PORT of vancouver | Vancouver Fraser Port Authority

Pitt Meadows Road and Rail Improvements Project

Noise and vibration study results

Canada

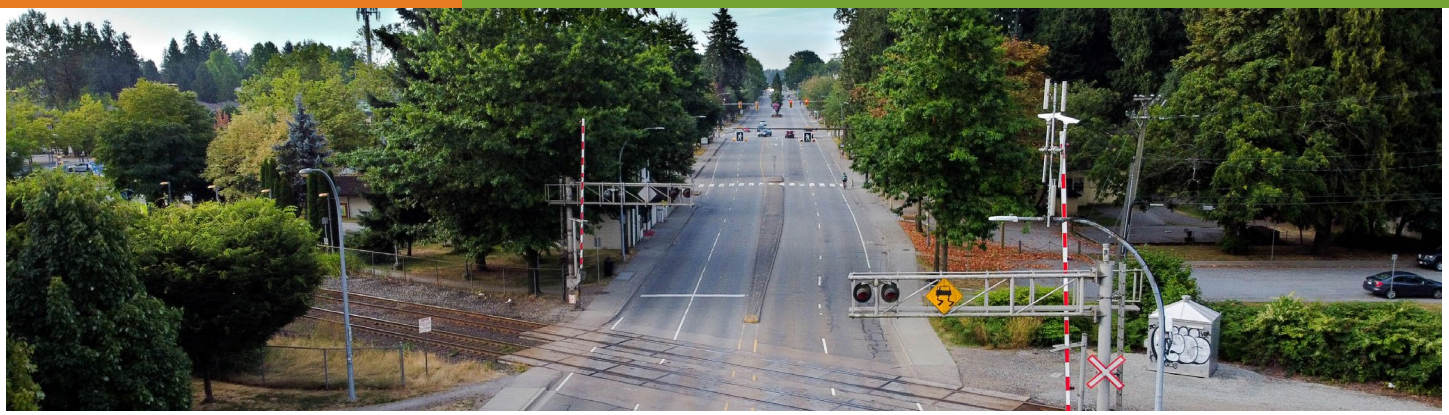
Introduction

At the Vancouver Fraser Port Authority, we are undertaking a number of projects to help enhance the 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. Demand for Canadian trade is increasing, and the Vancouver gateway is growing as a result. To support our mandate to enable Canada's trade, we collaborate with local Indigenous groups, municipalities, the provincial and federal governments, industry stakeholders, and rail operators to build and deliver infrastructure projects.

In considering how best to safely accommodate increasing trade demand, while protecting the environment and considering local communities, we work with our partners to:

- Identify and deliver operational improvements and efficiencies to do more with the lands and facilities we have today
- Build new infrastructure to support port operations, such as better roadways and new land masses
- Improve rail and trucking corridors, such as by building overpasses so trucks and trains can move independently

By contributing to new road and rail infrastructure beyond the Port of Vancouver, we help ease the impacts of growing trade on local communities while fulfilling our federal mandate to facilitate Canada's trade objectives. Projects such as the Pitt Meadows Road and Rail Improvements Project will ensure that the region can efficiently manage future trade growth.



At a glance: Noise and vibration study results

Between December 11 and 23, 2019, before the COVID-19 pandemic, the port authority undertook a noise and vibration study as part of the Pitt Meadows Road and Rail Improvements Project. The purpose of the study was to understand current noise and vibration levels, and model forecasted future noise and vibration levels in 2030. The study area included 597 properties along the rail corridor in Pitt Meadows, between Kennedy Road and Golden Ears Way, and compares noise from current rail operations to noise from future rail operations.

The focus of this study was to determine the difference between:

- Noise levels caused by increased rail operations as a result of regional and national trade growth (this growth is expected to happen regardless of the Pitt Meadows Road and Rail Improvements Project)
- Noise levels caused by changed rail operations directly associated with the Pitt Meadows Road and Rail Improvements Project, and specifically enabled by the rail infrastructure components of the project, which include:
  - A 6,000-foot (1,829 meters) extension of the existing lead track that accesses the Vancouver Intermodal Facility, east across Harris Road
  - An additional 10,000-foot (3,048 meters) of new siding track on the north side of the existing tracks between Harris Road and Kennedy Road

As the lead on the project, the port authority's role is to ensure that potential noise and vibration impacts caused by the Pitt Meadows Road and Rail Improvements Project are identified and analyzed by independent experts and apply appropriate mitigation that is reflective of Health Canada's guidelines.

Rail Operations in 2019
Rail operations through Pitt Meadows included 27-28 freight trains per day and 10 weekday West Coast Express trains.

Projected rail operations in 2030
As trade continues to grow, with or without the Pitt Meadows Road and Rail Improvements Project, we expect rail operations will increase to 56-59 freight trains per day and 10 weekday West Coast Express trains.

The Pitt Meadows Road and Rail Improvements Project was identified as a priority and received funding through the Government of Canada, Canadian Pacific (CP) and the port authority to improve safety, efficiency and capacity to move goods and people through the region, and deliver significant national economic and local community benefits. While we acknowledge it's currently noisy along the corridor, addressing pre-existing noise impacts caused by rail operations is not part of the project. This approach is inline with other transportation projects of this scale recently completed and currently underway in the Lower Mainland. The port authority will work with CP and the City of Pitt Meadows to explore opportunities to maximize the benefits of the proposed warranted mitigation to address existing issues where we can.

Category	Daytime (Ld)	Nighttime (Ln)*	Maximum A-weighted, Fast time constant sound level (LFmax)	Day-night equivalent sound level (Ldn)	Low frequency noise level (LLF)
Health Canada criteria	55dBA	40dBA	72dBA	75dBA	70dB
Existing	44-71dBA	44-70dBA	61-90dBA	50-77dBA	49-88dB
Number of residences that currently exceed the criteria	371	591	397	6	117

** The area of Pitt Meadows surrounding the rail corridor is also located in a densely populated urban area. The Nighttime Sleep Disturbance (Ln) threshold is one measure that is often exceeded in urban areas, which is the case for the study area. If we continued to expand our study area, we would see a correlating increase, as the noise from nearby roads would exceed this threshold too.*

What did we learn?

The study found that the corridor is currently noisy—and will continue to be noisy in 2030 based on increased rail operations. The Pitt Meadows Road and Rail Improvements Project will increase these conditions moderately once the project is constructed.

Overall, the study anticipates the following changes when you compare 2030 conditions with and without the project:

- Increase of 1 dBA at 35 properties
- Increase of 2 dBA at five properties
- Increase of 0.1 dBA on average for all properties within the study area

Visit page 8 to learn more about how noise levels are measured.

Mitigation options

Based on the results of the noise and vibration study and Health Canada's guidelines, **nine properties warrant mitigation to reduce noise** associated with the project to levels below Ldn 75 dBA. The project is proposing to build approximately 245 meters of noise walls, four to five meters high, to meet those mitigation requirements. These noise walls would also **benefit 14 additional nearby properties.**

In addition, the port authority is proposing to construct 365 meters of supplementary noise walls (expected to be two and a half meters high), **over and above the warranted mitigation**, that is predicted to **that is predicted to reduces noise levels on average by 6 dBA for an additional 22 properties.** Over the next few months, we will be working with the City of Pitt Meadows and CP to finalize details such as materials, aesthetics, and exact locations of the noise walls. We will share further updates on the noise mitigation scope with the community in future project updates.

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 will eliminate the rail crossings at Harris Road and Kennedy Road. Currently, these crossings are blocked each day by moving trains for an average of one hour and 45 minutes at Kennedy Road and three hours and 30 minutes at Harris Road, and predicted to increase to an average of four hours and 30 minutes at Kennedy Road and six hours at Harris Road by 2030.

Our goal is to enable the safe and efficient movement of trade to and from the Port of Vancouver, while mitigating the impacts on the community of Pitt Meadows. These changes will improve safety and community access by creating more reliable travel times and better emergency response options.

The road improvements include:

- A new four-lane underpass beneath the CP main rail line crossing at Harris Road
- A new two-lane overpass above the main rail line entrance to CP's Vancouver Intermodal Facility at Kennedy Road

CP is leading the following rail improvements:

- A 6,000-foot (1,829 meters) extension of the existing lead track that accesses the Vancouver Intermodal Facility, east across Harris Road
- An additional 10,000-foot (3,048 meters) of new siding track on the north side of the existing tracks between Harris Road and Kennedy Road

In 2019, the port authority engaged BKL, an acoustical engineering firm, to undertake a noise and vibration assessment. The purpose of the assessment was to understand current noise and vibration levels and model future levels with and without the Pitt Meadows Road and Rail Improvements Project to inform noise and vibration mitigation measures.

The assessment was completed in accordance with Health Canada's Guidance for Evaluating Human Health Impacts in Environmental Assessment (2017) for noise, and the US Federal Transit Administration's Transit Noise and Vibration Impact Assessment (2018) for vibration and considers operational noise and vibration between Kennedy Road and Golden Ears Way.

Study objectives

The objectives of the study were to:

- Evaluate existing rail noise and vibration conditions at locations where properties are likely to be the most sensitive to noise and vibration along the rail corridor between Kennedy Road and Golden Ears Way to establish an assessment criteria (e.g., residential properties, daycares)
- Develop models for noise and vibration levels for the following scenarios:
  - 2019 conditions
  - 2030 without project
  - 2030 with project
- Using the established assessment criteria, quantify the future noise and vibration levels difference between:
  - 2030 conditions with the project
  - 2030 conditions without the project

Note about the study as it relates to the COVID-19 pandemic

Despite the significant disruptions in Canada and around the world as a result of the pandemic, total cargo volumes through the port of Vancouver grew in 2020, compared to 2019. This means that the 2019 noise study is still accurate today.

The following chart highlights the three scenarios that the study evaluated:

2019
Existing

Annual average daily train volumes

27-28 freight trains per day and 10 weekday West Coast Express

Description

This is the scenario that existed in 2019. This is based on recent information available on traffic and rail volumes, train operation details, and baseline noise and vibration measurements.

2030
Without project

Annual average daily train volumes

56-59 freight trains per day and 10 weekday West Coast Express

Description

This scenario includes the anticipated 2030 rail and road traffic volumes without the project

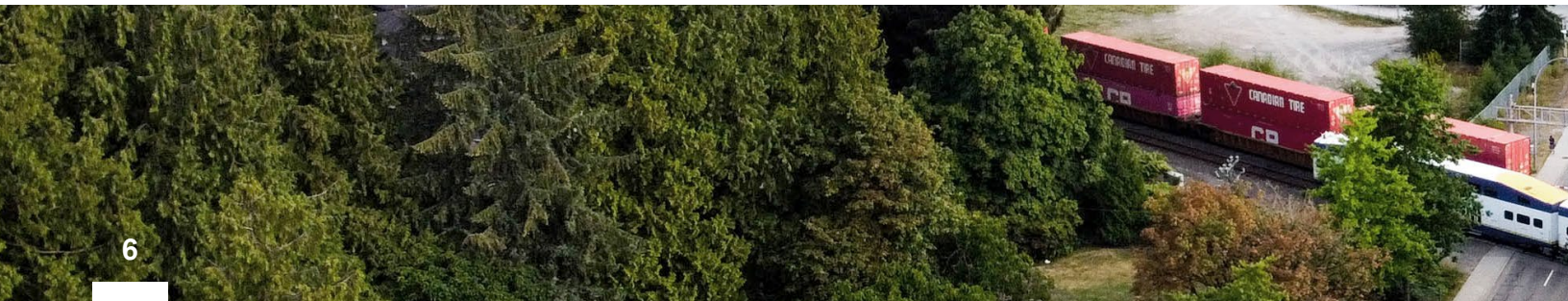
2030
With project

Annual average daily train volumes

56-59 freight trains per day and 10 weekday West Coast Express

Description

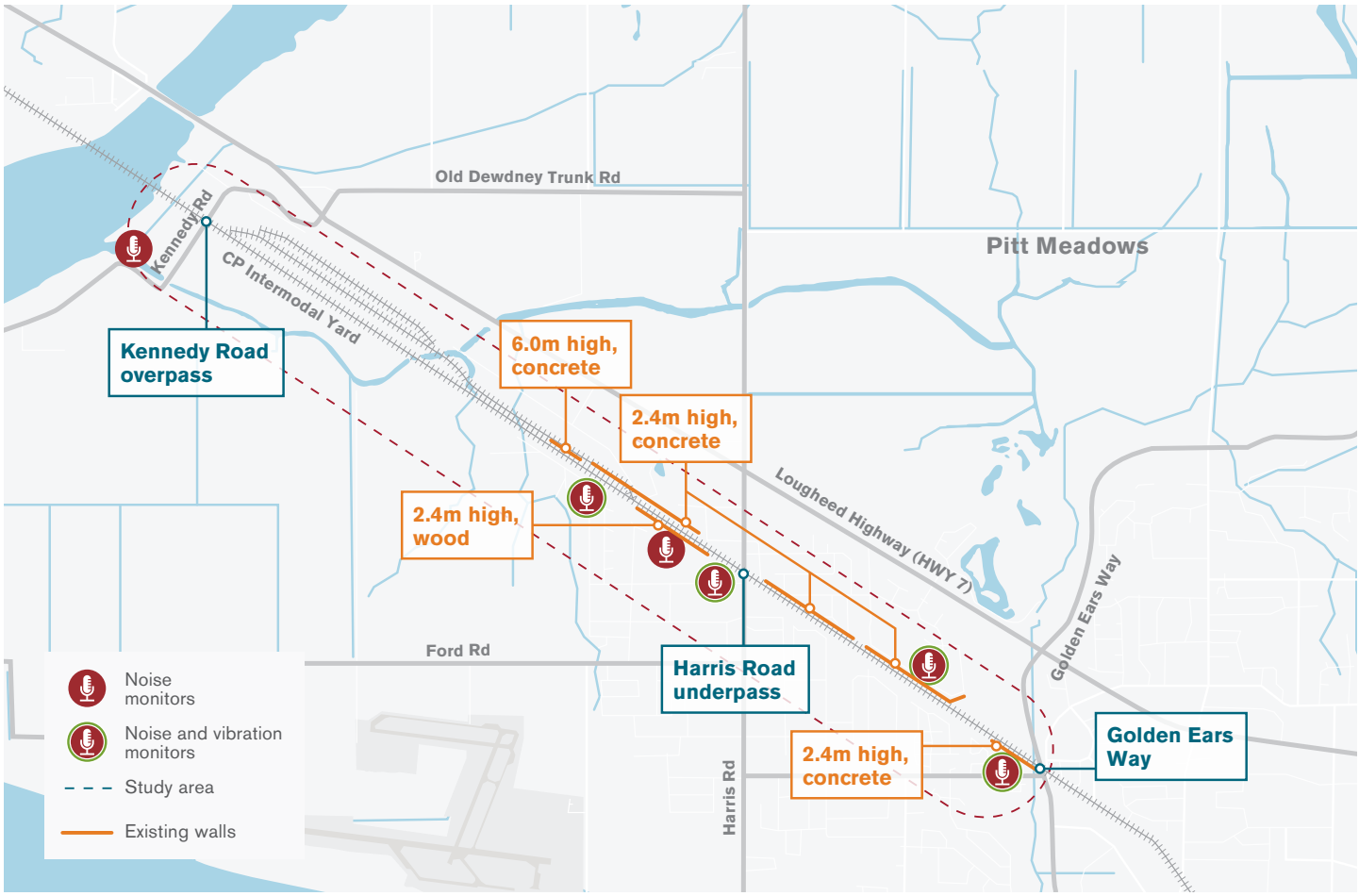
This scenario includes the anticipated 2030 rail and road traffic volumes and accounts for the change in noise and vibration associated with the project improvements.



Study area and timeline

Between December 11 and 23, 2019, before the COVID-19 pandemic, six noise monitors were placed along the rail corridor between Kennedy Road and Golden Ears Way. These six locations are representative of the locations within the community where the noise impacts would be the greatest. Health Canada does not stipulate the number of monitoring locations required, but provides guidance on a number of approaches that can be used to estimate baseline noise. The methodology used for this study is reflective of best practice.

During that time, the noise monitors, which were placed above any walls and with clear sightlines to the rail tracks, recorded rail and traffic noise 24 hours a day for one week. The map below highlights where the noise devices were placed. The map also highlights existing walls along the corridor, and the study area in blue, which includes 597 properties.



How is noise and vibration measured?

Noise

Noise is measured in decibels (dB). Sometimes we use different versions of decibels. A-weighted decibels, or "dBA," are often used when describing sound level recommendations for healthy listening. While the dB scale is based only on sound intensity, the dBA scale is based on intensity and on how the human ear responds. Because of this, dBA gives us a better idea of how sound can impact your hearing.

Decibels are different from other familiar scales of measurement. While many standard measuring devices, such as rulers, are linear, the decibel scale is logarithmic. This kind of scale better represents how changes in sound intensity actually feel to our ears. For example, think of a sidewalk that is 80 feet long. If you extend the sidewalk by another 10 feet, the sidewalk will be 12.5 percent longer, which would seem barely noticeable; this is a linear measurement. Using the logarithmic decibel scale, if a sound is 80 decibels, and we add another 10 decibels, the sound will be 10 ten times more intense, and will seem about twice as loud to our ears.

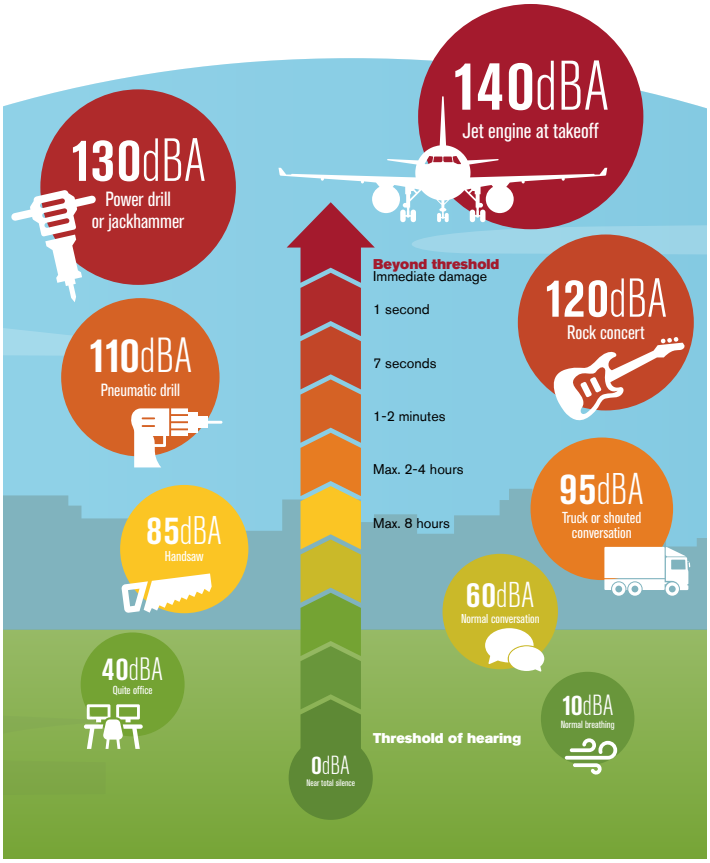
The World Health Organization (WHO) defines environmental noise as noise from all sources with the exception of workplace noise. That includes all unwanted sound or set of sounds that causes annoyance or can have a health impact. Environmental noise within the transportation category includes noise produced by:


Road vehicles


Trains


Airplanes


Ships



Vibration

Vibration is the mechanical movement of an object about an equilibrium point. The movements may be regular such as the motion of a pendulum or random such as the movement of a tire on a gravel road. The study of health effects of vibration measures the overall "pressure waves" generated by the vibrating equipment or structure. This is also known as vibration energy.

Vibration has two measurable quantities. How far (amplitude or intensity), and how fast (frequency) the object moves, helps to determine its vibrational characteristics. The terms used to describe this movement are frequency, amplitude and acceleration.

How is noise and vibration regulated?

As the lead on the project, the port authority's role is to ensure that potential noise and vibration impacts caused by the Pitt Meadows Road and Rail Improvements Project are identified and analyzed by independent experts and apply appropriate mitigation that is reflective of the guidelines. In Canada, two agencies are responsible for different aspects of noise and vibration:

- Health Canada establishes the guidelines and criteria for noise caused by proposed major resource and infrastructure projects (such as mines, dams, pipelines and other projects)
- Canadian Transportation Agency creates and enforces the regulations and resolves disputes related to noise and vibration caused by rail operations

Health Canada doesn't have criteria for measuring vibration. As a result, most organizations in Canada rely on the US Federal Transit Administration's Transit Noise and Vibration Impact Assessment (2018) for guidance.

The chart on the next page outlines Health Canada's and the US Federal Transit Administration's criteria applicable to the project and their suggested action if the thresholds are exceeded.

More information about Health Canada and the Canadian Transportation Agency can be found on page 17.

Criteria for noise and vibration mitigation

Category	Potential effect	Guideline metric	Criteria
Noise	Speech interference	Daytime (Ld)	55 dBA
	Sleep disturbance	Nighttime (Ln)	40 dBA
		Maximum A-weighted, Fast time constant sound level (LFmax)	72 dBA
	High annoyance	Day-night equivalent sound level (Ldn)	75 dBA
		Change in % highly annoyed (%HA) between 2030 no project and 2030 with project	6.5%
		Low frequency noise level (LLF)	70 dB
Vibration		RMS1s,max	103 dB with at least a 3 dB increase above baseline

Description	Actions if exceeded	What this means
Health Canada suggests that to sustain good outdoor speech comprehension, background outdoor noise levels for continuous noise should be kept below 55 dBA. This guideline value has been applied to the annual average daytime noise level metric (Ld).	**Discuss severity**	In order to determine if mitigation is warranted based on the project, the organizations leading the project should identify: • The number of residences exceeding criteria • Exceedance amounts • Change from existing levels • Change from future without project levels • Community considerations • Budget The organizations leading the project only need to consider mitigation for noise and vibration impacts that are caused by the project (and not existing conditions).
Health Canada suggests that the recommended annual average nighttime noise level (Ln) is 40 dBA outdoors to protect the public from adverse health effects associated with sleep disturbance.		
Health Canada references a recommendation from the World Health Organization that indoor noise levels should not exceed LFmax 45 dBA more than 10-15 times per night. It also suggests that fully closed windows are assumed to reduce outdoor sound levels by approximately 27 dBA; hence, the outdoor threshold would correspond to LFmax 72 dBA.		
Health Canada suggests that mitigation should be applied if the project day-night noise level (Ldn) exceeds 75 dBA, even if the change in %HA does not exceed 6.5%.	**Apply mitigation**	The organizations leading the project have to mitigate the impact caused by the project and apply mitigation to a level below 75 dBA.
Health Canada suggests that the noise impact assessment should assess whether the percentage of highly annoyed persons (%HA) is anticipated to increase by more than 6.5% and that noise mitigation measures should be considered when such a change is predicted.	**Consider mitigation**	The organizations leading the project should identify mitigation options and evaluate their acoustical effectiveness, practicality, feasibility, and cost. However, onus is placed on the organizations constructing the project to determine if mitigation will be implemented.
Health Canada suggests that, to prevent annoyance from low-frequency noise-induced rattling, the low frequency sound level, LLF, should be less than 70 dB.		
This criteria looks at the vibration caused by frequent and occasional movements that pass by a household - and is sensitive to how big of a difference infrequent events are against more common events.	**Identify potentially feasible mitigation, commit to future detailed analysis**	The organizations leading the project can determine and complete additional analysis as necessary.

Findings

The table below compares current noise levels to Health Canada's guidelines. You will see that there is a range for each category and scenario, meaning that the corridor is already noisy for some.

Category	Daytime (Ld)	Nighttime (Ln)*	Maximum A-weighted, Fast time constant sound level (LFmax)	Day-night equivalent sound level (Ldn)	Low frequency noise level (LLF)
Health Canada criteria	55dBA	40dBA	72dBA	75dBA	70dB
Existing	44-71dBA	44-70dBA	61-90dBA	50-77dBA	49-88dB
Number of properties that currently exceed the criteria	371	591	397	6	117

** The area of Pitt Meadows surrounding the rail corridor is also located in a densely populated urban area. The Nighttime Sleep Disturbance (Ln) threshold is one measure that is often exceeded in urban areas, which is the case for the study area. If we continued to expand our study area, we would see a correlating increase, as the noise from nearby roads would exceed this threshold too.*

The study found that current noise levels exceed Health Canada's criteria and will continue to be noisy in 2030, as a result of trade growth and increased rail operations. However, there are some opportunities for noise mitigation as part of the Pitt Meadows Road and Rail Improvements Project. Overall, the study anticipates the following changes when you compare 2030 conditions with and without the project:

- Increase of 1 dBA at 35 properties
- Increase of 2 dBA at five properties
- Increase of 0.1 dBA on average for all properties within the study area

The table on page 13 highlights the number of properties within the study area, where noise levels exceed Health Canada's guidelines. When you compare the changes in the 2030 future scenarios (without the project and with the project), the impacts of the project are modest and isolated to a minimal increase in speech interference and a modest increase in the high annoyance category. Any increases in the high annoyance noise categories require mitigation, per Health Canada's guidelines.

Vibration levels exceeded the criteria for one residence located along the corridor. Per the guideline recommendations, we will undertake further technical work to identify solutions through design of the project or explore mitigation options.

For questions about noise associated with rail operations in Pitt Meadows, please contact CP at:

community_connect@cpr.ca

We know that trade growth is expected, which will result in increased noise levels. The Pitt Meadows Road and Rail Improvements Project will deliver some opportunities to reduce these impacts.

The coloured sections of the chart highlight the categories that we are comparing to determine if mitigation is warranted and if so, how much.

The 2030 "no project" column identifies the number of properties forecasted to exceed the criteria in the future without the Pitt Meadows Road and Rail Improvements Project.

The 2030 "with project" column identifies the number of properties forecasted to exceed the criteria with the Pitt Meadows Road and Rail Improvements Project.

Any increase in the "high annoyance" category requires mitigation per Heath Canada's guidelines.

When you compare the difference in the "high annoyance" category, between the two 2030 scenarios, you will see that as a result of the proposed project, nine properties require mitigation.

Criteria		Number of residences that exceed the criteria			Actions
		2019 Existing	2030 No project	2030 With project No mitigation	2030 With project With warranted mitigation
Noise	**Speech interference** Ld > 55 dBA	371	454	457	Modest increase in properties exceeding criteria, no mitigation warranted
Noise	**Sleep disturbance** Ln > 40 dBA	591	591	591	No impact
Noise	**Sleep disturbance** LFmax > 72 dBA	397	397	397	No impact
Noise	**High annoyance** Ldn > 75 dBA	6	24	33	Modest increase in receivers exceeding criteria, apply mitigation
Noise	**High annoyance**[1] Δ%HA > 6.5%	Not applicable		0	No mitigation required
Noise	**High annoyance** LLF > 70 dB	117	117	117	No mitigation required
Vibration	**High annoyance**[1] RMS1s,max > 103 dB & Δ3 dB	Not applicable		1	Modest increase in receivers exceeding criteria, no mitigation required.

Note (1): These high annoyance criteria compare the percentage increase from the 2030 no project scenario with the 2030 with project scenario (which results in the greyed out items being not applicable for the existing 2019 and 2030 no project scenarios).

Warrented mitigation

Based on the results of the noise and vibration study and Health Canada's guidelines, **nine properties will require mitigation** to reduce noise associated with the project to levels below Ldn 75 dBA. The project is proposing to build approximately 245 meters of noise walls, four to five meters high, to meet those mitigation requirements. These noise walls would also **benefit 14 additional nearby properties.**

The following chart compares the number of properties that exceed the criteria in 2030 (in the three different scenarios) to highlight the improved conditions with warranted mitigation.

As shown, the number of properties that exceed the noise level criteria if the project is constructed with the warranted noise mitigation is lower in four of the five applicable criteria (Ld, LFmax, Ldn and LLF) and the same for the Ln criteria, as compared to the 2030 no project scenario.

If you compare the last column of the chart (2030 with project and warranted mitigation) to the 2019 conditions (third column), the number of residences that exceed the criteria will be the same or lower for three of the five applicable criteria (Ld, LFmax, Ldn).

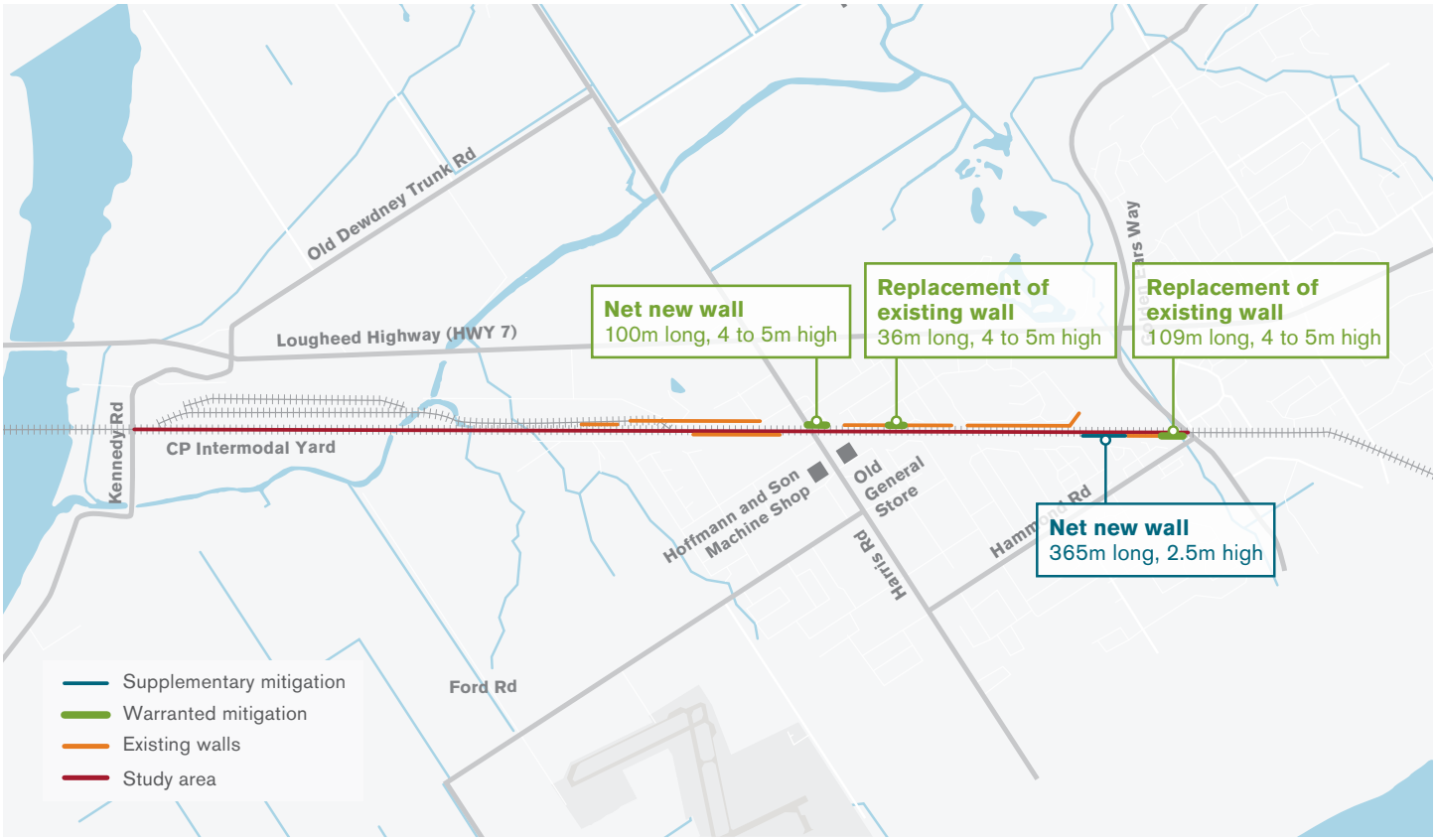
Criteria		Number of residences that exceed the criteria			
		2019 Existing	2030 No project	2030 With project No mitigation	2030 With project With warranted mitigation
Noise	**Speech interference** Ld > 55 dBA	371	454	457	438
	Sleep disturbance Ln > 40 dBA	591	591	591	591
	Sleep disturbance LFmax > 72 dBA	397	397	397	385
	High annoyance Ldn > 75 dBA	6	24	33	10
	High annoyance[1] Δ%HA > 6.5%	Not applicable		0	0
	High annoyance LLF > 70 dB	117	117	117	112
Vibration	**High annoyance**[1] RMS1s,max > 103 dB & Δ3 dB	Not applicable		1	1

Note (1): These high annoyance criteria compare the percentage increase from the 2030 no project scenario with the 2030 with project scenario (which results in the greyed out items being not applicable).

Mitigation options and considerations

The port authority is proposing to construct 365 meters of supplementary noise walls (expected to be two and a half meters high), over and above the warranted mitigation, that is predicted to **reduce noise levels for 22 properties**. These noise walls will reduce noise levels on average by 6 dBA at these properties. Over the next few months, we will be working with the City of Pitt Meadows and CP to finalize details such as materials, aesthetics, and exact location of the noise walls. We will share further updates on the noise mitigation scope with the community in future project updates.

The project is proposing to build a total of 610 meters of noise walls (warranted and supplementary mitigation) that will benefit a total of 45 properties along the corridor in Pitt Meadows.

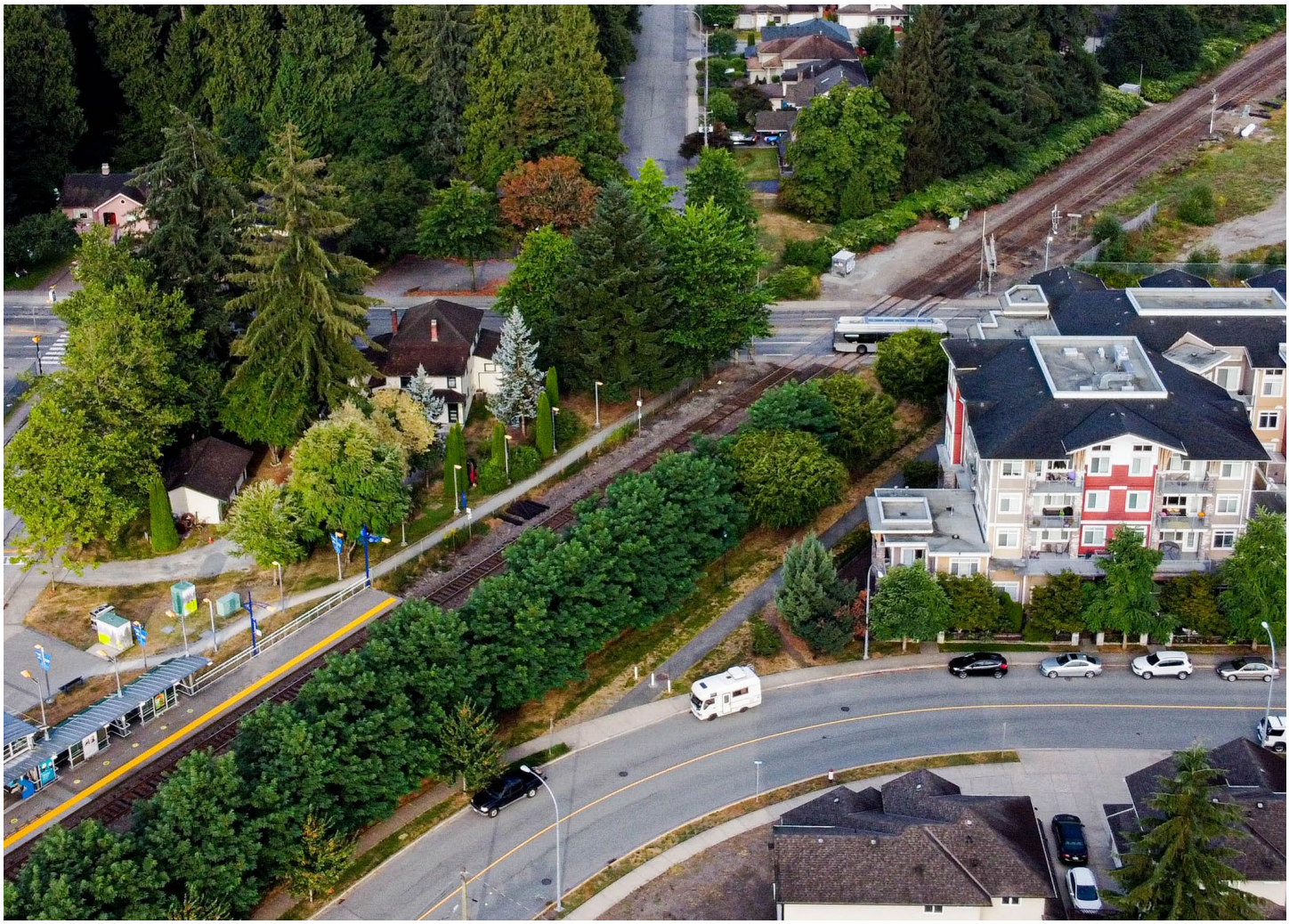


Next steps

Over the next few months, the port authority will work with the City of Pitt Meadows and CP to develop noise mitigation options that will meaningfully respond to noise from future noise impacts associated with the Pitt Meadows Road and Rail Improvements Project, while mitigating the impact to properties. We will share further updates on the noise mitigation scope with the community in future project updates.

Based on the results of the noise and vibration study, and through further design development and more detailed discussions with directly impacted property owners, project partners will work to determine:

- Right-of-way requirements
- Visual implications and aesthetics
- Impact to environment
- Maintenance
- Drainage implications
- Height



Canadian Transportation Agency

The Canadian Transportation Agency sets regulations for noise and vibration caused by rail operations. They also manage complaints and resolutions.

Section 95.1 of the *Canada Transportation Act* states that a railway company shall cause only such noise and vibration as is reasonable, taking into account:

- Its obligations under sections 113 and 114 of the act, if applicable
- Its operational requirements
- The area where the construction or operation is taking place

The agency determines what is "reasonable" noise or vibration taking into consideration various elements and the jurisprudence regarding what is "reasonable". Reasonableness is determined on a case-by-case basis and relates to an objective sense of what is just and proper in a given circumstance. What is reasonable in some circumstances may not be reasonable in other circumstances. They carefully balance the concerns of communities with the need for a railway company to maintain efficient and economically viable railway operations. Overall, this balance is inherent in the statutory requirement that the allowable noise or vibration be only that which is reasonable.

The railway noise measurement and reporting methodology outlines procedures for the assessment of noise levels from existing rail installations and installations under construction.

The methodology:

- Reviews elements of sound, presents the appropriate sound descriptors for different types of sound, and describes the different types of noise associated with rail constructions and operations
- Presents three methods that have been tailored to suit the complexity of railway noise issues under dispute
- Provides definitions of terms used in the assessment of sound
- The agency may use the methodology when resolving complaints about rail noise and vibration

The Canada Transportation Act authorizes the agency to resolve complaints about rail noise and vibration related to construction or railway operations by federal railways or public passenger rail service providers (including urban transit authorities). To learn more about the responsibilities of railway companies, see the guidelines for the resolution of complaints over railway noise and vibration.

Section 113 to 115 of the Act outlines obligations for railways to provide service, build infrastructure and conduct operations in support of accommodating all traffic offered to them including receiving, loading, carrying, unloading and delivering goods by rail to support the needs of Canadian businesses and consumers.

Health Canada

Health Canada provides high-level guidance on identifying health risks related to noise anticipated from proposed major resource and infrastructure projects. The guidelines outline the main steps in assessing the potential health impacts of changes in noise associated with a project including noise-induced sleep disturbance, speech interference, and high annoyance. In general, Health Canada provides guidance on identifying and discussing the potential human health impacts and mitigation considerations, but does not provide specific mitigation requirements to address identified impacts except for the "High Annoyance (Ldn)" criterion.

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 the 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.

Project partners

Canadian Pacific

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.

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 and construct a new siding track.

City of Pitt Meadows

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 and secure a new location for the Hoffmann and Son Machine Shop and Old General Store. When complete, the city has agreed to owning and maintaining the public-serving portions of the Harris Road underpass (not the structure supporting the rail tracks).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Pitt Meadows Road and Rail Improvements Project

Noise and vibration study results

For questions regarding the project, please contact the project team at pittmeadowsroadandrail@portvancouver.com

portvancouver.com/pittmeadowsroadandrail

Canada