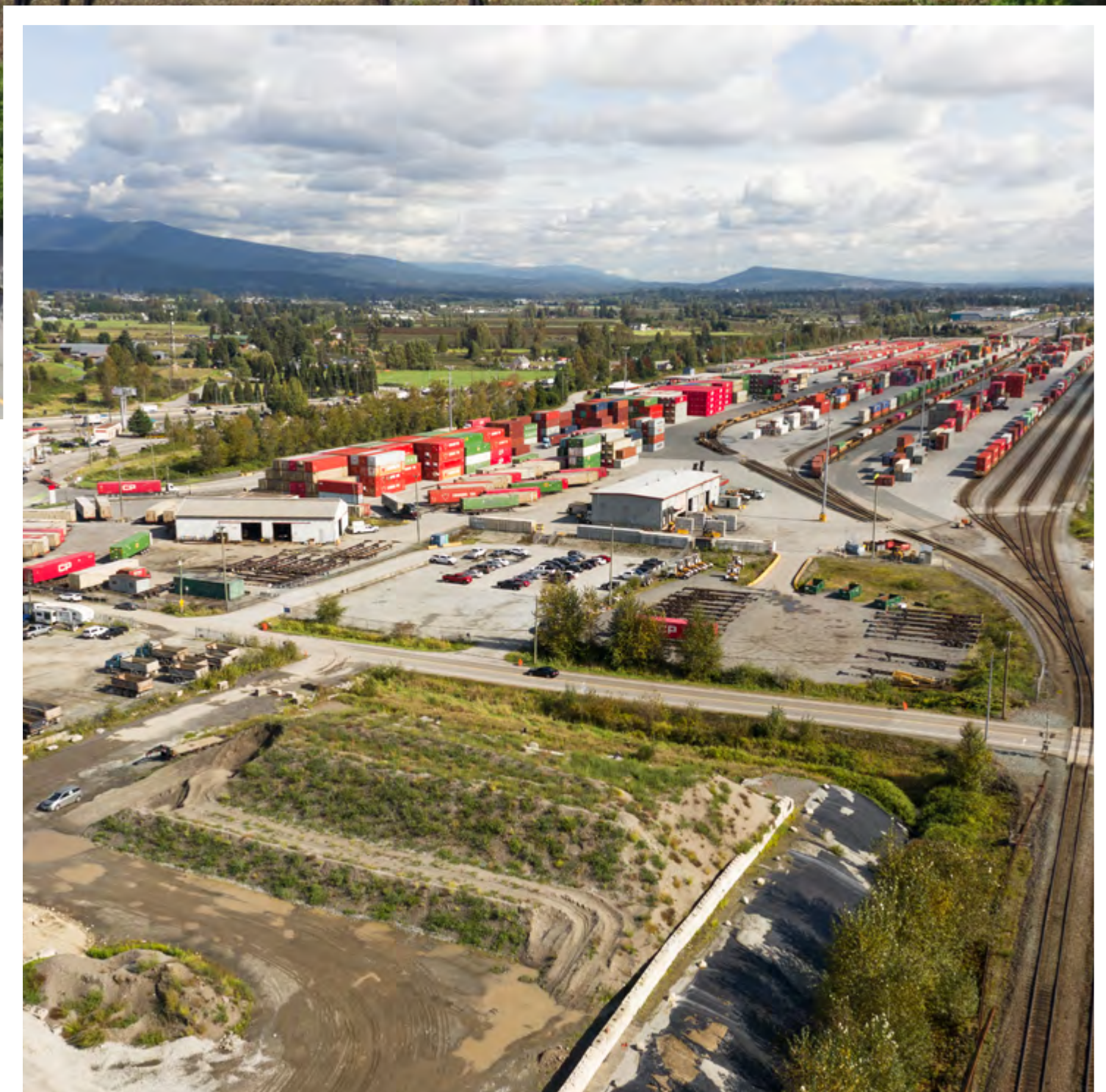


1 Welcome and thank you!

Information



Welcome

Thank you for taking time to learn about the Pitt Meadows Road and Rail Improvements Project and for sharing your feedback with us.

Our approach to public engagement is based on two-way communication, open dialogue and working together to ensure the community, the environment and the economy are all considered during project planning.

This is an opportunity for us to learn from you. We will make sure that your priorities and feedback are reflected and top of mind during planning, design and construction.

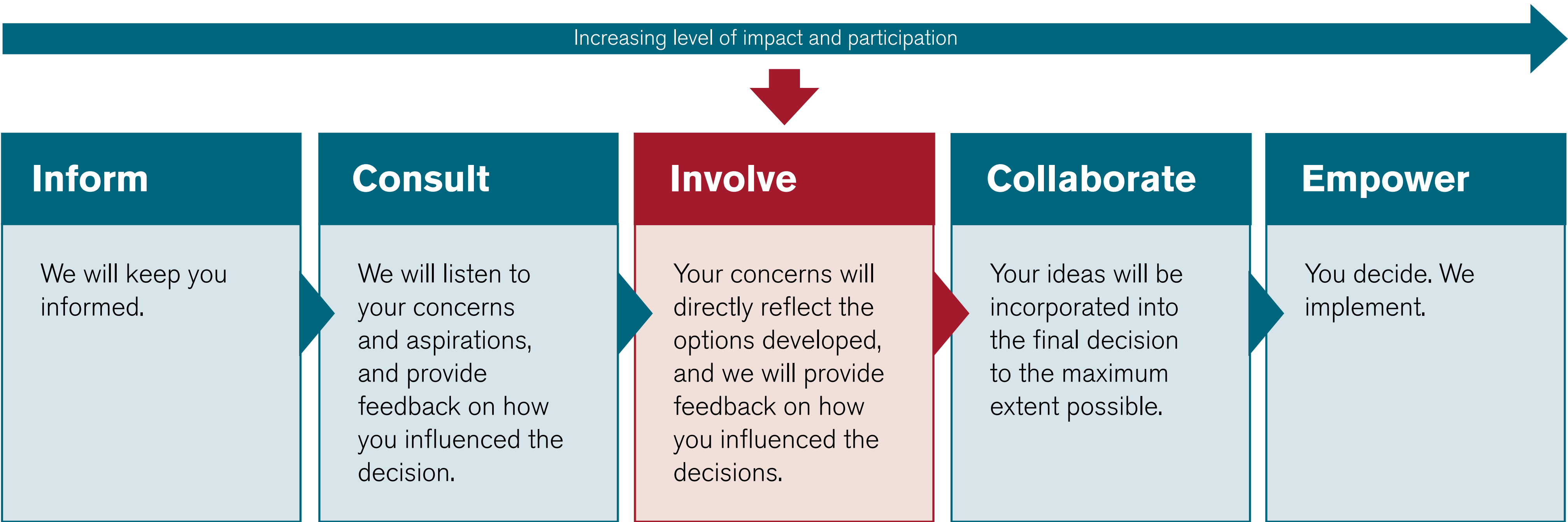
Guidelines for engagement

Our guidelines for engagement are not intended to be restrictive; rather, they are designed to help ensure a safe space for all and to help encourage open discussion. Everyone is welcome and encouraged to participate.

1. This is a safe space for people to freely and respectfully express their ideas and concerns. There is no judgment, and all ideas are welcome.
2. It is okay to disagree respectfully and openly, without being disagreeable.
3. Your curiosity is welcome and encouraged.
4. Seek to understand opinions, ideas and feedback.
5. Please be respectful of everyone present. Attendees are here because they care about their community and the project.
6. Make use of the staff and technical experts in the room. They are here to answer your questions and receive your ideas, concerns and feedback.

The International Association of Public Participation Spectrum

Visit IAP2canada.ca to learn more



Information

About the Vancouver Fraser Port Authority

We are the Vancouver Fraser Port Authority, 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.

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 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 address 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 the growth in trade forecasted to 2030.

Our vision

To be the world's most sustainable port

Our mission

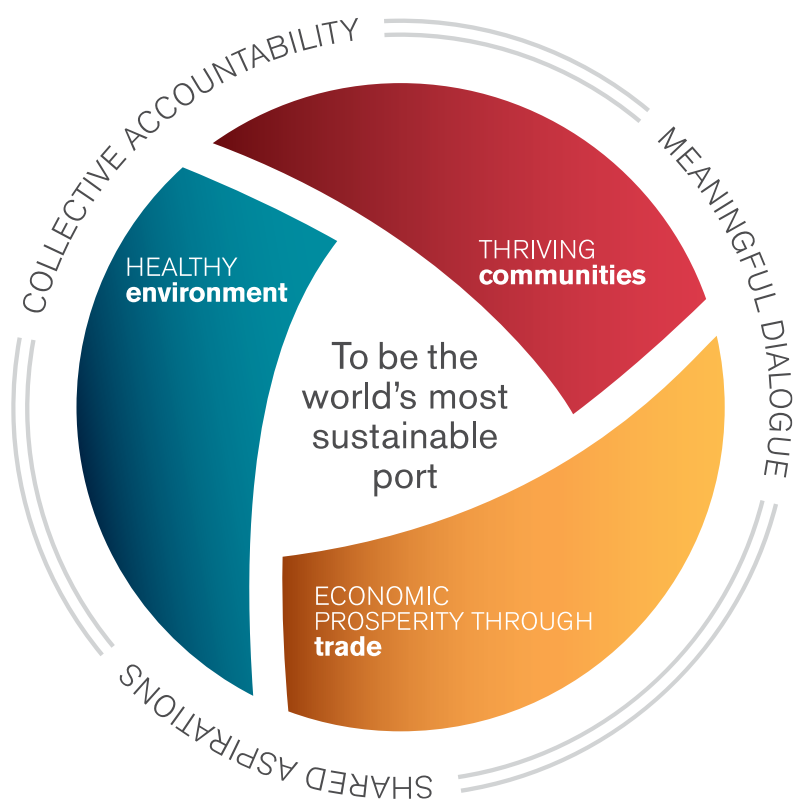
To enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities

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 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.

In Pitt Meadows, CP has two significant operations:

- The Vancouver Intermodal Facility
- The Vancouver Auto Compound



How CP is supporting this project

As a funding partner of the project, CP plans to extend an existing track leading into and out of its Vancouver Intermodal Facility.

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

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.



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

How the city is supporting this project

The city is working closely with the port authority and CP to ensure the 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. They are 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 the Kennedy Road overpass and the public serving portions of the 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.

3 About the project

Background





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 the Canadian Pacific (CP) main rail line crossing Harris Road.
- 2 A new two-lane overpass above the main rail line entrance to CP's Vancouver Intermodal Facility at 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">Vancouver Fraser Port Authority
	Project cost	<ul style="list-style-type: none">\$141.1 million
	Funding provided by	<ul style="list-style-type: none">Government of CanadaVancouver Fraser Port AuthorityCanadian Pacific
	Project partners	<ul style="list-style-type: none">Canadian PacificCity of Pitt Meadows

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 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.

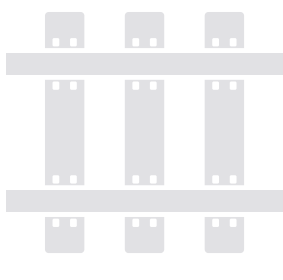
Port activities support about 700 jobs in Pitt Meadows, and, together, Pitt Meadows and the Vancouver Intermodal Facility play a key role in supporting the Port of Vancouver.



Current scenario

Pitt Meadows is home to two of the busiest rail crossings in the region. The existing rail crossings cause delays for commuters and emergency response crews.

The table to the right 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	Daily train crossings
Kennedy Road	35	1 hour, 45 minutes	As trade increases over the next ten years, train volumes will also increase in order to meet this demand. As part of this project, we are engaging a consultant to model future train and traffic volumes to better understand how this will compare to current operations. However, by separating the road from the rail crossing, there will not be any vehicle or transit delays due to train activity.
Harris Road	32	3 hours, 30 minutes	

Project benefits

Eliminating the at-grade rail crossings will improve safety and community access, create more reliable travel times and provide 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



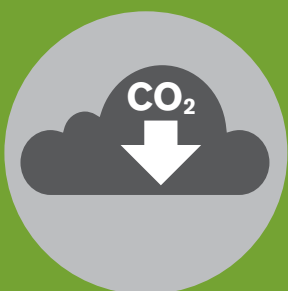
Reduced congestion

Improved mobility for residents and more efficient movement of goods



Increased job opportunities

Growth in local jobs via growth in trade



Reduced emissions

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



Public space improvements

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

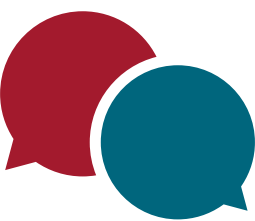


Improved connections

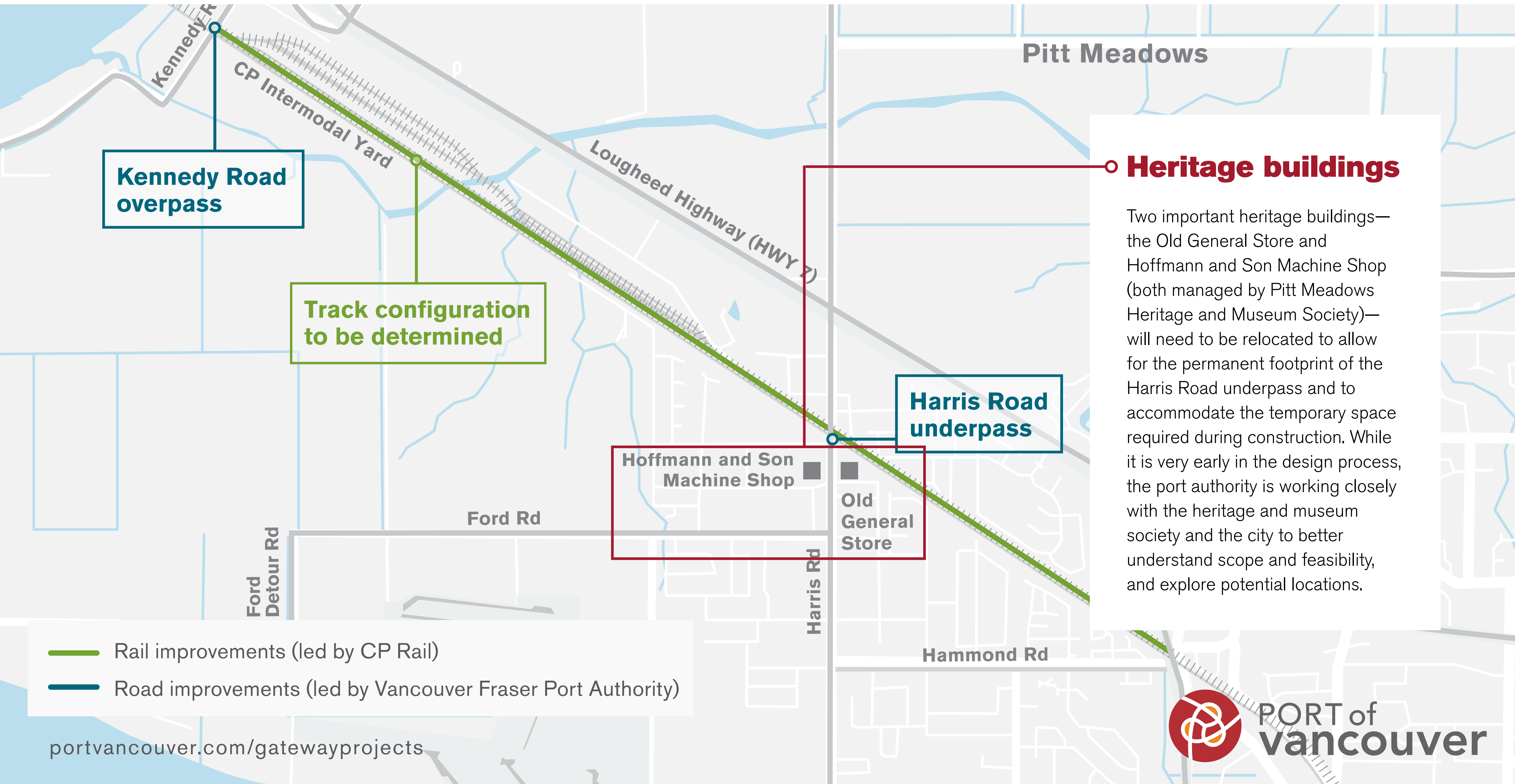
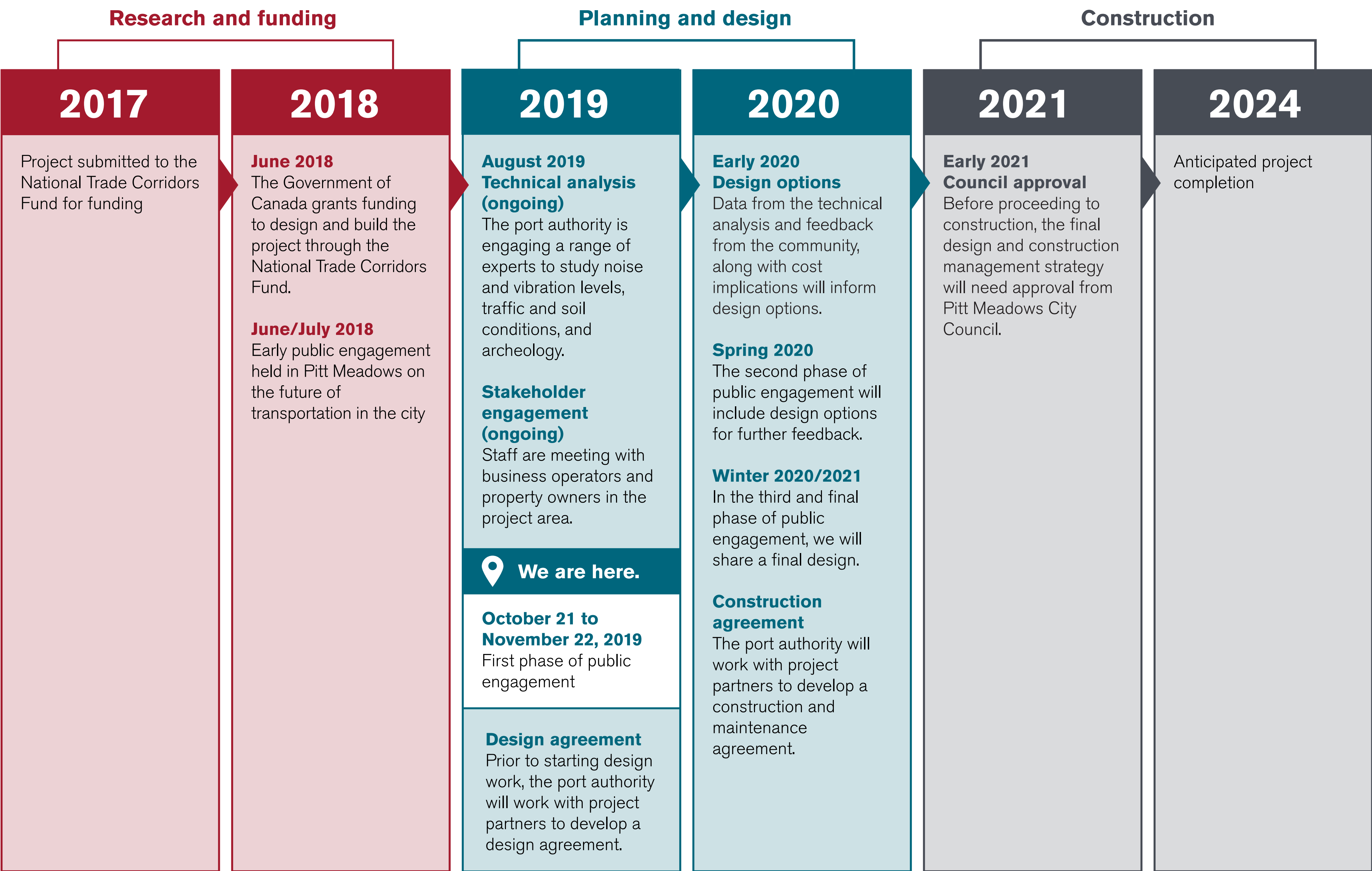
Enhanced walking and cycling facilities associated with the crossings

4 Project timeline

Information



Pitt Meadows Road and Rail Improvements Project



5 Rail operations in Pitt Meadows

Background

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.

Moving goods by rail

As a key mode of transportation, trains are critical to our region's economy. Trains going through Pitt Meadows mostly move goods to and from the Port of Vancouver along the North Shore, and they carry items like:

- Western Canada agriculture products including grain, canola, pulses and others
- Canadian forest products including pulp, lumber and wood pellets
- Saskatchewan potash
- B.C. metallurgical coal (used for creating steel)
- Vegetable seed oils
- Mineral ores and concentrates
- Fertilizers and sulphur
- Cargo imports and exports

Additionally, by accommodating trade growth using trains to move goods, we can help to 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 

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.

Noise and vibration

We heard that noise and vibration from train activity is a concern for the community. As part of the project, the port authority is working to understand current and future noise and vibration levels and will use that information to explore and inform opportunities for mitigation with the city and CP.



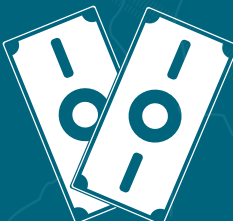
Proud to be part of this community Port activities in Pitt Meadows

 portvancouver.com/pitt-meadows

Local port activities annually support:



700
local jobs



\$40 million
in wages

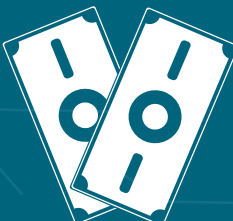


\$150 million
in economic activity

Additional facts:



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



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



31km
shoreline managed by the
port authority in
Pitt Meadows

6 Previous engagement

What we have heard



Engagement in 2018

In 2018, the city hosted the Future of Transportation—a public process to share information and engage the community to better understand transportation priorities for Pitt Meadows. The port authority and CP participated in this process to discuss separating the at-grade rail crossings at Harris Road and Kennedy Road, gather feedback, and understand concerns and considerations. While we are in the early phase of research and planning of the of the Kennedy Road overpass, the Harris Road underpass and the track extension, feedback received last summer is top of mind for the project team.

What we have heard	What we have done	What you can do today
Engage early and often with Pitt Meadows Heritage and Museum Society about relocating the Hoffmann and Son Machine Shop and the Old General Store.	When funding was confirmed, the port authority began discussions with the heritage and museum society to discuss relocating these two sites. Working with the heritage and museum society, we 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 heritage and museum society.	Sign up for the Pitt Meadows Road and Rail Improvements Project newsletter and stay up to date: portvancouver.com/pittmeadowsrailandroad
Create opportunities for community enhancement and beautification as part of the Harris Road underpass, including Indigenous artwork, pedestrian and cycling facilities, landscaping, and improved access to businesses on Harris Road.	We are in the process of engaging an urban design firm to complete a review of the project area. This team will work to develop different options informed by your feedback throughout this engagement process. We have also completed an archeological assessment of the area and are preparing to conduct a geotechnical assessment next month. Additionally, we are consulting with Katzie First Nation and other local Indigenous groups to identify what opportunities they may see through this project.	See board 9 to share your thoughts about public space opportunities and challenges.
Address concerns about managing traffic during and after construction.	While we are very early in the design process, managing construction and its impact on the community is a priority, and we will be developing a traffic management strategy to mitigate the traffic impacts of construction on the community and studying future traffic patterns and volumes. We will complete a baseline study, and model future traffic volumes and train crossing frequencies.	See board 10 to share your ideas on a construction approach and what a traffic management strategy should include.
Explore ways to maintain or enhance the historical characteristics of Harris Road.	We learned more about the rich history of Pitt Meadows from the heritage and museum society and the importance of heritage recognition in the community. This engagement process is an opportunity for you to share your ideas about how we can reflect those characteristics in the design.	See board 9 to share what you love about Pitt Meadows history, how to improve existing historical characteristics or how to make public space improvements that reflect the history of Pitt Meadows.
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 this project.	We heard that noise and vibration from train activity is a concern for the community. As part of the project, we have hired acoustic experts to study current noise and vibration levels and model future levels. This information will be used to explore and inform opportunities for noise and vibration mitigation with the city and CP.	See board 5 to learn more about trains and rail operations.
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. 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 pittmeadows.ca/news
Be mindful of the impact to businesses.	We understand that business owners, especially those with businesses along Harris Road, are concerned about project impacts to their operations. We have already met with several business owners to understand their concerns and how they operate. We intend to meet with the owners of all businesses that may be impacted during construction.	If you are a business owner or operator and would like to set up a meeting, please email us at: pittmeadowsroadandrail@portvancouver.com



7 Purpose of engagement

Information



Pitt Meadows Road and Rail Improvements Project

The following table highlights what we are seeking your feedback on and what has been decided.

What we want to learn from you (and why)		What has been decided (and why)	
Guiding principles; see board 8	Based on what we heard during the Future of Transportation process, we created a set of guiding principles to capture your priorities and values. Did we miss anything? Are there some that are more important to you than others?	Underpass at Harris Road rail crossing	<p>This crossing was identified by Transport Canada as a priority for safety improvements.</p> <p>Currently, trains stop traffic at Harris Road for a total of over three hours each day, impacting the reliability of emergency services for the community on both sides of the crossing.</p> <p>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.</p>
Public space improvements; see board 9	The underpass at Harris Road and overpass at Kennedy Road will provide opportunities to enhance the public space in those areas. We want to know what is important to you. Is it seating? Green space? Lighting? We also know that maintaining the historical characteristics of Harris Road is important to the community. What can we do to ensure this is reflected in the design?	Overpass at Kennedy Road rail crossing	<p>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.</p> <p>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 road will have two lanes and a multi-use pedestrian and cycling pathway.</p>
Traffic impacts during construction; see board 10	We heard loud and clear that managing traffic impacts during construction is a priority for Pitt Meadows and recognize that no one knows a community better than the people who live there. How can we best manage construction to minimize impacts on you? Tell us about transit routes and stops that need to be maintained, and your business operations, like deliveries and parking.	Extension of existing rail track to support the Vancouver Intermodal Facility	<p>Operations at the Vancouver Intermodal Facility are currently constrained by the Harris Road and Kennedy Road at-grade crossings.</p> <p>The Vancouver Intermodal Facility plays an important role in the efficient and effective movement of goods.</p> <p>Eliminating the at-grade crossings will allow trains to switch tracks and be configured more efficiently, and there will be better access to the Intermodal Facility.</p> <p>As part of the project, CP plans to extend an existing track leading into and out of its Vancouver Intermodal Facility. Extension of the track will allow CP to build longer trains in the future to accommodate more trade.</p>



8 Guiding principles

We want to hear from you

What are guiding principles?

Guiding principles help the project team understand your priorities, and inform trade-offs to ensure that your ideas are always front of mind.

How these guiding principles will be used

We will use these guiding principles to inform the design of the project, prioritize trade-offs that may be important when making decisions for the project and better plan the project as it progresses towards construction.



Draft principle	Make your mark
Based on what we have heard to date from the community and meetings with stakeholders, we have drafted the following guiding principles.	Place a dot next to the guiding principle that is most important to you. This will help us understand what is most important to the community.

During design	
Provide an opportunity for those impacted by the changes to share their opinions and ensure people are informed of how their input is used	
Explore opportunities for noise and vibration mitigation	
Ensure the final design is in line with and supports the City of Pitt Meadows Master Plan	
Ensure the design improves safety, access and travel times for all road users including pedestrians, cyclists and first responders	
Explore ways to integrate historical characteristics of Harris Road into the final design	
Incorporate local Indigenous recognition into the final design and in public space improvements	
Incorporate feedback from local Indigenous groups into the final design and construction methods	
Ensure the final design enhances quality of life for the community	
Ensure the project is built to the highest environmental standards	

For construction	
Provide consistent construction traffic updates to the community	
Provide a minimum of one week's notice to the community about any major traffic pattern changes and/or closures, and minimize impacts	
Maintain access to all businesses during regular business hours	
Maintain property access during construction	
Limit disruption to transit routes and stops	
Preserve parking for the public by limiting parking for construction crews	
Work closely with the heritage and museum society to relocate the Hoffmann and Son Machine Shop and the Old General Store	

Tell us more
How might you change or tweak the draft principles? Are there any that you do not think we need? Did we miss any? Please use a sticky note to share your ideas and stick them on the board.

During design or for construction

9 Public space improvements

We want to hear from you


Your public space

Building the underpass at Harris Road and overpass at Kennedy Road gives us an opportunity to enhance the space around the new structures to make them more welcoming and add to the overall aesthetic of Pitt Meadows. We want to learn what would make this area more appealing. What changes or enhancements would you recommend?


Please use a sticky note to share your ideas and stick them on the board.

Opportunities	Challenges


Public space improvements could look like...




Seating



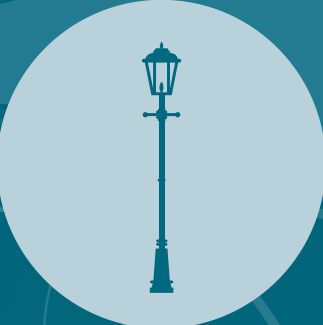
Gardens/Greenspace




Cycling facilities




Walking facilities




Lighting



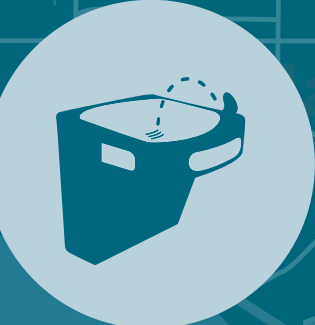
Historical characteristics



Public art



Plaza space



Other ideas

10 Traffic impacts during construction

We want to hear from you

As residents of Pitt Meadows, you know your community better than anyone. We need your expertise to help us understand what we need to be mindful of as we create a traffic management strategy to limit disruption to you during construction.

Construction hours

Please take a dot and place it on one of the options to indicate your preferred hours of construction.

Construction hours	Make your mark
Construction should only happen as per city bylaws (Monday to Sunday from 7:00 a.m. to 6:00 p.m.)	
I'm comfortable with construction happening according to the bylaw and between 9:00 a.m. and 6:00 p.m. on Sundays	
I'm comfortable with extended hours, beyond the bylaw requirements, if it means construction can be completed faster	
I don't have a preference	

Harris Road

Opportunities and challenges

Use a sticky note to tell us what opportunities or challenges you think we should keep in mind while designing this project.



Opportunities	Challenges

Kennedy Road

Opportunities and challenges

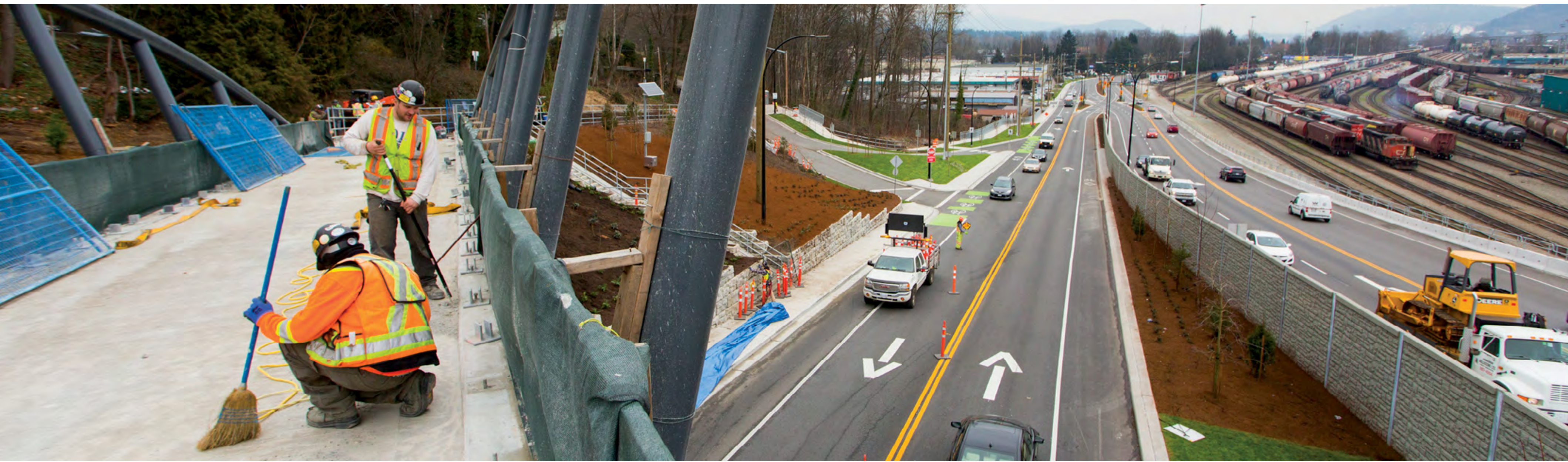
Use a sticky note to tell us what opportunities or challenges you think we should keep in mind while designing this project.



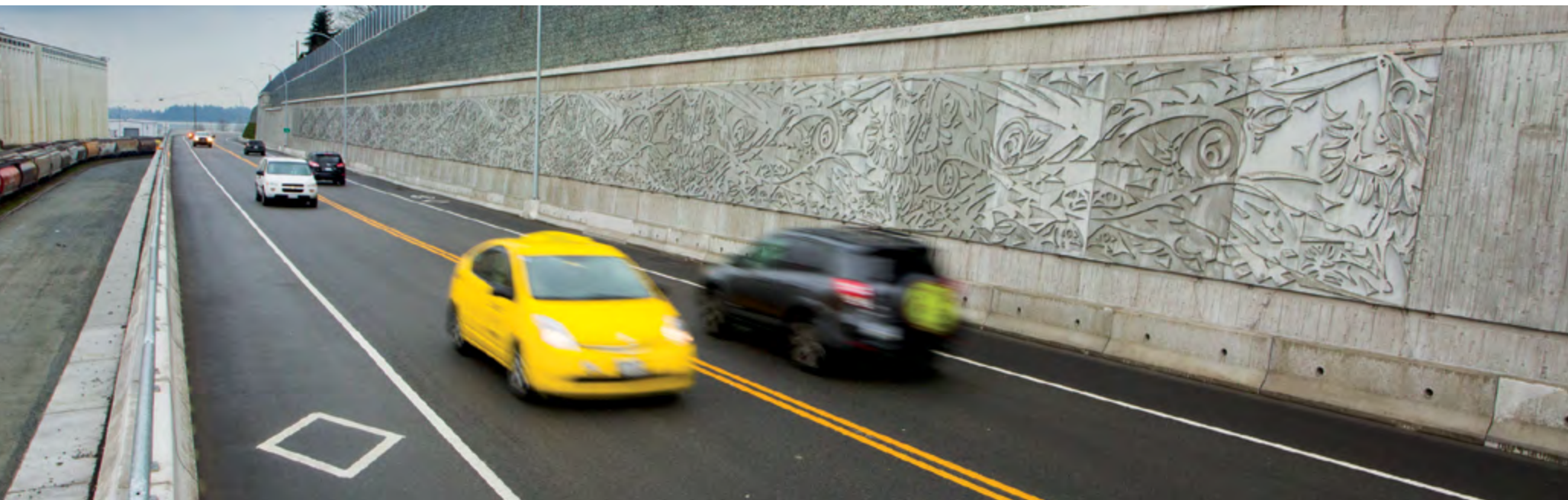
Opportunities	Challenges

11 Case study: Low Level Road Project

Information



The port authority aims to deliver high-quality projects based on best practice in environmental sustainability, environmental protection and public engagement.



About the Low Level Road Project

The \$101.6 million Low Level Road Project enhanced rail and port operations to support the ongoing growth of international trade through the Port of Vancouver. The project also addressed community safety and traffic congestion challenges in the area around port terminals in North Vancouver.

The project involved the realignment and elevation of approximately 2.6 kilometres of Low Level Road, a high-use public road that runs parallel to, and provides access to, several Port of Vancouver terminals in North Vancouver.

The North Shore handles about 25 per cent of all cargo volume through the Port of Vancouver.

The project's purpose was to:

- Enhance efficiency and safety of rail operations
- Increase ability to accommodate anticipated growth in trade-related traffic
- Improve local traffic flows and traffic safety
- Improve emergency vehicle access
- Reduce train whistling and noise
- Reduce vehicle idling at level rail crossings

This realignment provided space for two new rail tracks to improve rail efficiency and capacity; addressed safety, recreation and noise challenges associated with port operations in the area; reconfigured three intersections; and improved access for pedestrians and cyclists.

How public engagement influenced Low Level Road

In addition to government and industry consultation, development of the Low Level Road Project also involved extensive community and Indigenous consultation and information sharing.

The design was substantially adjusted based on community input. For example, the height of the road was lowered, and plans for view impacts, noise walls, aesthetics, landscaping and integration with community development were improved. The design was also adapted to better accommodate the needs of local businesses.



Community benefit: slope stability and public art

The project resolved slope stability concerns along the adjacent bluff, and included the construction of concrete retaining walls with art reflecting the area's rich Indigenous and logging/milling history.

Community legacy: extension of the Spirit Trail network

The project also provided for continuation of the North Shore Spirit Trail, which, when complete, will be a fully accessible, 35-kilometre recreation trail.

A key feature of the project was the concurrent development of additional walking and cycling facilities as part of a much-needed extension of the local Spirit Trail network.

 Community legacy: new walking and cycling facilities	 Environmental legacy
The Low Level Road Project design included: <ul style="list-style-type: none">• A new pedestrian overpass• Improvements to existing trails• Enhanced safety• Improved aesthetic experience for pedestrians and cyclists	Environmental compensation for the project included: <ul style="list-style-type: none">• Removal of invasive species• Installation of two artificial nest sites for eagles• Landscaping incorporating indigenous species

Future considerations

Our approach to the Low Level Road Project has set a new standard for the delivery of infrastructure projects by the port authority.

Trade through the Port of Vancouver continues to grow. Given the port's close proximity to residential communities, future expansion projects will continue to require full and meaningful consultation and an approach that addresses not only the practical needs of the port, but also any impacts on the environment and local populations. A long-term vision that incorporates all aspects of sustainability will be needed, as exemplified by the Low Level Road Project.

Low Level Road Economic impact

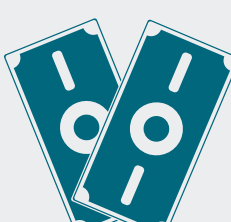
With increased road, rail and port capacity, the Low Level Road Project allows for more efficient rail operations to accommodate anticipated trade, rail and traffic growth, planned terminal expansion, and new terminal projects.

Prior to project (2007):



25,996

direct and indirect jobs



\$1.68 billion

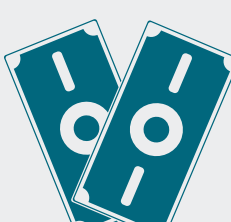
in GDP

Estimated post-project impact:



30,823

direct and indirect jobs



\$2 billion

in GDP

Fast facts



Funding provided by

- **Government of Canada** (\$49.4 million)
- **Vancouver Fraser Port Authority and industry partners** (\$31.6 million)
- **Canadian National Railway** (\$10 million)
- **TransLink** (\$5 million)
- **Canadian Pacific** (\$4.8 million)
- **City of North Vancouver** (\$800,000)



Project partners

- **Transport Canada**
- **TransLink** (Metro Vancouver's regional transportation authority)
- **Industry**
- **Municipal partners**



Low Level Road was awarded the Institute for Sustainable Infrastructure's Envision Platinum Award. It was the second project in Canada to receive the honour.

About the Envision Awards

As a rating system for sustainable infrastructure, Envision provides guidance on best practices for organizations involved in infrastructure design, construction and operation.

Envision serves not only as a planning and design tool, but also as a means of evaluating a project's environmental, social and economic impacts once complete. The Envision Awards recognize projects that have achieved the highest levels of sustainability in project design, construction and operation. Projects are assessed and verified by a third party and, if successful, are awarded at the Bronze, Silver, Gold or Platinum level.

What has been said



"I've had a great deal of interaction with the city, the port [authority], and the engineers regarding this project, and I must say that everyone deserves full marks for their professionalism and dedication to the project."

—Local resident



"We are really pleased to see that these finishing touches to the Spirit Trail and the public art will be soon up for our enjoyment. It is really great that these extra touches are part of the plan to complement the work that is being done. It all helps to enrich our lives."

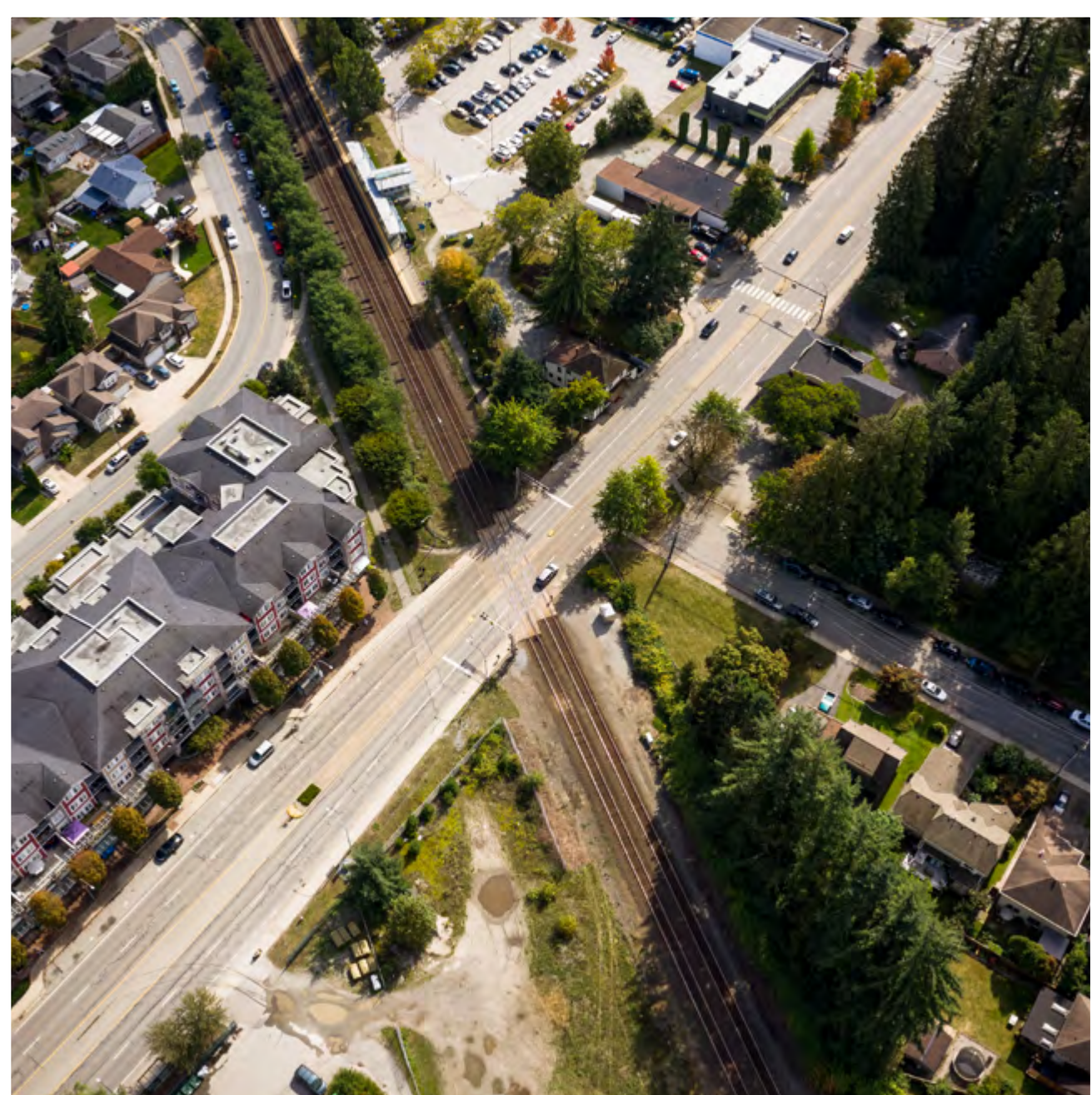
—Trails BC



"The Neptune/Cargill Overpass is the most significant improvement this project has offered us—eliminating the at-grade rail crossing has made the commute safer for our employees and saved our operations significant monthly lost-hours in the process."

—Cargill Canada

Information



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.

How your feedback will be used

- The feedback received from this phase will be used to:
- Develop a set of guiding principles to guide the project as it progresses
 - Understand your priorities to improve and enhance the public space around the Kennedy Road overpass and Harris Road underpass, including walking and cycling connections
 - Inform a detailed traffic management strategy during construction.

These are things we heard were important to you during the 2018 Future of Transportation engagement process.

When you will hear from us next

We will summarize the feedback received during this phase and share it with the community in late 2019. We will bring design options back to the community as part of the second phase of engagement later in 2020.

