



PORT of
vancouver

Vancouver Fraser
Port Authority

Canada

Pitt Meadows Road and Rail Improvements Project

Harris Road underpass – Engagement summary report



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Acknowledgement

The Vancouver Fraser Port Authority respectfully acknowledges that the proposed Harris Road underpass is within the ancestral lands of ǵiǵəy̓ (Katzie) First Nation and we extend our thanks to them. Further, we acknowledge and give thanks to the broader traditional territories of the Coast Salish people, where we live and work.

Thank you, also, to everyone who completed the questionnaire, attended the in-person open houses and shared feedback on this project. We appreciate your time and value your input as we continue to advance this important project.

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the federal agency responsible for the shared stewardship of the lands and waters that make up the Port of Vancouver and intersect the traditional territories and treaty lands of several Coast Salish and First Nations peoples.

Under the *Canada Marine Act*, our mandate is to enable Canada's trade objectives, ensuring goods are moved safely through the Port of Vancouver while protecting the environment and considering local communities.

We are accountable to the federal minister of transport.



Our vision

For the Port of Vancouver to be the world's most sustainable port



Our mission

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



Our values

- Accountability
- Collaboration
- Continuous improvement
- Customer responsiveness

Our definition of a sustainable port

We believe a sustainable port delivers economic prosperity through trade, maintains a healthy environment, and enables thriving communities through meaningful dialogue, shared aspirations and collective accountability.



About the project

Pitt Meadows is home to two of the busiest rail crossings in the Lower Mainland. One component of the Pitt Meadows Road and Rail Improvements Project aims to eliminate the existing rail crossing at Harris Road.

In 2018, the port authority received funding from Transport Canada's National Trade Corridors Fund to complete design and construction of the Pitt Meadows Road and Rail Improvements Project.

The project

Vancouver Fraser Port Authority

In partnership with the City of Pitt Meadows and CP, we are leading the following road improvements:



A new four-lane underpass beneath the CP rail tracks at Harris Road

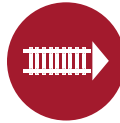


A new two-lane overpass above the CP rail tracks at Kennedy Road

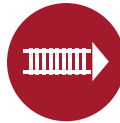


CP

As part of this project, CP is leading the following rail improvements:



A new siding track between Harris Road and Kennedy Road



An extension of the existing lead track to the Vancouver Intermodal Facility east across Harris Road



Neither the port authority nor the City of Pitt Meadows has jurisdiction over rail operations or infrastructure decisions within the rail corridor.

Harris Road underpass

This phase of engagement was focused on this component of the project.



Project partners

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.

Residents and local officials have discussed the existing Harris Road rail crossing since 1970, and now the City of Pitt Meadows has partnered with the port authority to help address some of these long-standing concerns.

The city is working closely with the port authority and CP to ensure the Harris Road underpass meets the needs of the community—including improved safety, enhanced access and connections, reduced congestion and travel times, and better emergency response times.

The city is also working with project partners to:

- Explore feasible options for noise and vibration mitigation, including through a peer review of the project's noise and vibration study
- Preserve the heritage buildings and support the long-term vision for a future heritage site with the Pitt Meadows Heritage and Museum Society
- Ensure the underpass is developed in line with city standards and specifications
- Support public engagement with the community
- Support construction management for the underpass

The city has agreed to owning and maintaining the public-serving portions of the Harris Road underpass—not the structure supporting the rail tracks—when complete.

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

Canadian Pacific (CP)

CP is a transcontinental railway in Canada and the United States with direct links to major ports on the west and east coasts. CP provides North American customers a competitive rail service with access to key markets in every part of the world.

Safety is a top priority for CP, and it supports objectives and projects that aim to improve safety for all road users near railways.

How CP is supporting the project

As a funding partner for the Pitt Meadows Road and Rail Improvements Project, CP is contributing to the Harris Road underpass and is planning rail upgrades within their right-of-way:

- An extension of the existing lead track into the Vancouver Intermodal Facility
- Building a new siding track

Extension of the lead track will enable CP to operate more efficiently into the future to accommodate growing trade. CP would own and maintain the rail bridge and structure over Harris Road.

Why is this project needed?

One of the purposes of this project is to reduce existing trade impacts on Pitt Meadows and increase capacity to accommodate trade growth. The rail corridor in Pitt Meadows is an important link in Canada's supply chain. Pitt Meadows is home to CP's Vancouver Intermodal Facility and Auto Compound, and the rail corridor through Pitt Meadows moves goods between the Port of Vancouver and the rest of Canada.

Trade in Canada is growing, which means increased transportation by both road and rail. For example, container trade is on a strong growth trajectory, as we have seen the equivalent of four years of growth in two years.

Over the next 10 years, a 50% increase in trade growth is anticipated through the Port of Vancouver. For Pitt Meadows, this translates to the doubling of freight trains to deliver imported goods across the country, and ensuring Canadians and associated businesses can connect their products to global markets.

50%  **= 2x** 



City of Pitt Meadows: local and national context

How rail supports the economy

As a key mode of transportation, trains are critical to our region's economy. The rail corridor in Pitt Meadows is an important link in Canada's supply chain, helping to move goods between the Port of Vancouver and the rest of Canada.

Additionally, using trains to move goods helps keep down greenhouse gas emissions. 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  **= 300x** 

Proud to be part of this community


Port-related activities in Pitt Meadows

 portvancouver.com/pitt-meadows

Local port-related activities annually generate:


700
local jobs


\$40 million
in wages


\$150 million
in economic activity

Additional facts:


\$62,000
municipal taxes paid by port tenants in 2018


\$27,000
paid by the port authority to municipality for vacant port land in 2018


31km
shoreline managed by the port authority in Pitt Meadows

Engagement summary

From June 28 to July 19, 2022, the port authority invited those who live, work and play in Pitt Meadows to share their ideas about the Harris Road underpass, part of the Pitt Meadows Road and Rail Improvements Project.

This engagement was also an opportunity for us to share how stakeholder and community feedback was used from the previous phases of engagement, as outlined below.

Engagement Listen and learn	Engagement Kennedy Road overpass II Paused	Rail scope update Noise and vibration study update	Harris Road underpass and heritage buildings update Harris Road underpass, heritage buildings and next steps	Engagement Harris Road underpass
During this engagement, we wanted to understand your priorities, concerns, and vision for the project.	During this engagement, we shared a draft design for the Kennedy Road overpass and an update on the project's guiding principles.	In this update, we shared the rail track configuration, noise and vibration study results, mitigation considerations, and next steps.	In this update, we shared the new alignment for the Harris Road underpass and provided updates on the heritage buildings.	During this engagement, we shared an updated design for the Harris Road underpass, an update on the future heritage site, and an update on the noise and vibration study and mitigation options.
Completed Fall 2019	Completed Summer 2020	Completed Spring 2021	Completed Fall 2021	Completed Summer 2022

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.

How your input is being used

During this engagement, we gathered the community's thoughts on the proposed design for the Harris Road underpass so that we can:

1. Refine the design of the Harris Road underpass
2. Understand if we are on the right track in reflecting previous feedback, such as general principles for the project, and considerations for active transportation and public space improvements



What we heard

The feedback we received in this phase of engagement indicates that participants are generally supportive of the Harris Road underpass, along with the active transportation considerations proposed.

The engagement emphasized the continued strong interest in noise mitigation and revealed curiosity about construction timing, sequencing and notifications. It also captured questions and concerns about maintaining access to Harris Road during construction to keep people moving during this work—whether by driving, walking, cycling or rolling.

Open house comment cards

We also provided participants with an opportunity to share feedback about their experience at the open house and with the supporting materials, and to gauge how participants had learned about the engagement process. We learned the following:

- The majority of respondents stated that project staff were able to answer project-related questions
- The majority of respondents reported that they did not experience difficulties accessing or understanding project information
- Several responses noted that supporting materials were informative and helpful
- The majority of respondents learned about the engagement process either through the project newsletter or social media



Key themes

The following table summarizes the most common comments and questions we heard during the engagement process, along with the project team's response.

Key themes	Port authority response
Progress and timing for the Harris Road underpass	
<ul style="list-style-type: none">• We heard from many participants that the underpass is long overdue, with questions about when construction will start and how it will be built	<p>We are pleased to hear this feedback and welcome the opportunity to help fund, lead and partner with the city and CP to help improve safety and traffic flow conditions for the community at the existing railway crossing.</p> <p>Subject to an executed design and construction agreement, as well as a final investment decision from the project partners, construction for the underpass is anticipated to begin in 2023.</p>
Design of the multi-use path	
<ul style="list-style-type: none">• Ensuring the multi-use path is sufficiently wide• Ensuring sufficient lighting in the underpass to provide comfort and safety• Providing wayfinding with cycling routes named and/or coloured• Ensuring the underpass path is inviting and aesthetically pleasing• Enabling seamless connections for people walking, cycling and rolling• Providing delineation or separation between different transportation users, for example with line markings or barriers• Planning with the future in mind for population and active transportation growth	<p>The Harris Road underpass will significantly improve conditions for people walking, cycling and rolling, when compared to current conditions.</p> <p>The following will be included as part of the project:</p> <ul style="list-style-type: none">• A shared multi-use path with one-directional cycling, with signage and pavement markings/stencils to safely guide users• Signage will be clear and adequate along the multi-use path and at the interfaces with existing facilities• Railings will be at least 1.4 metres tall to limit the potential of injury, in-line with the BC Active Transportation Design Guide• Adequate lighting will be incorporated into the walls/ceiling of the underpass

Key themes

Port authority response

Future access to the West Coast Express station

- While future access to the West Coast Express station will be maintained, we heard from participants that there are concerns about the proposed routing and access

When compared to current conditions, access to the West Coast Express would ultimately be much safer with removal of the existing rail crossing.

The route to the West Coast Express station would be slightly longer as an east-west street-level crossing is not feasible when balancing with the project's budgetary considerations.

Traffic management during construction

- Maintain traffic access during construction
- Maintain access to nearby properties and businesses during construction, and maintain access during regular business hours
- Timely and transparent communications during construction for any road closures, traffic impacts, detours or delays, such as through project signage and social media
- Adequate access for people walking, cycling and rolling during construction, including people with mobility challenges, such as wheelchair users
- A construction management plan for CP rail work
- Ensuring coordination with the municipality to minimize compounded traffic impacts
- Mitigating construction impacts as much as possible, including for noise, vibration and debris
- Ensuring appropriate construction staging for workers and equipment

We remain committed to construction and traffic management that will abide by industry best practices and city bylaws.

This includes having a traffic management plan, maintaining access for all users as much as possible, having appropriate signage for all users, working with properties and/or businesses directly impacted by construction, and providing stakeholders and the community with advance notice for any notable traffic impacts and/or detours.

Should the project proceed into construction, the following are various ways we would provide advance notifications:

- Website notifications
- Project newsletter
- Postcard mailers or notification letters
- Social media campaigns
- On-site signage

Key themes

Port authority response

Noise and vibration mitigation

- We heard from participants that there are concerns with existing and future rail activity
- We also heard that many participants feel that additional mitigation should be provided
- We heard many comments and questions about final locations and design for the walls

Further work is anticipated during the design phase that will help evaluate and determine the best combination of wall locations, lengths and heights to help mitigate the most amount of noise for the highest quantity of receivers.

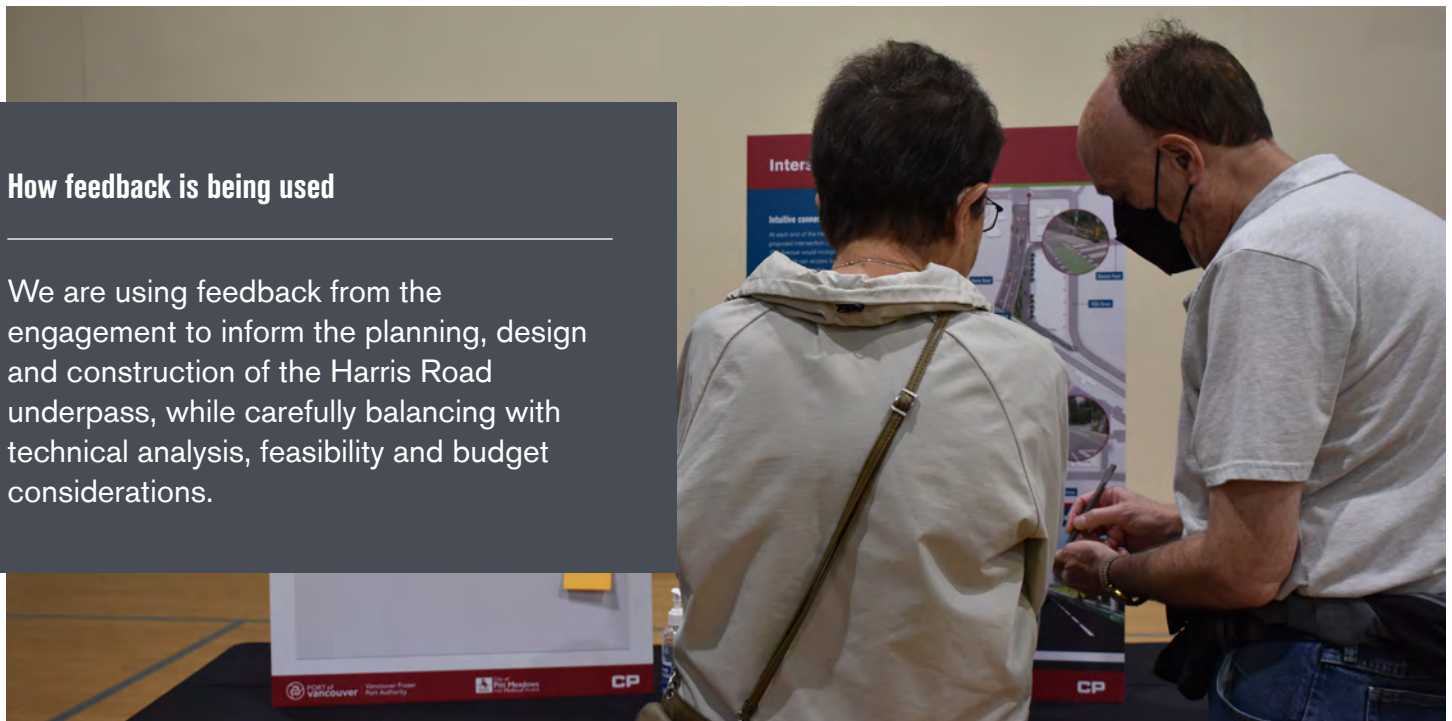
Final wall heights and locations would be determined in collaboration with the city to maximize community benefit.

While the Kennedy Road component of the project remains paused and was outside the scope of this engagement, we also noted the following feedback from some participants:

- *An interest in seeing the Kennedy Road overpass restarted due to rising truck traffic*
- *An interest in the Kennedy Road overpass being removed from project scope*

How feedback is being used

We are using feedback from the engagement to inform the planning, design and construction of the Harris Road underpass, while carefully balancing with technical analysis, feasibility and budget considerations.



By the numbers

Correspondece	9,000+ postcards mailed to local residents and businesses	16 emails received	0 phone calls received
Open houses	~100 people combined attended the two in-person open houses	18 open house comment cards received	
Discussion guide and questionnaire	3 requests for hard copies of the discussion guide	111 completed questionnaires	
Social media	66,000+ people reached that live and travel through Pitt Meadows		
Stakeholder meetings	18 stakeholder meetings*		

*Stakeholder meetings held before the engagement reporting period

Promotion and notification

This engagement phase was an important opportunity for us to connect with the community and hear from as many members of the community as possible. With that in mind, the port authority and the city promoted and advertised engagement opportunities through the following activities:



Media bulletin

On June 24, 2022, the port authority issued an information bulletin to the Maple Ridge-Pitt Meadows News to promote the phase of engagement. The bulletin was also published on the port authority website.

Information bulletin:
[Port authority invites Pitt Meadows community to help shape the future of Harris Road](#)

Maple Ridge-Pitt Meadows News:
[Pitt Meadows railway underpass project back before the public](#)



Print advertisement

The port authority ran a print ad in the Maple Ridge-Pitt Meadows News print edition that launched on June 17, 2022.



Postcards

The port authority sent over 9,000 postcards to all residential and business properties in the project area.



Project newsletter

The port authority issued two newsletters between June 21 and June 29, 2022 that reached 265 and 276 recipients, respectively, as measured by email open rates.

June 21 – Help shape the future of Harris Road

June 29 – Help shape the future of Harris Road



Digital ads

The port authority ran several digital ads with the Maple Ridge-Pitt Meadows News website for a four-week period between June 20 and July 19, 2022. These ads generated nearly 45,000 impressions.



Digital signage

The City of Pitt Meadows and the port authority ran digital signage on the Lougheed Highway digital billboard and the City Hall digital sign as of June 21, 2022.



Social media posts

The port authority ran several paid ads between June 21 and July 13, 2022, targeting people aged over 18 who live and travel through Pitt Meadows. These ads reached approximately 66,000 people.

The City of Pitt Meadows also promoted the engagement period through its social media channels, as of June 20, 2022.



City website

The city posted the engagement opportunities on its community calendar, spotlighted the engagement on the landing page of pittmeadows.ca, and updated the city's [project website](#).

Engagement activities

We conducted the following activities as part of the recent phase of engagement for the proposed Harris Road underpass.

Stakeholders in the community

In addition to public engagement opportunities, we have been engaging with the following stakeholders in the Pitt Meadows community to understand their priorities throughout planning and design:



Active Transportation Advisory Committee

To understand the committee's key interests as part of designing the active transportation improvements



TransLink and West Coast Express

To understand these agencies' key interests and priorities as part of project planning, align as much as possible with any related initiatives, and limit disruptions to transit operations as much as possible during anticipated construction



Pitt Meadows Heritage and Museum Society

To preserve heritage and support the building relocations as part of the future heritage site



Other business and property owners

To engage with additional businesses and property owners in the project area to understand their interests and needs





Keystone Building Strata Council


To understand the various users of the building and any unique needs as part of the proposed underpass


In-person engagement sessions

The port authority, together with the City of Pitt Meadows and CP, hosted two in-person open houses:

 June 29 4:00 p.m. to 7:00 p.m.

 Pitt Meadows Family Recreation Centre

 July 13 4:00 p.m. to 7:00 p.m.

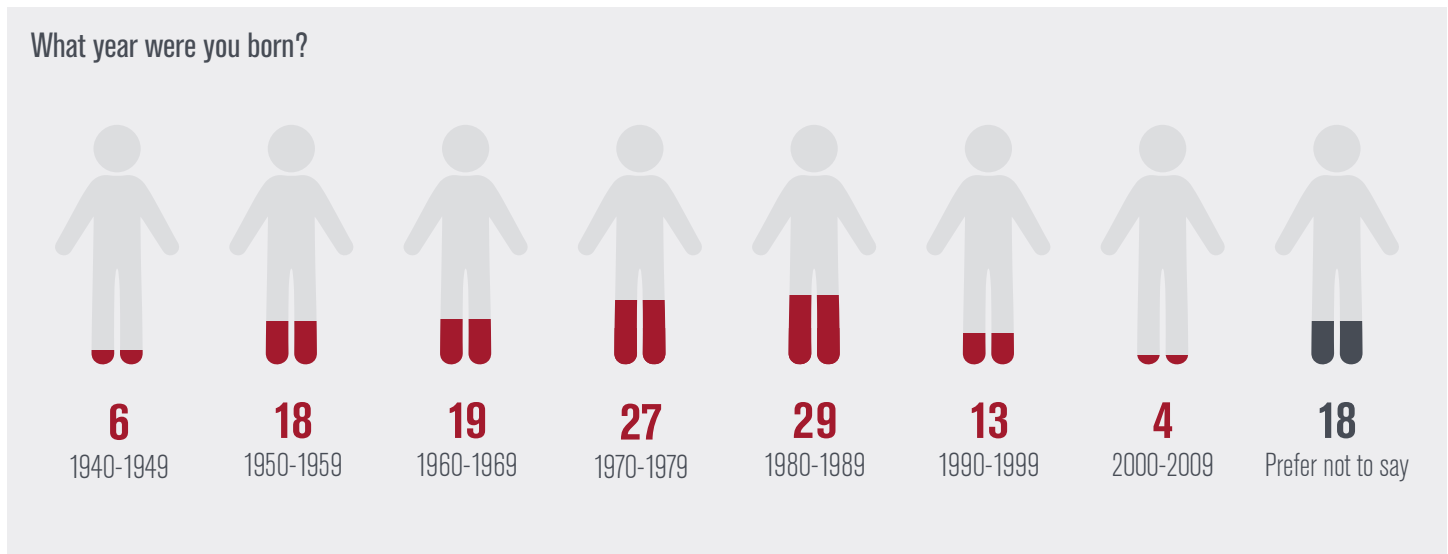
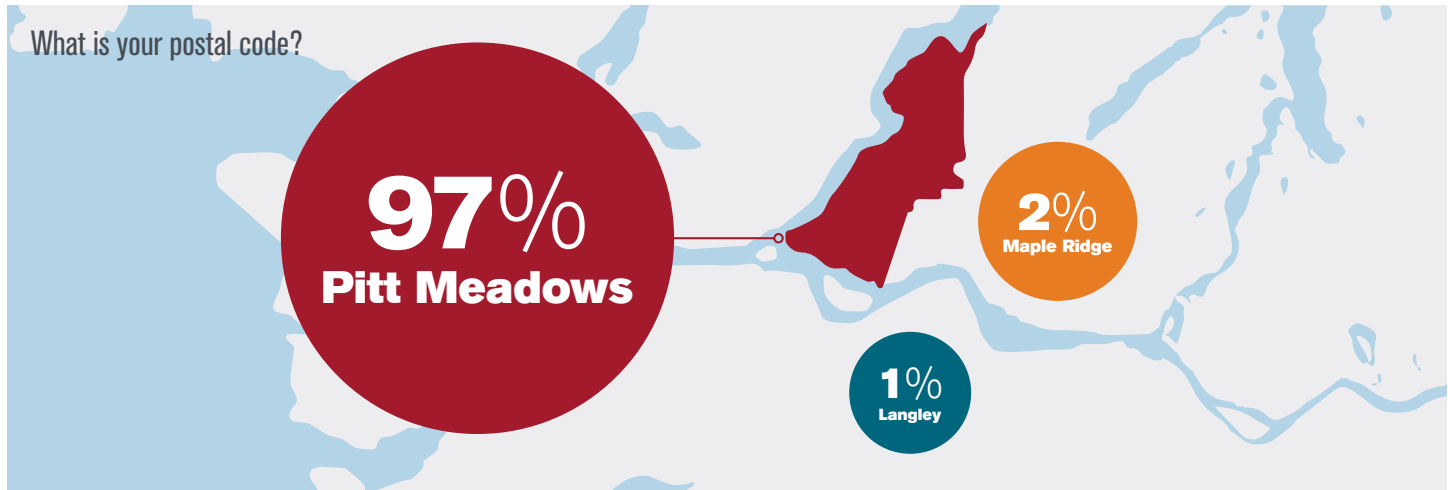
 South Bonson Community Centre

Questionnaire

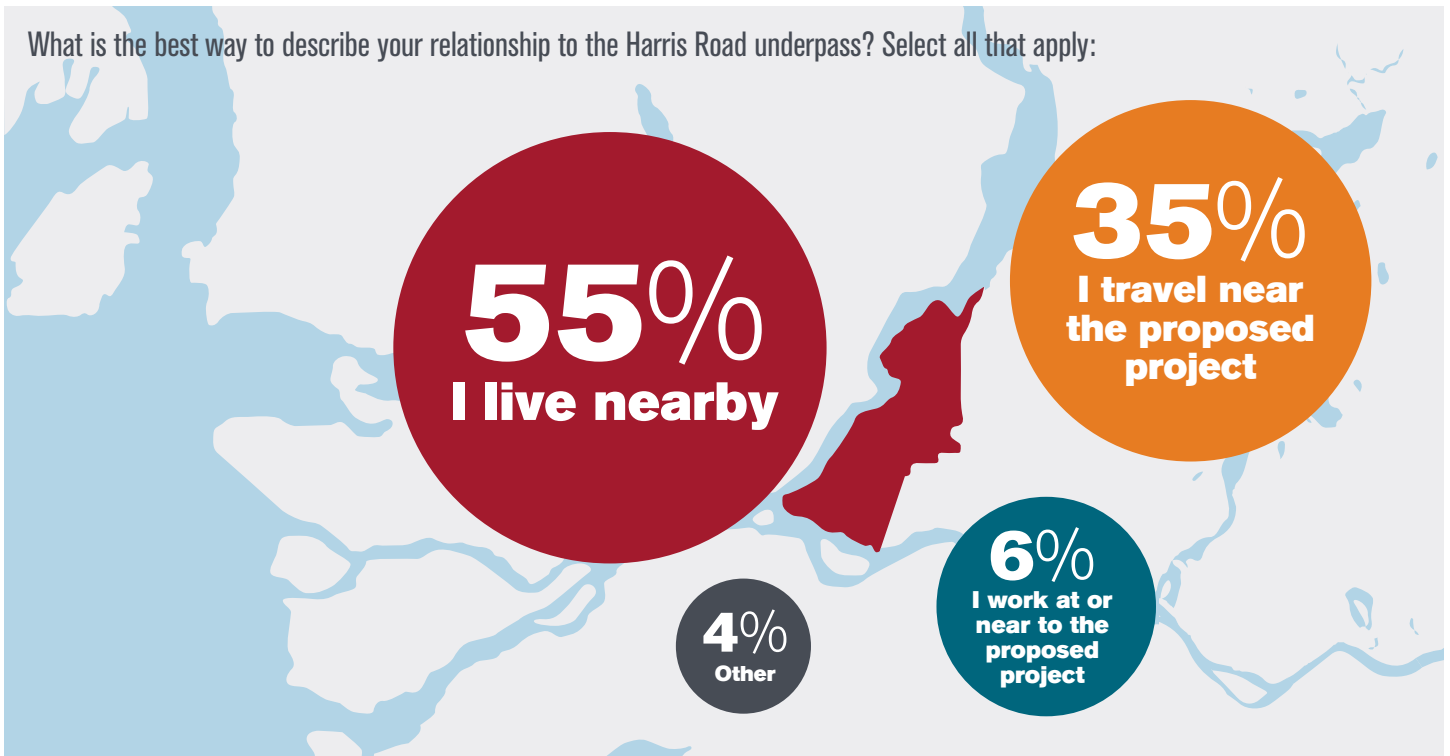
The questionnaire was available online from June 28 to July 19, 2022 at portvancouver.com/pittmeadowsengagement. The port authority offered to mail a printed copy of the discussion guide and questionnaire to anyone who requested one.

The following section outlines a summary of the feedback received from the questionnaire, which was completed by 111 people (110 online and one by email).

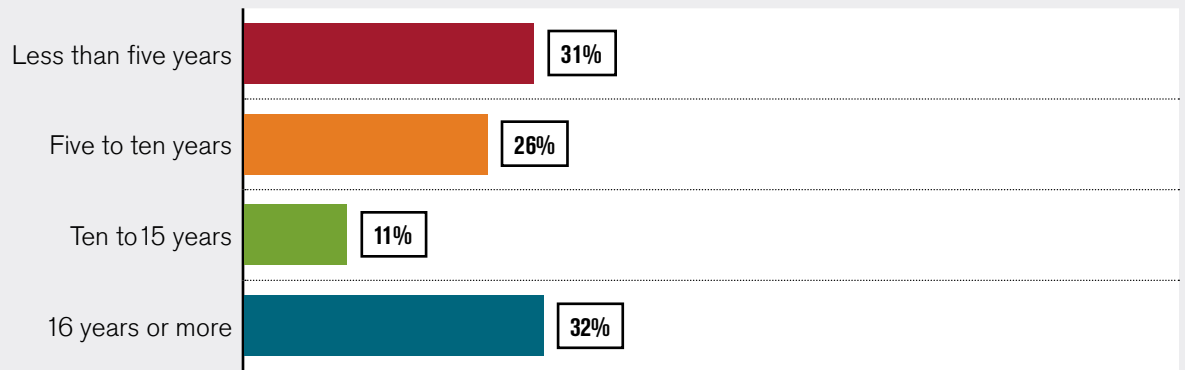
General project questions



What is the best way to describe your relationship to the Harris Road underpass? Select all that apply:

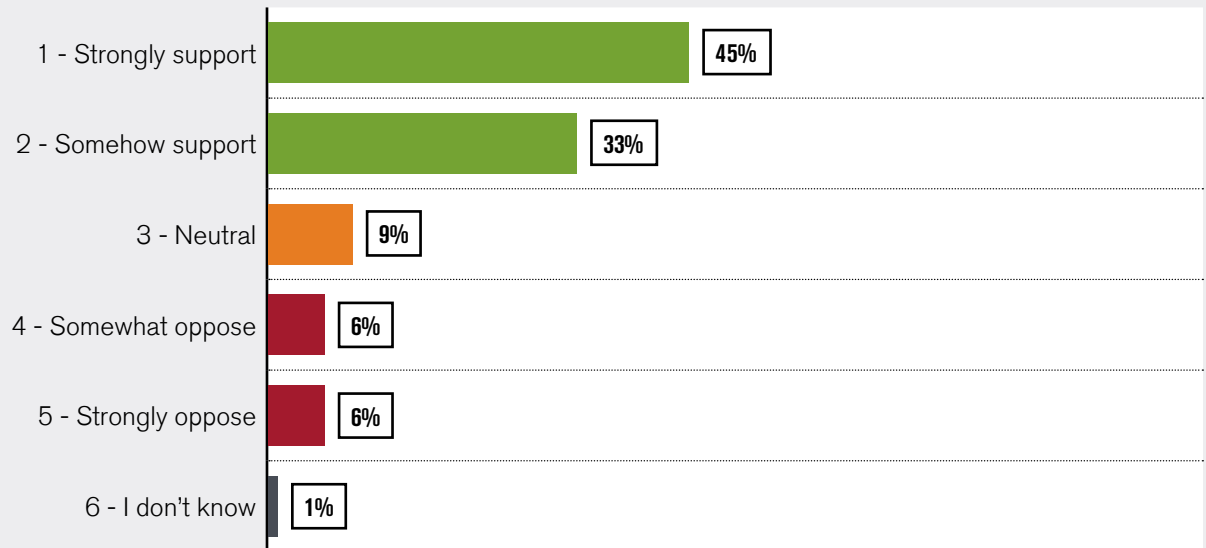


For respondents that selected “I live near the project”, we asked:



Active transportation

What is your level of support for the active transportation considerations that are proposed as part of this project?



Is there anything you would like to share with us for consideration about active transportation, as we work to finalize the design?

Summary of comments

- Enabling improved access to the West Coast Express station
- Ensuring the multi-use path is sufficiently wide
- Ensuring sufficient lighting in the underpass to provide comfort and safety
- Providing wayfinding with routes named and/or coloured
- Ensuring the underpass is inviting and aesthetically pleasing
- Enabling seamless connections for people walking, cycling and rolling
- Providing separation between different transportation users, for example with delineation or barriers
- Designing the underpass to allow for sufficient drainage
- Maintaining traffic access during construction
- Planning with the future in mind for population and active transportation growth

Public space improvements

The port authority is committed to delivering projects that bring lasting community benefits. As part of this, the Harris Road underpass also creates opportunities for public space improvements between 122 Avenue and 124 Avenue.

These opportunities include:



Cultural recognition



Lighting



Landscaping/Enhanced green space



Bike racks



Benches



Railings



Trash receptacles

In reviewing these options, is there anything further you would like to share with us, for consideration, as we continue to partner with the City of Pitt Meadows?

Summary of comments

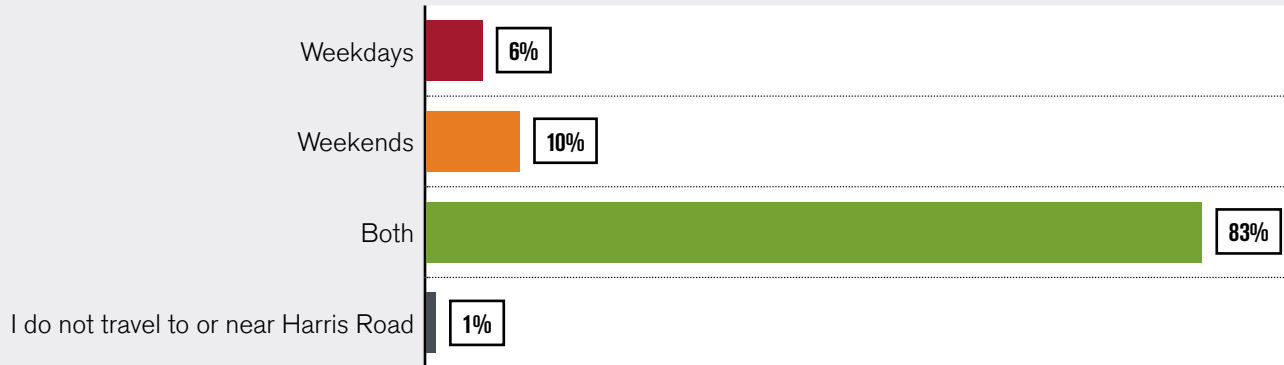
- Incorporating Indigenous artwork and cultural recognition for **q̓ic̓əy̓** (Katzie) First Nation
- Providing an accessible public washroom
- Incorporating textures in concrete to emulate materials such as wood and/or rock
- Incorporating railings with a heritage aesthetic
- Providing banners on lamp posts for community promotions/events
- Ensuring sufficient lighting in the underpass to provide comfort and safety
- Maximizing greenery/landscaping wherever possible
- Incorporating trash and recycling bins that are animal-secure
- Providing an emergency call box in the underpass
- Leveraging the design to deter crime

Summary of other comments unrelated to public space improvements

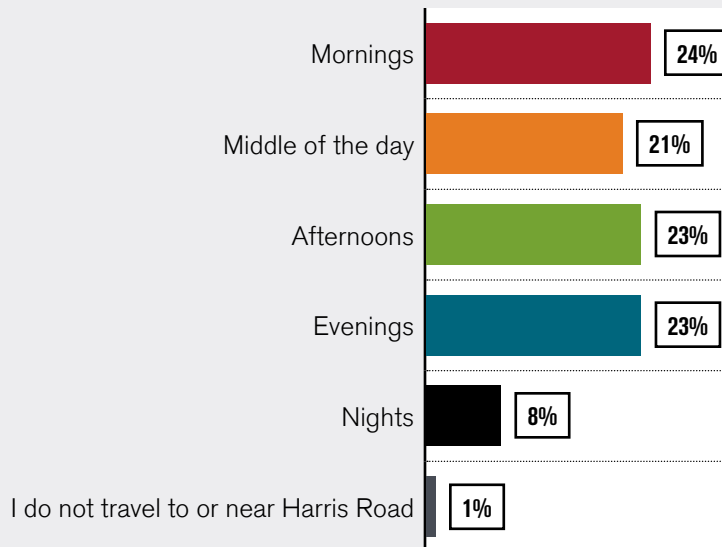
- Providing concrete barriers that are seven feet high throughout the rail corridor

Active transportation







Which days of the week do you typically travel along Harris Road? Select all that apply:

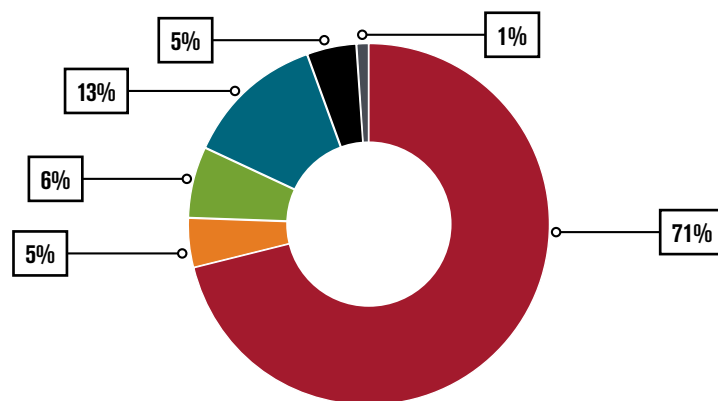


What times of day do you typically travel along Harris Road? Select all that apply:



How do you typically travel to or near Harris Road? Select the way you travel most often.




-  I drive a personal vehicle
-  I drive a work vehicle
-  I cycle
-  I walk or roll
-  Other
-  Not applicable

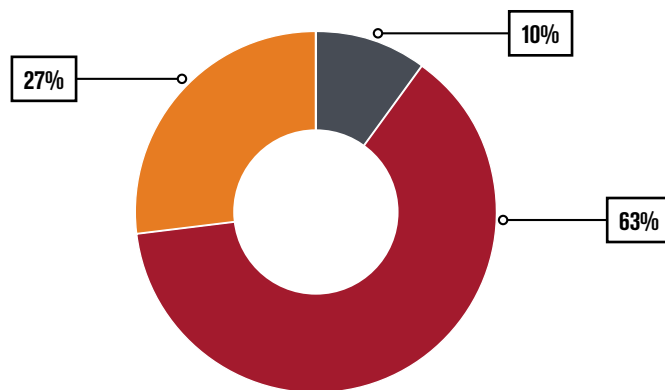


To help inform planning for traffic management during construction, we asked participants to weigh whether they would prefer a longer construction period with fewer/less intense impacts or a shorter construction period with slightly more intense impacts.

A majority of respondents indicated a preference for a shorter construction period with slightly more intense impacts, both through the questionnaire and open house display board.

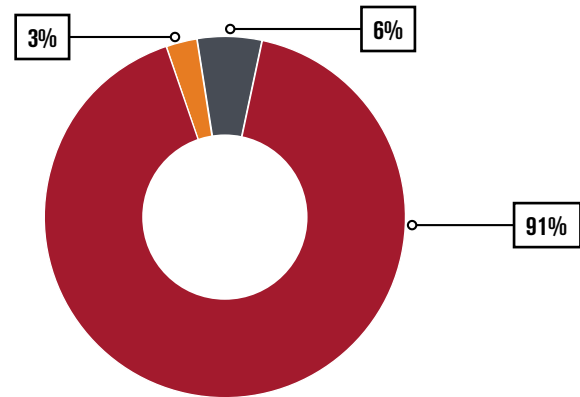
Questionnaire results In balancing the duration of construction versus the duration of impacts, would you prefer:

-  Shorter construction period with slightly more intense impacts
-  Longer construction period with fewer/less intense impacts
-  I don't know



Open house results In balancing the duration of construction versus the duration of impacts, would you prefer:

- Shorter construction period with slightly more intense impacts
- Longer construction period with fewer/less intense impacts
- I don't know



Is there anything further you would like to share with us, for consideration, as we continue to plan for construction?

Summary of comments

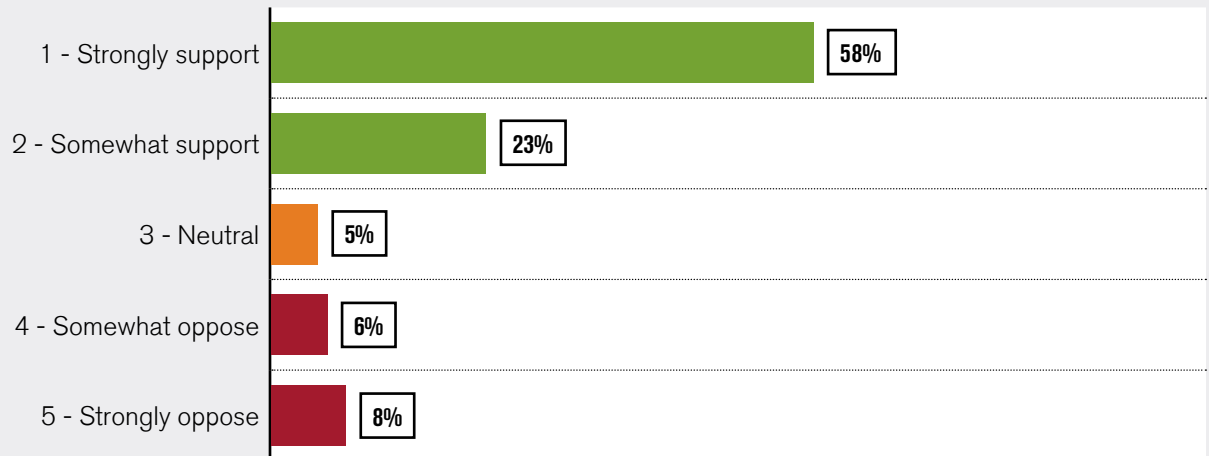
- Maintain traffic access during construction
- Provide a construction management plan for CP rail work
- Maintain access to nearby properties and businesses during construction, and maintain access during regular business hours
- Ensure coordination with the municipality to minimize compounded traffic impacts
- Provide timely and transparent communication during construction for any road closures, traffic impacts, detours or delays, such as through project signage and social media
- Mitigate construction impacts as much as possible, including for noise, vibration and debris
- Create adequate access for people walking, cycling and rolling during construction, including people with mobility challenges, such as wheelchair users
- Ensure appropriate construction staging for workers and equipment

Summary of other comments unrelated to traffic management during construction

- Provide concrete barriers that are seven feet high throughout the rail corridor, and ensure mitigation is in place before construction for the CP lead track and siding track

General

What is your level of support for the Harris Road underpass? Select one.



What is the main reason for your level of support?

Support	Lack of support
<ul style="list-style-type: none"> ✔ Improves traffic flow/Reduces travel time ✔ Project is long overdue ✔ To balance trade growth while also improving community safety ✔ Improves safety for people walking, cycling, rolling ✔ Improves emergency access and response times ✔ Provides potential opportunities to improve the aesthetic of the Harris Road corridor ✔ Reduces vehicle idling and personal gas consumption 	<ul style="list-style-type: none"> ✘ Concerns with support and mitigation from CP to address existing rail operations ✘ Increased rail activity ✘ Potential impacts to the community character ✘ Negative associations with other underpasses in the region ✘ Concerns with future access to West Coast Express Station

How did you hear about this phase of engagement for the Harris Road underpass? Select all that apply:



37%
Social media advert



24%
Notification letter sent



12%
Word of mouth



11%
Newsletter from VFPA



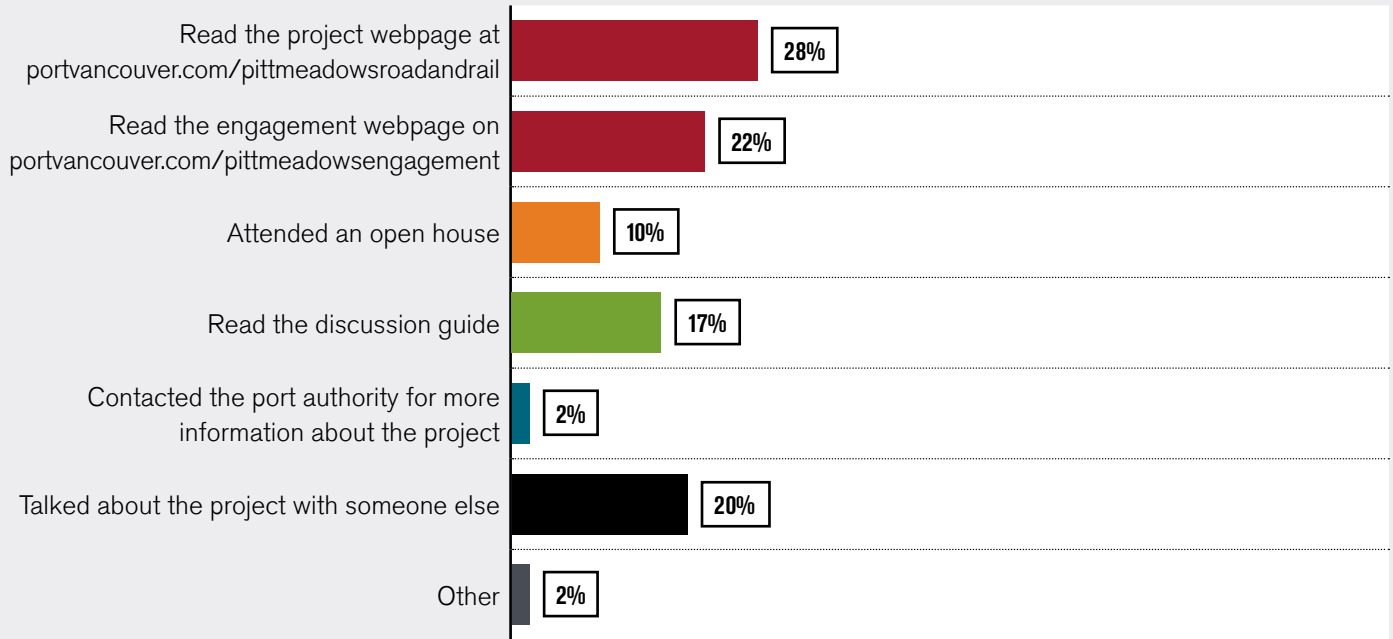
11%
Newspaper advert



4%
Other



Which of the following did you do before taking this survey? Select all that apply:



If you had any challenges accessing or understanding project information, please tell us here.

Summary of comments

- Information presented was easy to understand and readily available
- Clear information and timelines provided
- Rationale for project and options presented could be improved
- Questions about more detailed design and information for noise and vibration mitigation
- Questions about jurisdictional responsibilities

How we will use your feedback

We are considering this feedback in collaboration with our progressive design-build consultant, along with technical analysis, feasibility and budget.

Next steps

We continue to work with Indigenous groups, the City of Pitt Meadows and CP to help finalize the design for the underpass, which includes the considerations for active transportation, public space improvements, and traffic management during construction. In winter 2022/2023, we will return to the community with an update.

Should the underpass be approved for construction, we anticipate work would begin sometime in 2023.



In the meantime, we encourage you to sign up for the project newsletter at portvancouver.com/pittmeadowsroadandrail for project and engagement updates.







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

portvancouver.com/pittmeadowsroadandrail

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