

Pitt Meadows Road and Rail Improvements Project

Fall community update:  
**questions and answers**

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Thank you to everyone in the community who joined the City of Pitt Meadows Engagement and Priorities Committee (EPC) meeting on October 19, 2021 to help shape the future of Harris Road.

The purpose of this session was for the port authority to [share an update](#) and answer questions about the:

-  **Opinion research**
-  **Harris Road underpass**
-  **Heritage building relocations**
-  **Ongoing work for noise and vibration mitigation related to the project**

## Key themes



Harris Road underpass



Opinion research



Noise and vibration mitigation



Property and tree impacts



Project management, scope and costs



Project partnering agreement



Canadian Pacific (CP) and rail activity



Air quality and health

We have summarized a list of questions received along with answers, below.

Please note that questions are grouped by theme, adapted in the interest of clarity and consolidated to avoid duplication. For any project-related questions not reflected here, please visit our website or send us an email for additional project resources:

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

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





## Harris Road underpass

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### Questions and answers:



#### Why has the design for the Harris Road underpass been delayed?

The design for the Harris Road underpass has been delayed for various reasons, including challenges relating to the COVID-19 pandemic and finalizing the project partnering agreement to progress the design of the underpass.

A partnering agreement helps to:

- ✓ Establish baseline requirements for the project
- ✓ Formalize each partner's role and commitments
- ✓ Advance technical work and detailed design with a progressive design-builder

With a partnering agreement in place, we can instruct a design-build contractor to develop the underpass design.

#### Will there be focus groups in the future on the Harris Road underpass design?

In spring 2022, we are planning to return to the community for in-depth engagement. This will focus on the design for the Harris Road underpass and related aspects. This will be possible following the project partnering agreement and working with a consultant to develop the underpass design for community input.

To support this process, we will explore engagement methods that would be most suitable, while also considering evolving COVID-19 health guidelines.

With the community's input and more detailed design in 2022, the project will advance to relevant reviews and approvals before construction.

**○ Would pedestrians and people cycling share the same path? If so, would people cycling need to dismount and walk their bikes through the Harris Road underpass?**

Many details with the multi-use path (MUP) remain to be determined as part of the underpass design process. This includes specific widths and whether the MUP will be one-way or two-way.

Currently, the design is proposed to be a shared space without the need for people cycling to dismount.

We continue to work with the city and stakeholders to determine the most appropriate active transportation facilities for walking and cycling, while also balancing against project affordability and community feedback relevant to the project scope.

Our design work will continue to reflect industry guidelines to ensure all users feel safe and comfortable in the active transportation facilities.

**○ The project plans to keep Harris Road “generally” open during construction. What does this mean?**

Since we began engagement for the project, we heard that keeping Harris Road open during construction is a top priority for the city and community. In response to this feedback, a key project principle is to maintain access along Harris Road as much as possible, recognizing it as the community's main road.

However, Harris Road will need to close for limited periods of time. This is to ensure the project can be completed while keeping contractors and the public safe.





## Opinion research

### Questions and answers:



#### Where did survey participants live within the city?

The results only include responses from participants who self-identified as residents of Pitt Meadows. As part of the phone survey, the independent research firm, [Insights West](#), asked the following demographic questions:

- Whether the respondent is a resident of the municipality of Pitt Meadows
- Age and gender to weight the data according to the 2016 Census for the community

The [full report of results](#), prepared by Insights West, is available on the project webpage at:

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

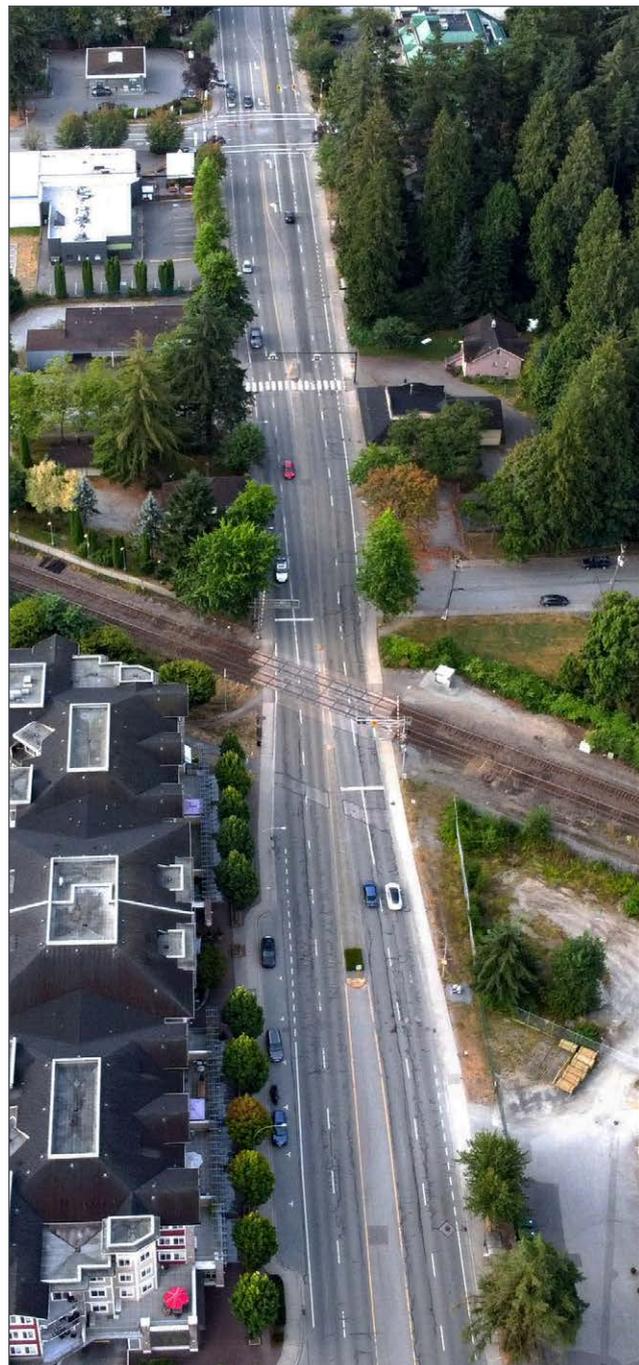
#### Can 350 people be considered a representative survey sample of the community?

We worked with a reputable, independent research firm and, by doing so, can assure that the quantitative survey is representative of the community.

To ensure a representative and reliable sample, approximately 300 survey responses were required based on the population of Pitt Meadows. By the survey's conclusion, 350 surveys were completed by Pitt Meadows residents.

The data was also weighted by gender and age according to [2016 Census data for the City of Pitt Meadows](#) and has a margin of error of approximately +/-5.2%—which means that 19 times out of 20 times the results are accurate, given the sample size.





## 🗨️ Why were your focus groups so small? How would they be representative of the community?

Unlike quantitative research, qualitative research methods are not meant to be representative or projectable. Small sample sizes are completely indicative of qualitative work, as smaller groups allow better opportunities for in-depth dialogue among participants.

Larger groups can be less constructive, as participants are more likely to speak over each other or may be less inclined to participate.

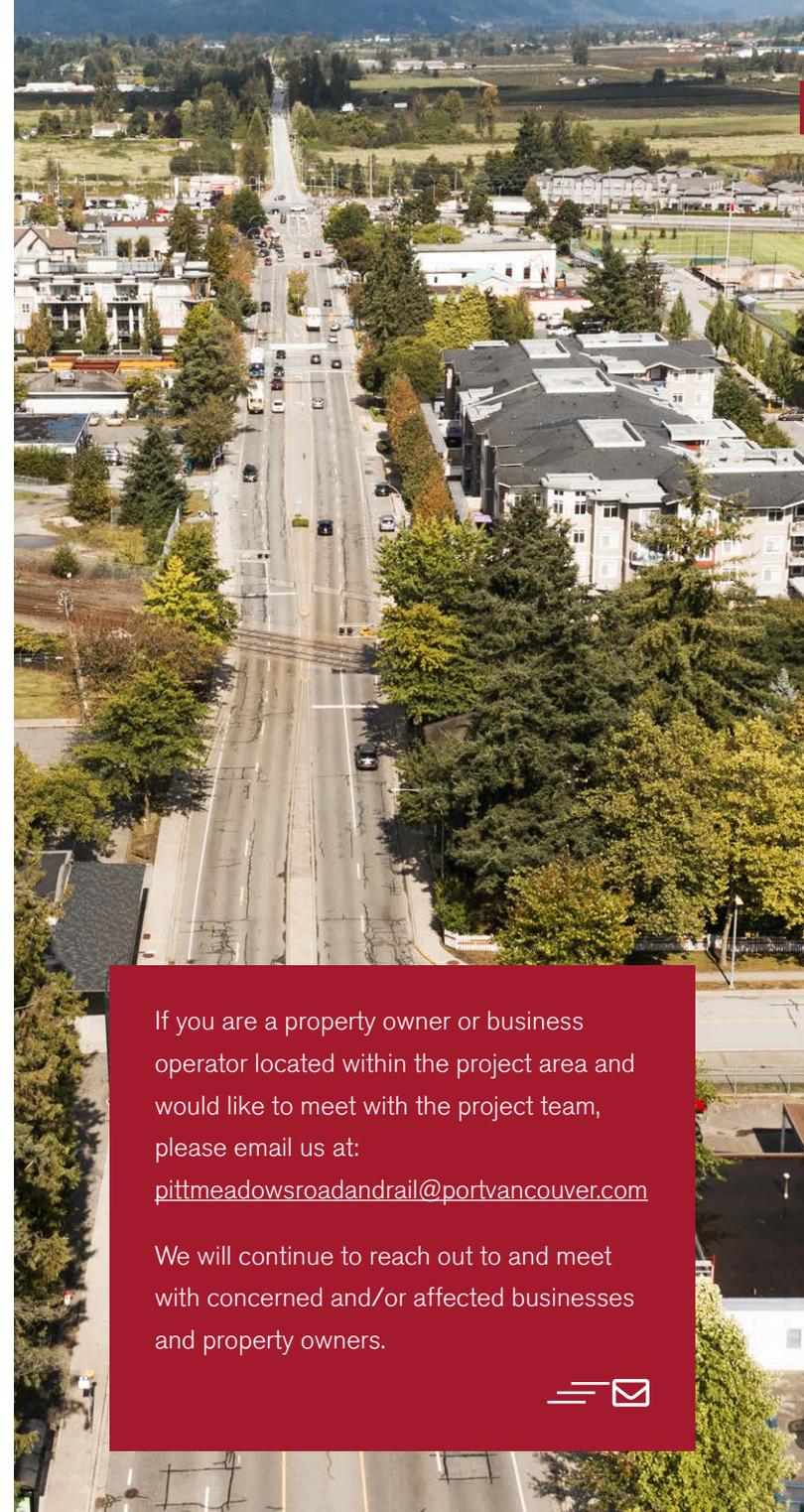
The goal of the quantitative portion of the opinion research was to explore and test facts and concepts related to the project. This was to help:

- 📍 Support fact-based communication and engagement with the community
- 📍 Foster a more accurate understanding of the road and rail project

## 🗨️ Will you be sharing a report of the findings?

The [independent report of results from Insights West](#) is available on the project webpage under “project documents” at:

📍 [portvancouver.com/pittmeadowsroadandrail](https://portvancouver.com/pittmeadowsroadandrail)



## 🗨️ Important to know:

**Survey questions:** An important part of the survey process is creating questions that accurately measure the opinions and experiences of respondents. A key goal was to gather data that was as objective as possible to ensure reliable results, which is why we worked with an independent research firm. Survey design is a multistage process, and this process fell primarily to Insights West as the experts in this field.

- **Ranking priorities:** The project has a limited budget, and we felt it was important to understand the broader community’s priorities for aspects related to the project, such as public space improvements and noise and vibration mitigation. Insights West designed the survey to enable respondents to assign a score from 1–11. The score indicated what they felt was more important between public space and mitigation to help inform any necessary trade-offs relative to the project budget.

- **Kennedy Road overpass:** The port authority has paused all work for the Kennedy Road overpass in response to feedback from the city and the community to prioritize work for the Harris Road underpass. However, we still felt it was important to get a broader perspective about the project to support fact-based information and understanding about the entire project.

If you are a property owner or business operator located within the project area and would like to meet with the project team, please email us at:  
[pittmeadowsroadandrail@portvancouver.com](mailto:pittmeadowsroadandrail@portvancouver.com)

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





## Noise and vibration mitigation

Please refer to the [noise and vibration brochure](#) and [the noise and vibration Q&A](#) from the spring 2021 update for additional information on this topic.

### Questions and answers:



- **What are the next steps for the noise and vibration study? Will there be more information and touchpoints with the community on noise?**

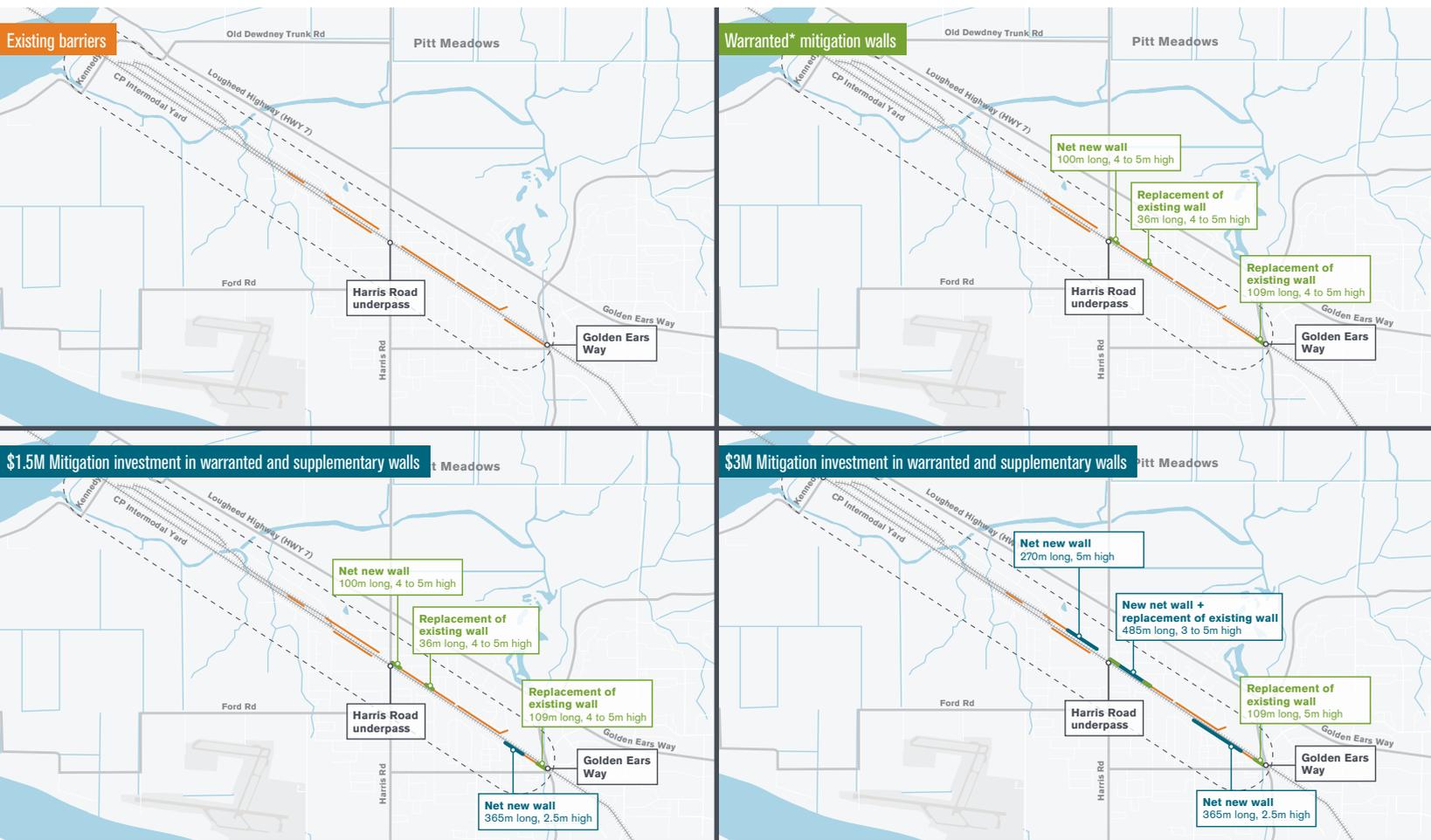
Over the coming months, the port authority will continue to work with the City of Pitt Meadows and CP to develop and refine options as part of noise and vibration mitigation. The aim is to meaningfully respond to any future impacts associated with this road and rail project.

Next steps include:

- ✓ Additional baseline noise and vibration monitoring in the community
- ✓ Further technical work with modelling
- ✓ Updating the noise and vibration report, including the consideration of feedback from the city's acoustical consultant

We will share further updates on the noise and vibration mitigation scope with the community in future project updates.





### Is it possible to see where the wall or fence will go?

The extent of the noise and vibration mitigation remains subject to funding approval from Transport Canada.

Details such as specific locations, heights and materials remain to be determined. Over the coming months, we will continue working with the City of Pitt Meadows and CP to determine these details based on the approved funding, and will share more information with the community in future updates.

### Why can't a concrete wall barrier be put on both sides of the railway tracks for all the adjacent residences in Pitt Meadows?

We are proposing mitigation on both the north and south sides of the tracks in specific locations. This is based on the results of the noise and vibration study and by applying [Health Canada's guidelines](#).

This includes:

- ↔ 245 metres of required mitigation
- ↔ An additional 365 metres of supplementary mitigation above and beyond what is warranted by Health Canada

The map on [page 15 of the noise and vibration brochure](#) indicates where we are proposing mitigation; however, the exact locations are still being finalized.

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 and vibration mitigation scope with the community in future project updates.

Our proposed noise and vibration mitigation scope does not limit or interfere with other parties exploring additional noise walls through Pitt Meadows outside of what this project proposes and the specific impacts we are mitigating.

### Important to know:

**Warranted mitigation** is the mitigation that is required by Health Canada for any new infrastructure project (such as the Pitt Meadows Road and Rail Improvements Project) that might increase noise and vibration levels.

**Supplementary mitigation** is additional mitigation above and beyond what is warranted by Health Canada. The port authority is proposing both warranted mitigation to meet the Health Canada guidelines, and supplementary mitigation because we know noise and vibration mitigation is a top priority for the community.

**Who would bear the cost of any additional noise mitigation? For example, what happens if the project partnering agreement is signed by the city and the city's peer review of the noise and vibration assessment concludes that additional mitigation might be needed?**

Through the noise and vibration study conducted by an independent and expert consultant, the port authority explored warranted noise and vibration mitigation informed by the applicable Health Canada guidelines. The study and applicable guidelines focused on net impacts directly related to the Pitt Meadows Road and Rail Improvements Project, by comparing conditions with and without the project.

Any proposed mitigation resulting from this assessment will be provided by the project at no cost to the city. This applies to the work completed to date, and any updates and modifications needed as the project design evolves, including any additional scope warranted in response to the findings of the city-led peer review.

To clarify, the warranted mitigation is focused on the net impacts in a future scenario, when comparing conditions both with and without the project.

While the proposed mitigation is not intended to respond to existing or future conditions without the project, it could help mitigate some existing issues.

We have heard interest in the community to expand the scope of noise and vibration mitigation. In response, this was included in the project partnering agreement, which proposes to go

beyond the supplementary noise and vibration mitigation we shared with the community in spring 2021. This would still be at no cost to the city.

The agreement also includes the potential to expand the mitigation further with a partial contribution from the city.

In November 2021, city staff provided an update on their peer review of the port authority's noise and vibration study for the project. The city's staff report concluded that "BKL's study was conducted appropriately."

The city's staff report and peer review are available online at:

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

[Watch the council meeting](#)

[Read the staff report](#)

[Read the peer review by RWDI](#)

**Important to know:**

We know it is a busy and noisy corridor and noise and vibration associated with rail activity cannot be eliminated altogether. Railways operate 24 hours per day, 365 days per year, to enable Canada's trade objectives and move goods to support the needs of Canadian businesses and consumers. CP is obligated under the *Canada Transportation Act* to provide service, build infrastructure and conduct operations to accommodate all traffic offered to them. Even with modern technology and operational best practices, rail operations are inherently noisy and induce vibrations as large locomotives move heavy freight cars through a corridor.

For concerns or questions about current noise and vibration caused by rail operations, please contact CP at:

[community\\_connect@cpr.ca](mailto:community_connect@cpr.ca)

The Pitt Meadows Road and Rail Improvements Project aims to improve the efficient movement of goods and people to and from the Port of Vancouver, while reducing the impact of trade on the community. The current Transport Canada and Health Canada guidelines, introduced in 2007, require a noise and vibration assessment when there is a change to infrastructure. This project isn't required to address *current* noise and vibration conditions. However, the rail components of the project, including the 6,000-foot lead track extension and the new 10,000-foot siding track, triggered the noise and vibration assessment.

We know that a 2030 future with the project is better than one without. Trade is growing, which will result in more rail activity. The noise and vibration mitigation we are proposing as part of this project goes above and beyond because we know it is important to the community.





# Project partnering agreement

## Questions and answers:



### What does the project agreement include?

The project partnering agreement between the port authority, CP and the City of Pitt Meadows is a key step to advance technical and design work for the project since the non-binding Memorandum of Understanding was signed in 2019. It will support ongoing collaboration and investment for designing the Harris Road underpass and engaging with the community.

The partnering agreement helps to formalize:

- ✓ Each partner's role and commitments to the project
- ✓ The City of Pitt Meadows' relationship with project funders, including the Government of Canada's funding through the National Trade Corridors Fund

The partnering agreement for the Harris Road underpass was approved and signed by all partners in December 2021. Final design of the underpass and construction approval will be subject to future agreements.

The agreement outlines and formalizes:



Roles, commitments and priorities for partners



High-level considerations for construction planning



Budget and schedule for the Harris Road underpass



Noise mitigation contributions from the project



Active transportation and urban design considerations



Ownership and maintenance obligations

## Purpose of the project partnering agreement

Outlines each partner's role, commitments and priorities

- Outlines how partners will collaborate to develop the Harris Road design
- Allows technical and design work to develop for the Harris Road underpass
- Enables formal negotiations on key commitments and priorities

## Why are agreements needed?

Agreements are typical with formal partnerships, including large-scale infrastructure projects like this one. They document partner interests and are critical to helping a project or initiative progress.

## Project partners:



## Key priorities and commitments

- Active transportation and public realm improvements
- Budget and schedule for the Harris Road underpass
- Ownership and maintenance obligations

## What this means for the City of Pitt Meadows

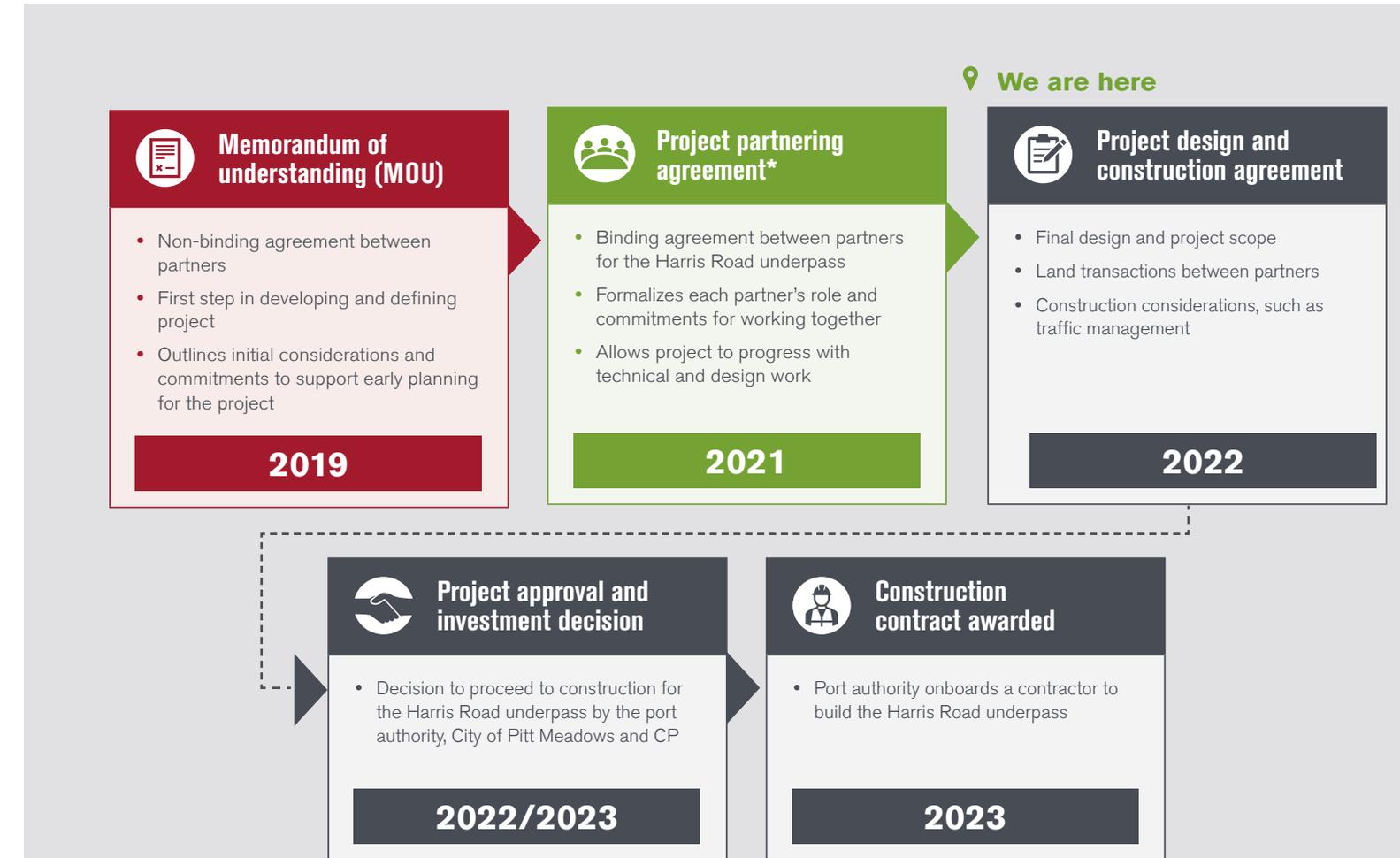
- Provides the city with a formal seat at the table—**without capital costs**
- Commits funding for warranted noise and vibration mitigation or \$1.5 million—whichever is greater—**at no cost to the city**
- Preserves heritage buildings and supports long-term vision for future heritage site
- Ensures underpass design is developed in line with city standards and specifications
- Provides a formal role in future project design, public engagement materials and construction management plans

## Extra benefits to the City of Pitt Meadows

- Doubles initial noise and vibration mitigation investment to \$3 million—**at no cost to the city**
- Health impact assessment for the Harris Road underpass
- Sustainability commitments based on Envision infrastructure framework
- Creates opportunity to expand mitigation further up to a total of \$5 million with up to a \$1 million investment from the city

## What this agreement does NOT cover

- Kennedy Road overpass
- Final design of the underpass
- Project approval
- Land transactions between partners
- Construction planning



\* Previously referred to as design agreement

**Q The city's studies were not finalized before signing the project partnering agreement. Why couldn't the agreement be postponed until these studies were complete?**

The federal funding secured for the project comes with several conditions, including completing the project within the approved timeline. A binding agreement was required to provide the port authority, as project lead, the confidence to support continued financial investment in the project and in meeting the project timelines.

The purpose of the project partnering agreement is to reflect the priorities of all parties, such as budget, proposed mitigation measures, expanded walking and cycling facilities, and work needed to progress the project into more detailed design and construction planning. Documenting these priorities provides the foundation to progress the project and secure additional funding, and ensures the city has a formal seat at the table.

We understand that these city-led studies are important to council and the community. We also understand that health and air quality are important to the community. This is also important to the port authority. The scope of the city-led studies differs from those led by the port authority, which focus on the proposed change in infrastructure from the project. In contrast, the city's studies also include existing rail activities along the rail corridor.

**Q How will the agreement be binding for the city?**

The agreement ensures the city has a formal seat at the table as the Harris Road underpass develops through design and construction planning.

An agreement like this one includes considerations in the event any party does not fulfill its obligations. With the agreement in place, there are potentially several circumstances in which the city could disapprove the project from moving forward into construction and could walk away without incurring any termination cost. This includes unacceptable traffic management during construction, unacceptable increases in ownership and maintenance costs as the design develops, and/or non-compliance from the port authority and CP with respect to the noise and vibration mitigation committed to under the agreement.

However, in the event the city wishes to no longer support the project without due cause according to the agreement, a contribution of up to \$2 million would be required to offset roughly 10-20% of design and construction planning costs incurred before construction.

**Q Will the city use the request for public land to negotiate for all amenities the residents are requesting before the partnering agreement is signed?**

This question would be best directed to the city. Please connect with the city for any relevant information.





## Project management, scope and costs

### Questions and answers:



#### Who is paying for the project? What will the City of Pitt Meadows have to pay?

This project is jointly funded by the Government of Canada, CP and the port authority.

Based on current project scope, the city would not fund any capital costs associated with the project.

However, the project partnering agreement includes the potential to expand noise and vibration mitigation further, based on a contribution from the city.

#### What is the project timeline and when will the project be completed?

Construction is anticipated to start in 2023 with completion in 2025/2026, pending future approvals and agreements between partners.

It is important to note that the rail components led by CP do not require a signed agreement between the three parties. This scope falls directly within CP's right of way and will likely occur regardless of any road components.

The project's anticipated timeline is available online at:

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

#### What happens to the road and rail project overall if one component does not move forward, such as the Kennedy Road overpass? Would the other two components proceed?

Any formal modifications to the overall scope of the road and rail project and its secured funding are subject to Transport Canada approval.

As the project lead, the port authority continues to pause work on the Kennedy Road overpass. However, any changes to the overall project scope could jeopardize funding contributions from the federal government for all project components.





**Q What are the anticipated costs of the Harris Road underpass and Kennedy Road overpass relative to the project budget?**

The established budget for the Pitt Meadows Road and Rail Improvements Project is \$141.1 million. It is funded by the Government of Canada, CP and the port authority.

This funding covers:

- ✓ Planning, design and construction for the Harris Road underpass and Kennedy Road overpass
- ✓ Rail track configuration led by CP
- ✓ Relocations of the Hoffmann and Son Machine Shop and the Old General Store heritage buildings

**Q Will the city incur insurance costs for either the Harris Road underpass or Kennedy Road overpass?**

Once complete, the city would be responsible for operating and maintaining public-serving components within the municipal right of way, much like all public roadways within the city.

Any questions relating to potential tax implications once the project is complete would best be answered by the city.

**Q Is the Kennedy Road overpass still part of the road and rail project? If not, why does the project website still reference the overpass? And what can the community do to ensure that Kennedy Road is cancelled?**

Through feedback from the community and Pitt Meadows City Council, we understand that the Harris Road underpass is the priority. We are pausing work on the Kennedy Road overpass so we can progress design work for the Harris Road underpass, ongoing work for proposed noise and vibration mitigation, and a future heritage site as part of the building relocations.

Any formal modifications to the overall scope of the road and rail project and its secured funding are subject to Transport Canada approval. As a result, our materials reflect all funded components of the project.

Before any modification request, project partners would need to demonstrate how any revised project

scope could achieve the same trade-enabling benefits as the original scope.

To demonstrate our commitment to prioritizing the Harris Road underpass, we reached a dedicated partnering agreement for this component in December 2021.





## Property and tree impacts

### Questions and answers:



#### Will the Otter Co-op be closing?

As the project lead, the port authority is in discussions with all landowners potentially impacted by the project. We appreciate that, due to construction for the underpass alignment, maintaining access to the Otter Co-op site will be complex.

With this in mind, we have engaged with the owners of the Otter Co-op to explore project needs and any constraints and opportunities for their business operations. Our aim is to work with business owners to find a balance between project benefits and any impacts.

We prioritize solutions to allow business operations to continue. In cases where impacts cannot be feasibly mitigated to maintain operations, we provide fair market value compensation. These conversations are confidential to protect the interests of both the business owners and the project.

Any questions about future plans for the Otter Co-op would best be answered by the co-op directly.

#### Is there any chance that residential homes or property would be overtaken by eminent domain? If so, would we be allowed to know this and at what point would we have to be notified?

The port authority is in discussions with all landowners potentially impacted by the project. In such discussions, our goal is to propose fair market value compensation for any lands required for the project and to reach voluntary agreement with any property owner(s).

In cases where this is not possible, the city could choose to use the powers afforded to it as a municipal authority to acquire the lands. Any questions related to this process, if needed and pursued, would be best answered by the city.

○ Will any trees need to be removed from Hoffmann Park to relocate the heritage buildings?

Our goal is to avoid tree impacts or relocations as part of the project, wherever possible.

The initial locations for the heritage buildings have been identified through collaboration between the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society. To date, the outcomes of this collaboration include:

- ✔ Relocating the heritage buildings onto city and society lands outside of Hoffmann Park
- ✔ That trees in Hoffmann Park will not be impacted

To support this collaboration, the port authority completed an arborist study that explored the health of the trees around the heritage buildings and has provided this information to support planning for the building relocations.

Outside of Hoffmann Park, some trees are anticipated to be impacted. We will know more about any anticipated impacts as the design for the underpass and heritage building relocations are developed further.





## CP and rail activity

Please refer to [the rail configuration brochure](#) and the [rail configuration Q&A](#) from the spring 2021 update for additional information on this topic.

### Questions and answers:



#### What is causing the dramatic increase in rail traffic over the next few years?

The Port of Vancouver is the largest port in Canada and an important gateway to global markets.

The projected increase in rail traffic is informed by projected increases in trade through the Port of Vancouver. Over the course of the next 10 years, a 50% increase in trade growth is anticipated through the Port of Vancouver. In Pitt Meadows, this translates to the doubling of freight trains moving to and from the port to deliver goods across the country.

As for exports, it means ensuring Canadians and associated businesses can get their products to global markets. In short, these variables contribute to the bottlenecks that are already visible or that we are starting to identify and working to mitigate.

The projected rail traffic is a general representation of the conditions along this section of the rail network to 2030.

National economic drivers also greatly influence local rail volumes. This means that growth in rail activity is expected with, or without, CP's proposed rail infrastructure as part of the broader Pitt Meadows Road and Rail Improvements Project.

#### Why did CP not participate in the fall project update?

As the project lead, the port authority felt it was important to share an update on the Harris Road underpass and other pieces, unrelated to project scope led by CP within its right-of-way.

Prior to our update in the fall, in April 2021 CP had led sessions focused on its rail operations and proposed rail infrastructure improvements.

#### Could train speeds be slower in the future? Right now, the trains at night cause a lot of vibration due to higher speeds.

Please connect with CP directly for any information about current and future rail operations, including train speeds:

 [community\\_connect@cpr.ca](mailto:community_connect@cpr.ca)



**○ If CP can build their third rail track either way, why is their third rail a component of this project?**

The project funding, from the Government of Canada, CP and the port authority, supports all current project components, which include:

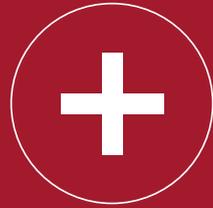
- ✔ Planning, design and construction for the Harris Road underpass and Kennedy Road overpass
- ✔ Rail track configuration led by CP
- ✔ Relocations of the Hoffmann and Son Machine Shop and the Old General Store heritage buildings

CP is leading the following rail improvements on its right-of-way, as part of the Pitt Meadows Road and Rail Improvements Project:

- ✔ A new 10,000-foot siding track on the north side of the existing two mainline tracks east of Kennedy Road and west of Harris Road
- ✔ Extending the existing lead track accessing the Vancouver Intermodal Facility by 6,000 feet (1,829 metres) east across Harris Road on the north side of the mainline tracks

Neither the port authority nor the City of Pitt Meadows has jurisdiction over rail operations or infrastructure decisions within the rail corridor, including building a third track across Harris Road.





## Air quality and health

### Questions and answers:



**I'm concerned about the health impacts from this project—how will the project affect air quality and how are you addressing this?**

We understand that health and air quality are important to the community. This is also important to the port authority. As we prepare for port growth, minimizing the impacts of port activities on nearby communities is top of mind.

As a Canada Port Authority, we are federally mandated by the *Canada Marine Act* to ensure safety and environmental protection, and consider the needs of local communities when delivering our various initiatives. By removing bottlenecks along transportation corridors, we're able to reduce traffic congestion and carbon emissions. Our vision is for the Port of Vancouver to be the world's most sustainable port. As part of this project, we are committed to developing design and construction practices that are compliant with all applicable legislation and environmental permitting requirements. This includes consideration for any potential health impacts during and after construction. As part of this project, our work includes an objective community health impact assessment by external industry experts. We continue to progress this work and are confident that the Harris Road underpass will provide lasting,

meaningful benefits to the local community, including improved air quality by reducing emissions from idling cars at the rail crossing.

We are committed to delivering a project which will make Pitt Meadows a more livable city. This includes improving public safety, eliminating vehicle idling at the Harris Road railway crossing, providing safer and more comfortable amenities with walking and cycling facilities, faster emergency response times, and noise mitigation measures that go above and beyond the Health Canada guidelines to mitigate potential impacts.

The project will also improve reliability for West Coast Express passengers by reducing train congestion with the additional track.

**Will the port authority undertake an air quality assessment?**

Our community health impact assessment will include, but not be limited to, a review of air quality and greenhouse gas emissions specifically related to the construction and operation of the Harris Road underpass.

We will share updates on this assessment in 2022 in combination with other project updates.

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)