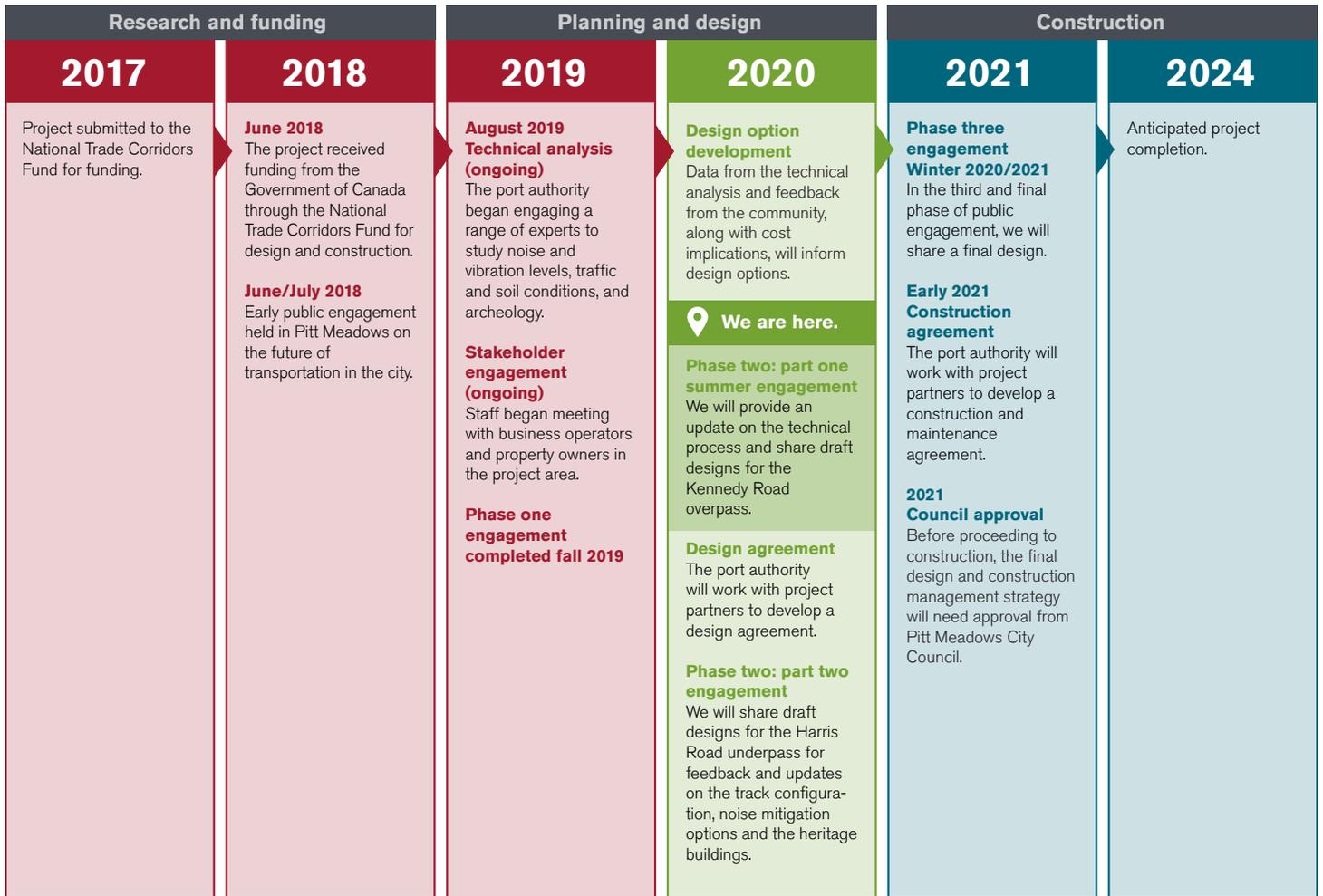
### Improved public spaces

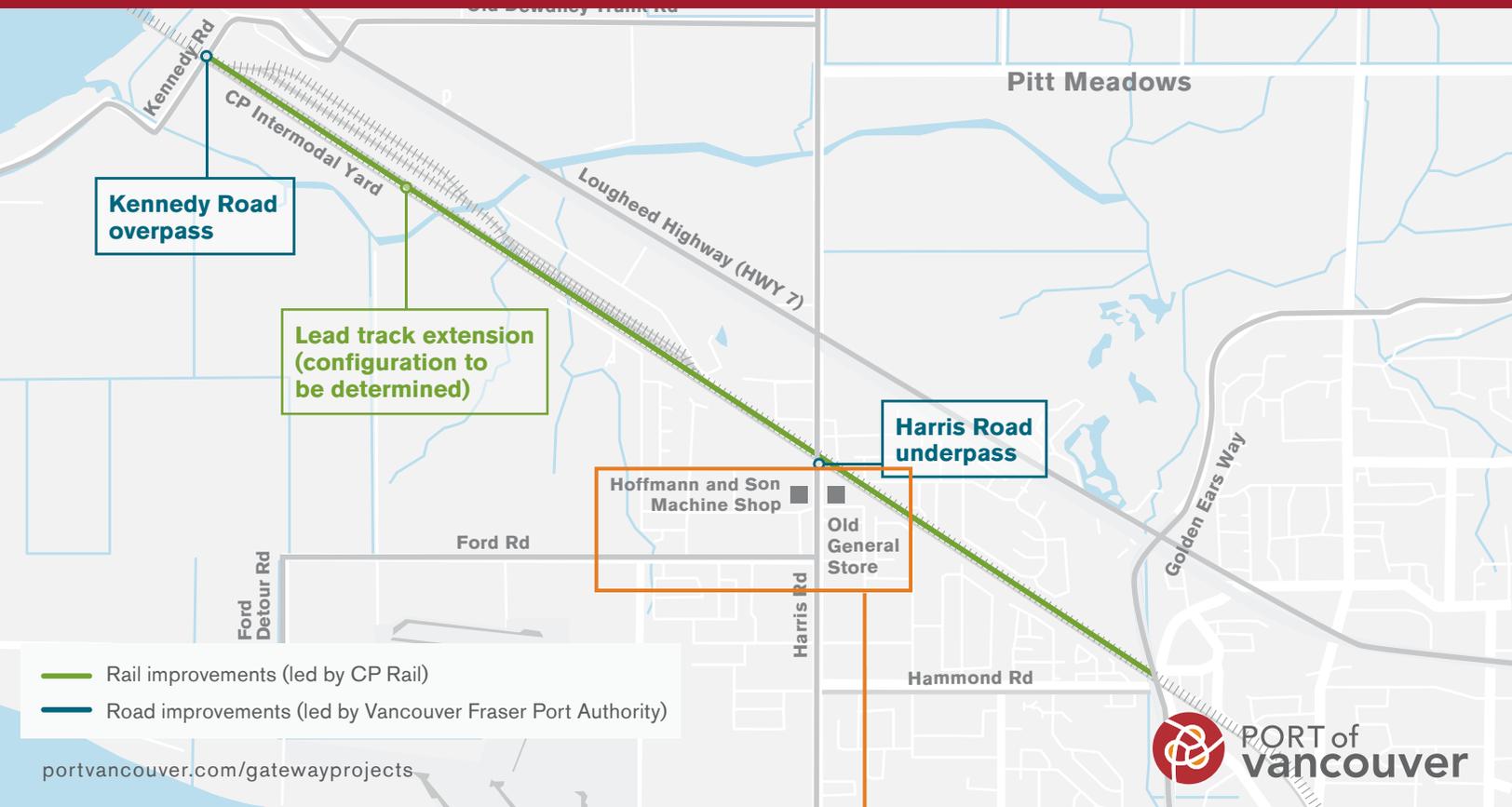
creation of public space improvements such as Indigenous cultural recognition, public art, seating, integration of native species in landscaping plans, etc.



### Improved connections for walking and cycling

enhanced walking and cycling facilities associated with the crossings





## Heritage buildings

Two important heritage buildings—the Old General Store and Hoffmann and Son Machine Shop (both managed by Pitt Meadows Heritage and Museum Society)—will need to be relocated to allow for the permanent footprint of Harris Road underpass and to accommodate the temporary space required during construction. The port authority has been working closely with the Pitt Meadows Heritage and Museum Society and the City to better understand scope and feasibility, and explore potential locations.



## About the Vancouver Intermodal Facility

CP owns and operates the Vancouver Intermodal Facility and the Vancouver Auto Compound located between Harris Road and Kennedy Road, south of Lougheed Highway. An intermodal facility is a transfer station where cargo is moved from rail to truck or vice versa. Shipping containers from trains are put onto trucks or onto other trains for distribution around the region.



## Safety

Safety is a top priority for all project partners and the community of Pitt Meadows. By eliminating the at-grade crossing, we are reducing the risk of collisions between trains and road users.

## How rail supports the economy

As a key mode of transportation, trains are critical to our region's economy. Trains travelling through Pitt Meadows are mostly moving goods from across Canada to the Port of Vancouver. Trains ship virtually every household product, food, and commodities produced in Canada and around the world. Canadian sourced products shipped by CP include: Western Canada agriculture products such as grain, canola, pulses and others, Canadian forest products such as pulp, lumber and wood pellets, Saskatchewan-produced potash B.C.-produced metallurgical coal (used for creating steel), vegetable seed oils, mineral ores and concentrates, fertilizers and sulphur, vehicles and auto parts, household goods, appliances and sporting goods.

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.

**1x**  **= 280x** 





Proud to be part of this community

## Port activities in Pitt Meadows

 [portvancouver.com/pitt-meadows](http://portvancouver.com/pitt-meadows)

Local port activities annually support:

  
**700**  
local jobs

  
**\$40 million**  
in wages

  
**\$150 million**  
in economic activity

Additional facts:

  
**\$72,273**  
municipal taxes paid by port tenants in 2018

  
**\$35,704**  
paid by the port authority to the  
municipality for vacant port land in 2018

  
**31km**  
shoreline in Pitt Meadows managed by  
the port authority



## What we have heard

In the fall of 2019, the port authority, in partnership with CP and the City of Pitt Meadows, completed the first phase of public engagement. During that phase, we asked for feedback to develop a set of guiding principles for the project; understand your priorities for improvements to the public space around the Kennedy Road overpass and Harris Road underpass, including walking and cycling connections; and inform a traffic management strategy for the construction period. More than 380 community members completed the online questionnaire and about 200 people attended the open house.

The full engagement summary from the first phase of public engagement can be found at [portvancouver.com/pittmeadowsroadandrail](http://portvancouver.com/pittmeadowsroadandrail). All the feedback received in the first phase of engagement was used to inform the planning and design of the project. The information we're sharing with you as part of this engagement has been informed by your feedback, along with technical analysis, feasibility and project budget.

This table reflects what we heard from residents and stakeholders to date related to the Kennedy Road overpass and how we are acting on that feedback.

What we heard	What we have done	What you can do
<b>General project feedback:</b>		
Be mindful of the impact to businesses.	We have been working directly with the businesses in this area to discuss the proposed design and to plan for construction.	If you are a business owner or operator and would like to set up a meeting, please email us at <a href="mailto:pittmeadowsroadandrail@portvancouver.com">pittmeadowsroadandrail@portvancouver.com</a> .
The City does not have the capacity to contribute to the capital costs of the project.	The port authority, City and CP agreed that all capital costs associated with the project (including the relocation of the Hoffmann and Son Machine Shop and the Old General Store) will be paid for by the three funding partners (see page 8 for funding partners). In return, the City will own and maintain the Kennedy Road overpass and the public-serving portions of the Harris Road underpass (not the structure supporting rail tracks).	Learn more at <a href="http://portvancouver.com/pittmeadowsroadandrail">portvancouver.com/pittmeadowsroadandrail</a> .
<b>For the design of the Kennedy Road overpass, we heard:</b>		
Consider designs that maintain and improve access for recreation activities that occur along the dikes near the Kennedy Road crossing, where cycling and horseback riding is common.	The project design has progressed with consideration for how connections can be made for pedestrians and cyclists along and adjacent to Kennedy Road near the existing railway crossing.	Tell us what you think of the proposed design for Kennedy Road overpass on page 28.
Address concerns about managing traffic during and after construction.	The project design has progressed, taking into consideration a detour for vehicles around the construction site throughout the construction phase.	When looking at the proposed Kennedy Road overpass design, share with us how this design may impact your commute or local access on page 28.



What we heard	What we have done	What you can do
<b>For the design of Harris Road underpass, we heard:</b>		
<p>Address concerns about noise and vibration from existing and future expansion of CP operations, and the need to explore opportunities to mitigate this as part of the project.</p>	<p>We have been studying the current noise levels and modelling future noise levels. The results of the study, along with the design of the Harris Road underpass, track configuration and budget will inform noise mitigation options. We are currently progressing this work.</p>	<p>We will share proposed noise and vibration mitigation during engagement in as part of the Harris Road engagement (phase two, part two) in fall 2020.</p>
<p>Address concerns about managing traffic during and after construction.</p>	<p>The project design has progressed, taking into consideration a detour for vehicles around the construction site throughout the construction phase.</p>	
<p>The underpass should enhance safety for people walking and cycling by including wider sidewalks and separation for pedestrians, cyclists and vehicles. It should also feel safe for everyone—including women, children and people with mobility challenges.</p>	<p>We are working on a draft design that will include enhanced safety for people walking and cycling, and consider how we can ensure it feels safe for all users.</p>	
<p>Create opportunities for community enhancement and beautification as part of Harris Road underpass, including Indigenous artwork, pedestrian and cycling facilities, landscaping, and improved access to businesses on Harris Road.</p>	<p>We have been working with an urban design firm to develop opportunities for the area based on feedback from the public during the first phase of engagement.</p> <p>We are also consulting with Katzie First Nation and other local Indigenous groups to identify what opportunities they may see through this project.</p>	<p>We will share a proposed design for Harris Road underpass, including an update on the locations for the heritage buildings, as part of the Harris Road engagement (phase two, part two) this fall.</p>
<p>Explore ways to maintain or enhance the historical characteristics of Harris Road.</p>		<p>Sign up for the Pitt Meadows Road and Rail Improvements Project newsletter for project updates, including when the Harris Road engagement will launch in the fall, at <a href="https://portvancouver.com/pittmeadowsroadandrail">portvancouver.com/pittmeadowsroadandrail</a>.</p>
<p>Engage early and often with the Pitt Meadows Heritage and Museum Society about relocating the Hoffman and Son Machine Shop.</p>	<p>The port authority has been in discussion with the Pitt Meadows Heritage and Museum Society and the City of Pitt Meadows to identify the best possible sites for the buildings.</p> <p>We have developed a letter of commitment that outlines how we will work together, including confirmation that the port authority will fund the move so the project does not cause undue burden to the society.</p>	

# Guiding principles

In the first phase of public engagement, we shared a draft set of guiding principles for feedback to understand your priorities for the project. Based on what we heard, we have refined the guiding principles and are using these to guide the planning, design and construction of the project to ensure your priorities are top of mind.

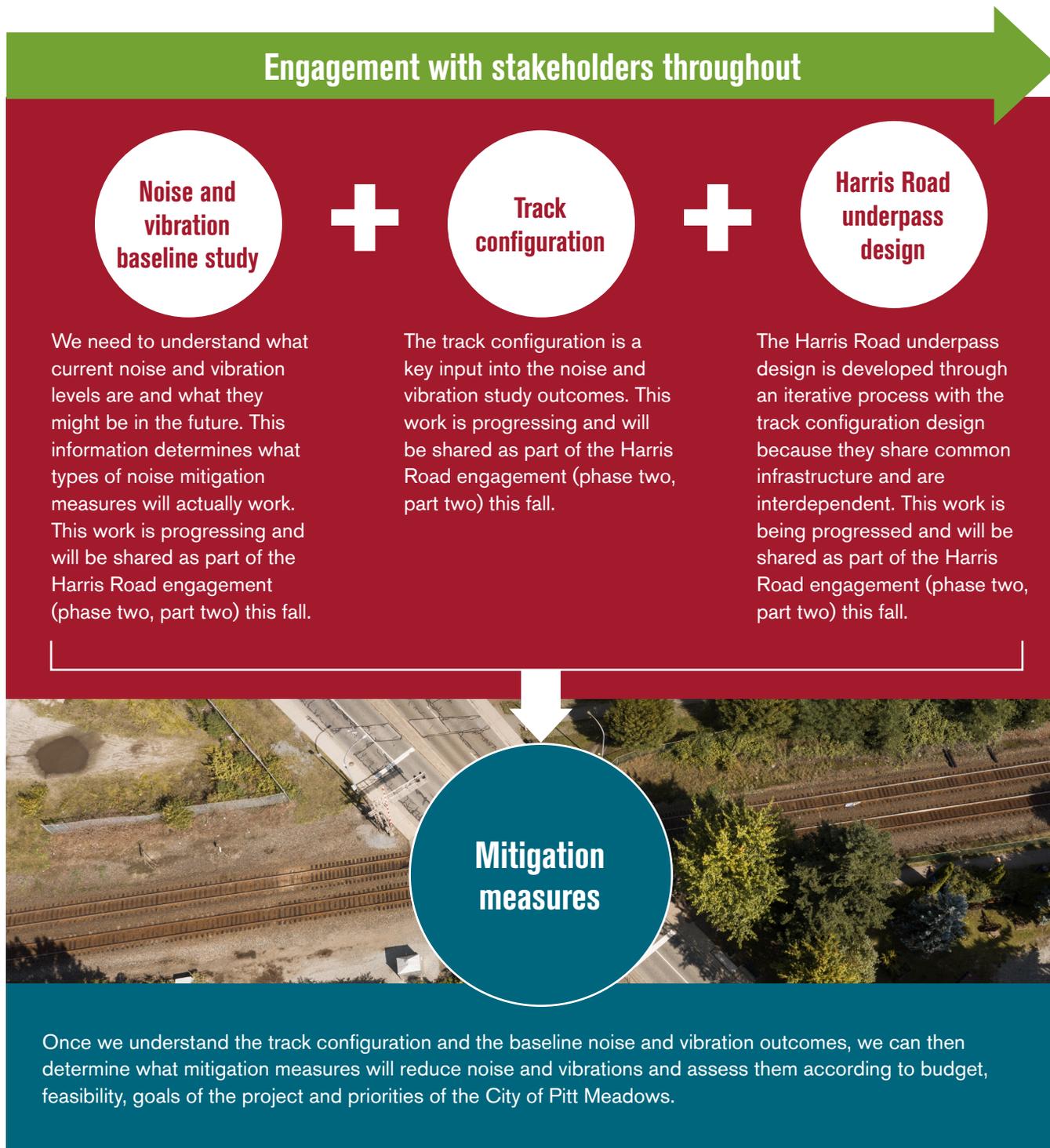
Original principle	Refined/new	Rationale
<b>Design</b>		
Explore opportunities for noise and vibration mitigation.	Remains the same.	
Ensure the design improves safety, access and travel times for all road users including pedestrians, cyclists and first responders.	Ensure the design improves safety and long-term access for all road users and that the design of the Harris Road underpass feels safe for all users.	Feeling safe while travelling the underpass on foot was a key theme from the feedback received in the first phase of engagement.
Ensure the final design enhances quality of life for the community.	Remains the same.	
Ensure the project is designed and built to the highest levels of sustainability standards.	Remains the same.	
Explore ways to integrate the historical characteristics of Harris Road into the final design.	Ensure the design of Harris Road underpass complements the aesthetics of Pitt Meadows and reflects the history and heritage of the community.	Another key theme throughout the first phase of engagement was around making sure the design and aesthetic of the underpass complement the area, given its location in the heart of Pitt Meadows.
Provide an opportunity for people impacted by the changes to share their opinions.	Remains the same.	
Ensure that people are informed on how their input is used.	Remains the same.	
Ensure the final design is in line with and supports the City of Pitt Meadows Master Plan.	Remains the same.	
Incorporate feedback from local Indigenous groups into the final design and construction methods.	Remains the same.	
Incorporate local Indigenous recognition into the final design and in public realm improvements.	Remains the same.	
	New: Maintain, protect and enhance green space, including exploring opportunities to replace trees that may be impacted by the project.	Respondents shared concerns about the loss of green space to accommodate the underpass and a desire for more green space to enhance the public realm around the area.



Original principle	Refined/new	Rationale
	New: Design the project to consider future population growth and the need to accommodate different modes of transportation along Harris Road and with the adjacent West Coast Express station.	There were many comments about ensuring that whatever we build now can accommodate future growth, use and services.
<b>Construction</b>		
Maintain access to all properties during construction.	Remains the same.	
Provide consistent construction traffic updates to the community.	Remains the same.	
Maintain access to all businesses during regular business hours.	Mitigate the impact to businesses during construction by ensuring access is maintained and by supporting awareness for the community that businesses are open.	Maintaining access to businesses during construction was a significant theme in engagement.
Work closely with the Pitt Meadows Heritage and Museum Society to relocate the Hoffmann and Son Machine Shop and the Old General Store.	Remains the same.	
Provide a minimum of one week's notice to the community about any major traffic pattern changes and or closures, and minimize impacts.	Remains the same.	
Preserve parking for the public by limiting parking for construction crews.	Remains the same.	
Limit disruption to transit routes and stops during construction.	Remains the same.	
	New: Maintain safe pedestrian and cycling access along Harris Road during construction, especially for those with strollers and mobility aids.	Maintaining access during construction for people walking and cycling was another major theme.
	New: Ensure noise and vibration mitigation during construction meet current best practice standards.	Residents and property owners located near Harris Road rail crossing shared concerns about noise and vibration during construction.
	New: Ensure detour routes can accommodate traffic volumes, including rush hour traffic, throughout construction.	Many respondents, including those who use public transit, raised concerns about detour routes being appropriate for additional traffic or disrupting their daily commute.
	New: Ensure traffic management during construction meets current best practice standards.	While everyone acknowledged that construction will be unpleasant, many respondents felt that the experience would be better with expert flaggers, traffic assistants and ample advance notice.

## Noise mitigation

There are many interdependencies that determine and inform next steps. For example, we know that the community of Pitt Meadows has many questions about noise mitigation options and the track configuration. The illustration below demonstrates the interdependencies.

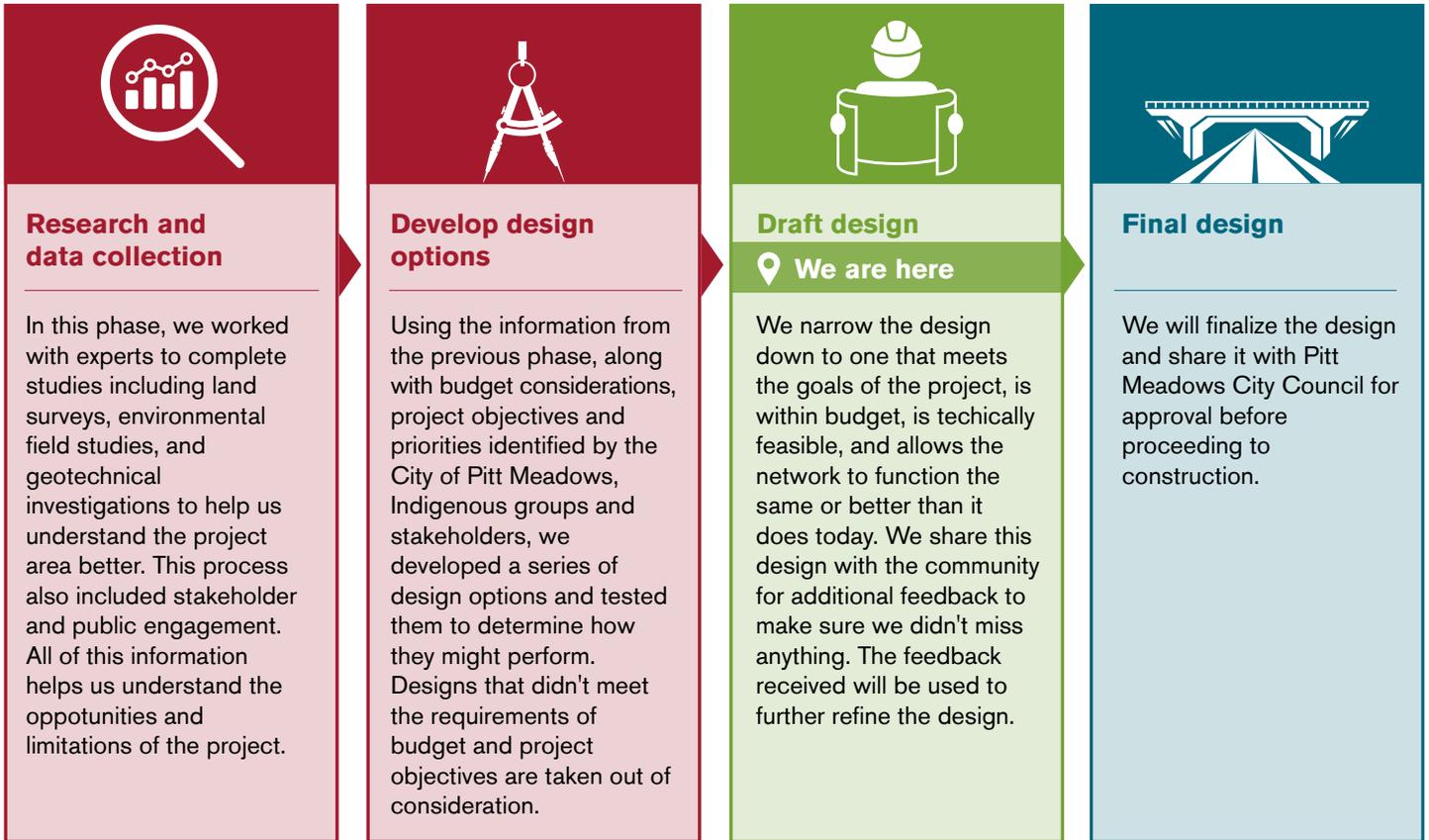


# Kennedy Road overpass



## Kennedy Road process

Since launching the project last year, the port authority, CP and the City of Pitt Meadows have done work to better understand the project area, project impacts, and how best to design the project so it benefits the community and facilitates Canada's trade. Below is an update on our technical process, where we are and upcoming work.



# Draft design for Kennedy Road overpass

Using feedback from the community of Pitt Meadows, along with Indigenous consultation, technical analysis, feasibility and budget considerations, we developed a draft design for the Kennedy Road overpass. The design also reflects project partner considerations, refined project objectives and overall project constraints.

An offline east alignment has been decided for the Kennedy Road overpass to reduced impacts to the Agricultural Land Reserve and surrounding environment. The overpass is also designed as a elevated structure, as oppose to using retaining walls to better respond to poor soil conditions, improve aesthetics and reduce environmental impacts to maintain wildlife movement corridors. The port authority will continue to work with with the City of Pitt Meadows to minimize life cycle maintenance costs.

**Figure 1:** Kennedy Road overpass perspective looking north towards Coquitlam and Golden Ears Mountains



**Figure 2:** Kennedy Road overpass perspective at southern approach looking north

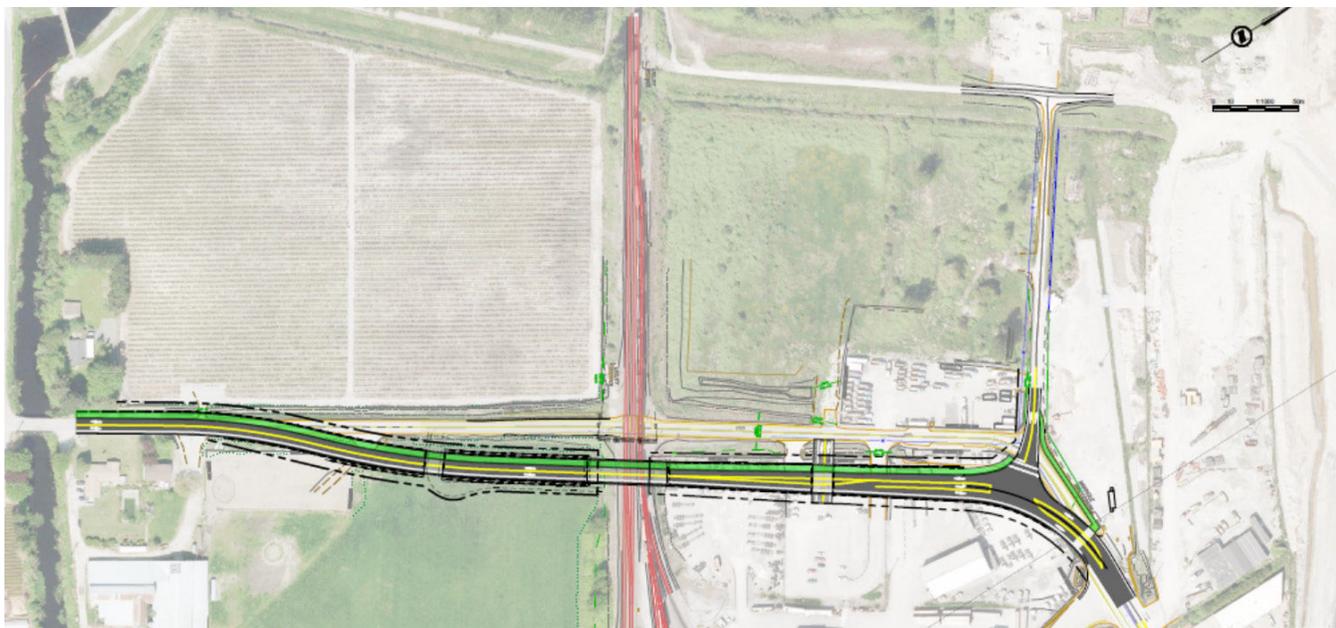


# Draft design for Kennedy Road overpass

**Figure 3:** Kennedy Road overpass perspective at highest elevation looking north over current road



**Figure 4:** Kennedy Road overpass alignment

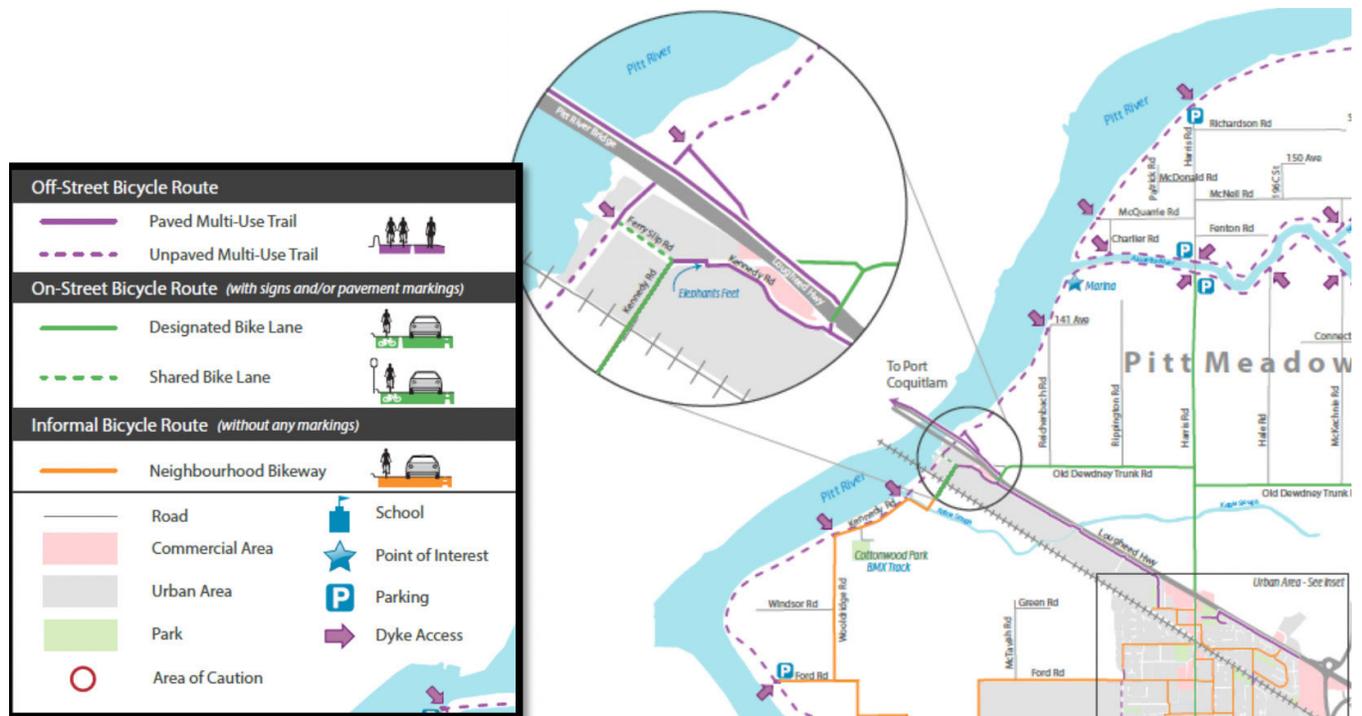




**Figure 5:** Kennedy Road overpass cross-section

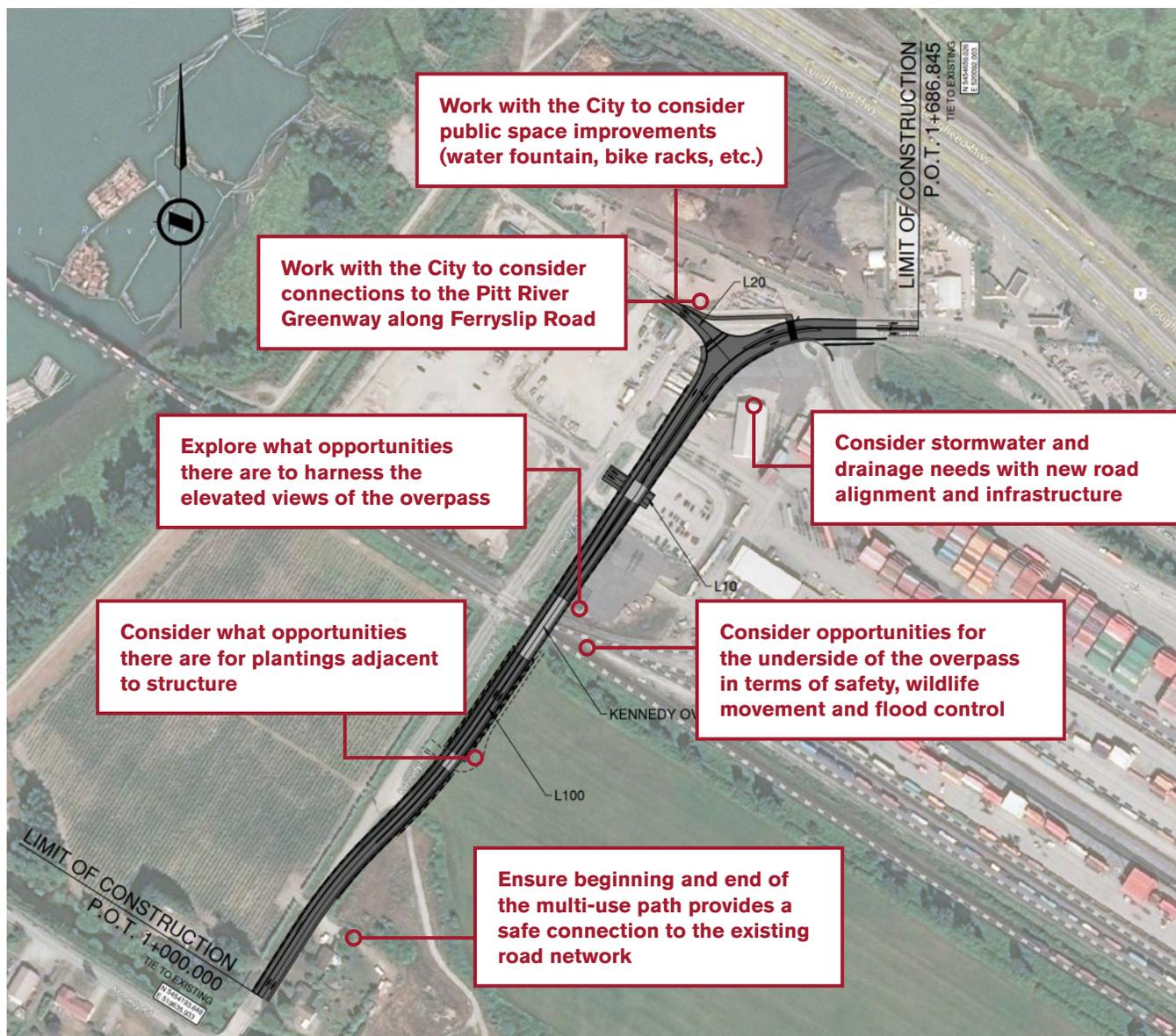


**Figure 6:** Kennedy Road walking and cycling connections



# Draft design for Kennedy Road overpass

**Figure 7:** Kennedy Road overpass public realm considerations





## Harris Road

### Underpass at Harris Road rail crossing

This crossing was identified by Transport Canada as a priority for safety improvements.

Currently, trains stop traffic at Harris Road for a total of three hours each day, impacting the reliability of emergency services for the community on both sides of the crossing.

The underpass solution was chosen to minimize impacts to the heritage buildings on either side of Harris Road and to the newer homes in the Keystone building. The road will have four lanes and a pedestrian and cycling pathway.

## Kennedy Road

### Overpass at Kennedy Road rail crossing

Kennedy Road is on the edge of CP's Intermodal Facility. Because it is a municipal trucking route, the road and rail interaction limits both trucking and rail operations.

An overpass will improve operations at the rail yard and access to the Pitt River Rail Bridge, and was chosen instead of an underpass because of its proximity to the river and the potential of flooding.

The alignment of the overpass will be to the east of Kennedy Road to limit impacts to the Agricultural Land Reserve. The overpass will have two lanes and a multi-use pedestrian and cycling pathway.

### Extension of existing rail track to support the Vancouver Intermodal Facility

The project includes funding for 16,000 feet of track. The track extension will allow CP to better manage capacity on its main tracks and meet volume demand in the future by shifting work off existing mainline tracks onto the adjacent track. The configuration of the track is dependent on the design of the Kennedy Road overpass and Harris Road underpass. Initial track design will be presented in the fall engagement.



## What we want to learn from you, and why

### Kennedy Road overpass

We used the feedback from the first phase of public engagement—along with technical analysis, feasibility and budget considerations—to develop a draft design for the Kennedy Road overpass and surrounding public space improvements. Tell us what you think.

### Virtual and remote engagement

If COVID-19 restrictions are still in place in the fall and we are unable to offer in-person engagement opportunities, what remote engagement opportunities would allow you to participate and provide feedback in a meaningful way?

<b>Phase one</b> <b>Listen and learn</b>	<b>Phase two: Part one</b> <b>Draft design Kennedy Road overpass</b>	<b>Phase two: Part two</b> <b>Draft design Harris Road underpass</b>	<b>Phase three</b> <b>Final design</b>
In this phase we wanted to understand your priorities, concerns and vision for the project.	Using feedback from phase one, along with technical analysis, feasibility and budget, we will share a draft design for the Kennedy Road overpass for feedback.	Using feedback from phase one, along with technical analysis, feasibility and budget, we will share draft designs for the Harris Road underpass for feedback. We will also share noise mitigation options and the track configuration as part of this phase.	In the final phase, we will share the final design for both Kennedy Road overpass and Harris Road underpass with Pitt Meadows City Council for approval.
<b>Completed</b>	<b>📍 We are here</b>	<b>Fall 2020</b>	<b>Winter 2020/2021</b>



## About the project

Pitt Meadows is home to two of the busiest rail crossings in the region. We are hoping to make travel around Pitt Meadows easier and more reliable by separating the rail crossings at Harris Road and Kennedy Road. These improvements will benefit the community and local road users by improving safety and community access, creating more reliable travel times and providing better emergency response options, while supporting Canada's trade growth.

## Questionnaire

The following questionnaire should take about 10 minutes to complete, and your feedback will help finalize the design for the Kennedy Road overpass and inform options to better engage with you in the fall as part of Harris Road underpass engagement.

Please submit your feedback by July 28, 2020. See the back cover of this guide for more information.

### General project questions

1. What is your postal code?
2. What year were you born?
3. Which rail crossing do you live closer to?
  - Kennedy Road
  - Harris Road
  - In-between
  - Neither

### Proposed design for the Kennedy Road overpass

Using feedback from the first phase of public engagement—along with technical analysis, feasibility and budget—we have developed a proposed design for the Kennedy Road overpass that meets the objectives of the project, including creating capacity to accommodate additional trade growth while reducing the impact on the community.

4. When you look at this alignment and design, as illustrated on pages 22 – 25, what would you like to share for us to consider as we finalize it?

## Remote engagement

It is our hope that by delaying the engagement for the Harris Road underpass component of the project to the fall, we will be able to include in-person engagement opportunities. In case restrictions are still in place, we want to make sure we are designing an engagement process to fit the needs of the community while still respecting distancing requirements.

We will use the information provided below to design the Harris Road engagement later this fall. Our hope is that we will be able to accommodate all residents who are interested in providing input even without the opportunity to host an in-person open house.

### 5. How would you like to be informed about engagement opportunities?

- My local newspaper, online (Maple Ridge-Pitt Meadows News)
- My local newspaper, in print (Maple Ridge-Pitt Meadows News)
- Through social media
- Through digital ads online that prompt me to take the survey
- The project email newsletter
- Radio ads
- Other

### 6. What are your preferred methods for learning about the project remotely?

- Reading the project website
- Reading the PDF discussion guide
- Reading about the project in my local newspaper (Maple Ridge-Pitt Meadows News)
- Watching a video (example: <https://bit.ly/37tkkLJ>)
- Learning while doing the questionnaire (provide embedded images and videos)
- Participating in a webinar where I can contribute questions for response
- Participating in a telephone town hall where I can listen by phone to project information
- Requesting hard copies of the project information and questionnaire (mailed via Canada Post)
- Other

### 7. What ways are you comfortable providing feedback?

- Completing a questionnaire online
- Completing a paper copy of the questionnaire and mailing it in
- Talking to a member of the project team over the phone and providing feedback verbally
- Providing feedback in writing via email or mail
- Other

### 8. We want to ensure you have the opportunity to connect with the project team and ask questions about the project. What is the best way to do this?

- By email
- By phone
- Via webinar
- Via telephone town hall
- Other

To all our stakeholders and the communities that surround us, we wish you and your families well. We also extend our thanks to the many organizations and people who make up our port community for their continued support to keep the port functioning efficiently during this extraordinary global challenge.

## Thank you

Thank you for taking the time to learn about the project and providing your feedback. We value your input and look forward to working with you on this project.

The feedback received from this phase will be used to:

- Finalize the design for Kennedy Road overpass
- Understand how you wish to be engaged remotely so we can use those learnings as we begin to think about the Harris Road underpass engagement in the fall

## When you will hear from us next

We will summarize the feedback received during this phase and share it with the community in September 2020. We will share the final design for the Kennedy Road overpass component of the project this winter.



### For more information:

 [portvancouver.com/pittmeadowsroadandrail](http://portvancouver.com/pittmeadowsroadandrail)

 [pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

 778.957.9444

We are committed to engaging with the community and providing opportunities for meaningful dialogue and input throughout this project, while ensuring you have clarity on the project scope.

## Disclaimer

The information you provide on this questionnaire will be added to the port authority's database for the Pitt Meadows Road and Rail Improvements Project public engagement. This database allows the port authority to maintain a record of contact. If you have submitted a comment, your personal information may be disclosed to the City of Pitt Meadows and/or CP to help with project planning and respond to questions. Otherwise, your personal information will not be used for any purpose other than to inform the project planning and design. Any personal contact information you provide to the port authority on this form is collected and protected in accordance with the Freedom of Information and Protection of Privacy Act. If you have any questions about the Pitt Meadows Road and Rail Improvements Project, and/or the information collected on this questionnaire, please contact the port authority at **778.957.9444** or email [pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com).



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Vancouver Fraser  
Port Authority

## Pitt Meadows Road and Rail Improvements Project

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Submit questionnaire by the end of the day on **July 28, 2020.**

You can return your completed questionnaire to the project team.

**Online:** Complete the questionnaire at  
[portvancouver.com/pittmeadowsengagement](http://portvancouver.com/pittmeadowsengagement)

**Email:** Scan and email the questionnaire to  
[pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

**Mail:** Vancouver Fraser Port Authority  
Attention: Pitt Meadows Road and Rail Project Team  
100 The Pointe, 999 Canada Place  
Vancouver, BC, V6C 3T4

**Drop off your submission:**  
Pitt Meadows City Hall  
Attention: Pitt Meadows Road and Rail Project  
Drop box at the main entrance doors  
12007 Harris Road  
Pitt Meadows, B.C.

For questions regarding the project, please contact the project team at  
[pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

[portvancouver.com/pittmeadowsroadandrail](http://portvancouver.com/pittmeadowsroadandrail)

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