

Pitt Meadows Road and Rail Improvements Project

Phase one engagement

Summary Report





Acknowledgements

Thank you to everyone who provided feedback on the Pitt Meadows Road and Rail Improvements Project. We appreciate your time and value your input. Your feedback allowed us to learn about your aspirations, ideas and concerns about the project.

We apologize to anyone who had trouble completing the online questionnaire, either because it wouldn't load or certain functions weren't working. We will remedy these issues for the next phase of engagement.

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About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the federal agency that, on behalf of all Canadians, is responsible for the stewardship of the lands and waters that make up the Port of Vancouver.

Our mandate is to enable Canada's trade objectives, ensuring goods are moved safely through the Port of Vancouver while protecting the environment and considering local communities. We are accountable to the federal minister of transport.

Our values

- Accountability
- Collaboration
- Continuous improvement
- Customer responsiveness

Our vision

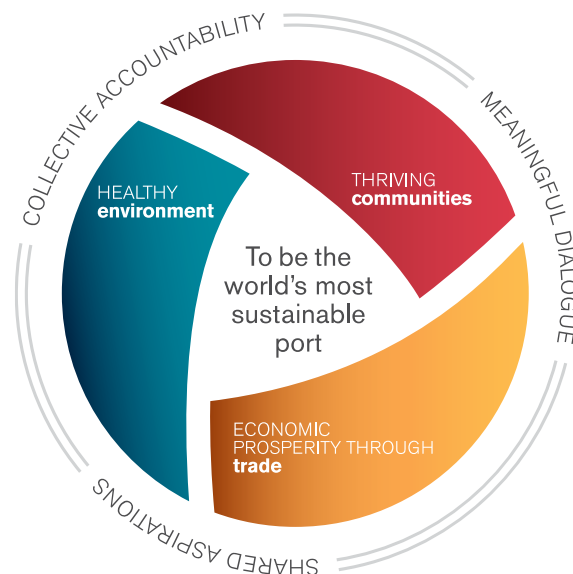
For the Port of Vancouver to be the world's most sustainable port

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.

Our mission

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





Project partners

Canadian Pacific

Founded in 1881, Canadian Pacific (CP) delivers transportation solutions that connect North America and the world. CP owns and operates the Vancouver Intermodal Facility located in Pitt Meadows. As a project funding partner, CP plans to extend an existing track leading into and out of the Vancouver Intermodal Facility. Learn more about CP at cpr.ca.

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 Kennedy Road overpass and the public-serving portions of the Harris Road underpass (not the structure supporting the rail tracks).

If you have any questions or additional feedback to share with us, you can contact us at:



pittmeadowsroadandrail@portvancouver.com



604.665.9108

Pitt Meadows Road and Rail Improvements Project

Metro Vancouver is growing rapidly, with one million new residents expected by 2050. At the same time, Canada's trade continues to grow. As the port authority, we are undertaking a number of projects throughout the Lower Mainland to help enhance movement of trade-related cargo while improving mobility and safety, protecting the environment and alleviating the community impacts of this growing trade. Projects like the Pitt Meadows Road and Rail Improvements Project will ensure that the region can manage the growth in trade forecasted to 2030.

In 2018, the port authority was able to secure funding from the Government of Canada through the National Trade Corridors Fund to work with the City of Pitt Meadows and CP to deliver the project.

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

The project includes the following:



A new four-lane underpass at the CP main rail line crossing at Harris Road



A new two-lane overpass at the main rail line entrance to CP's Vancouver Intermodal Facility at Kennedy Road



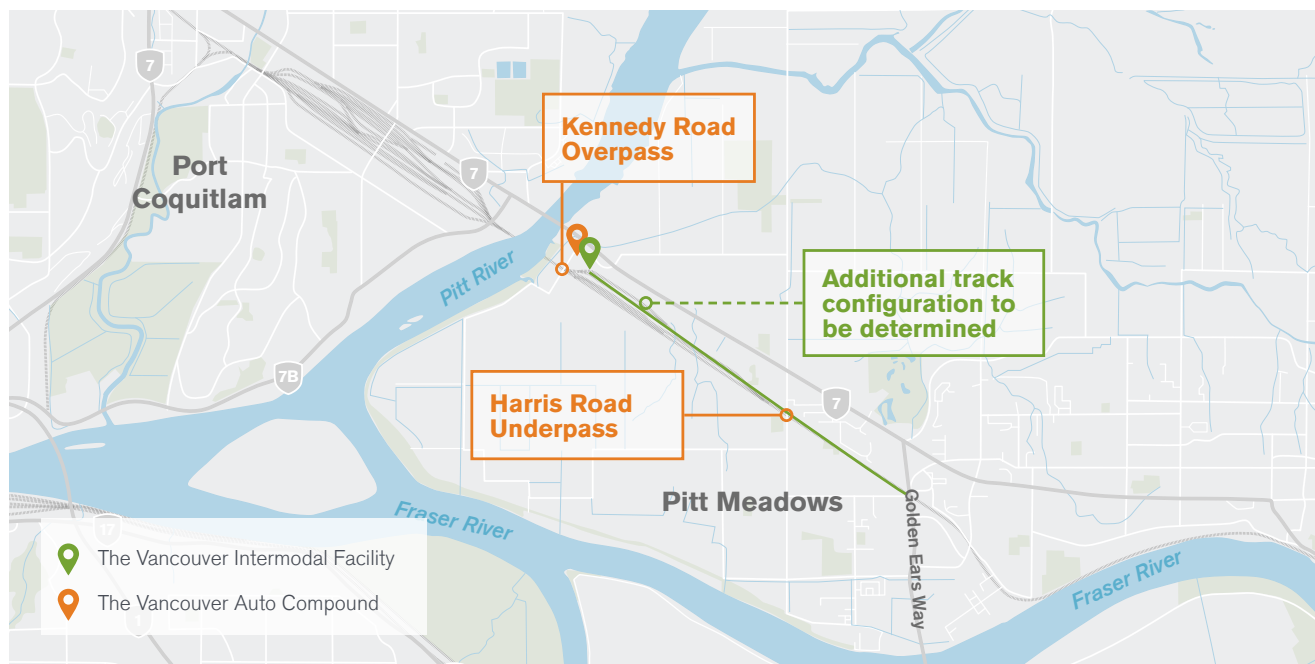
An extension of one of CP's existing rail tracks, which serves the Vancouver Intermodal Facility

The upgrades to these crossings will increase capacity for trade, ease the impacts of this growth on the residents of Pitt Meadows, and improve safety and community access by creating more reliable travel times and better emergency response options.



Pitt Meadows' role in Canada's trade

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



 **700** local jobs

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

1x  **= 280x** 

Rail-based transportation is the safest, most cost-effective and environmentally friendly option available to ship goods across land. A single train carries approximately the same amount of cargo as 280 trucks, and eliminates the equivalent emissions produced by 1,100 automobiles.

Executive summary

Between October 21 and November 22, 2019, the Vancouver Fraser Port Authority, in partnership with CP and the City of Pitt Meadows, held the first phase of public engagement for the Pitt Meadows Road and Rail Improvements Project. Engagement included an open house where people could speak directly to project team members, an online questionnaire, and individual stakeholder meetings. We have summarized what we heard in this report and we will use this feedback to inform the project as it progresses.

The feedback received from this phase of engagement indicates that participants are generally supportive of the Pitt Meadows Road and Rail Improvements Project.

Some of the most common things we heard include the following:

Safety

- The design of the underpass should enhance safety for people walking and cycling, including wider sidewalks and separation for pedestrians, cyclists and vehicles
- It should also feel safe for everyone—including women, children and others with mobility challenges

Noise and vibration

- Meaningful noise and vibration mitigation from ongoing rail operations
- Noise and vibration mitigation throughout construction

Business impacts

- Concerns about the impact to businesses and access to the Keystone development on Harris Road during construction

Traffic impacts

- Most people are concerned about long waits, congestion, access, and school and daycare drop-offs and pick-ups. Managing traffic thoughtfully during construction is important for everyone, and feedback included the following:
 - Ensure there are skilled and seasoned traffic assistants and flaggers on site
 - Provide advance notice and current traffic updates throughout the construction period
 - Ensure detour routes can handle the additional vehicles
 - Provide safe pedestrian access along Harris Road for those with strollers and mobility aids
 - Time detours with the West Coast Express schedule and other transit schedules



Design and construction

- Consider a design and construction principle to ensure environmental protection against air pollution and soil contamination, and use environmentally safe construction materials
- Consider a design principle that aims to protect and/or enhance green space and trees when complete
- Consider a climate adaptation design principle to mitigate the potential of flooding
- Consider a design principle to maintain and improve access for recreation activities that occur along the dikes near the Kennedy Road crossing, where cycling and horseback riding is common
- Ensure the design of the underpass complements the aesthetics of Pitt Meadows, and reflects the history and heritage of the community
- Consider future population growth and uses when designing and constructing this project to accommodate different modes of transportation and the need for more transit services (buses and West Coast Express)

How feedback will be used

We will share the feedback received from this phase of engagement with Pitt Meadows City Council and use it to inform the planning, design and construction of the project, along with technical analysis, feasibility and budget.

By the numbers

Engagement included the following activities:



9

Stakeholder
meetings



~200

Open house
attendees



384

Questionnaire
respondents



25

Emails



21

Social media
posts



284

Comments on
social media posts

Frequently asked questions

In addition to the feedback that participants shared, we received many questions about the project. To see answers to the most commonly asked questions, please see page 33.



Promotion and notification

It is important to us to hear from as many members of the community as possible. With that in mind, we promoted and advertised the phase one engagement period through the following activities:



Digital billboard

The port authority ran an ad on the Lougheed Highway digital billboard from October 21 to November 22, 2019.



Media release

The City of Pitt Meadows issued a media release on October 21, 2019, inviting the community to share their feedback and attend the open house.



Stakeholder letters

The port authority distributed 30 letters to property owners and businesses near the Kennedy Road and Harris Road rail crossings.



Postcards

The port authority sent 8,500 postcards by Canada Post to all residential and business properties in Pitt Meadows.



City Hall digital sign

The City of Pitt Meadows promoted the engagement on their digital sign.



City of Pitt Meadows community calendar

The City of Pitt Meadows posted information about the open house from October 1 to October 30, 2019.



City of Pitt Meadows website spotlight

The City of Pitt Meadows posted a web feature on www.pittmeadows.ca from October 22 to November 22, 2019.



Online advertisements

The port authority ran three Facebook advertisements between October 15 and November 22, 2019.



Social media

The City of Pitt Meadows and the port authority posted a total of 21 posts on Facebook, Twitter, Instagram and LinkedIn to promote the first phase of engagement.



Print advertisements

The port authority ran two advertisements in the *Maple Ridge-Pitt Meadows News* on October 16 and October 23, 2019.



Pitt Meadows Road and Rail newsletter

The port authority issued four newsletters between October 9 and November 22, 2019 to 420 recipients collectively.



Pitt Meadows Road and Rail Improvements

Phase One Engagement

About the project

As home to two of the busiest rail crossings in the region, we're hoping to make travel around Pitt Meadows easier and more reliable by separating Harris Road and Kennedy Road from the rail crossings.

These improvements will benefit Pitt Meadows residents and local road users by improving safety and community access, creating more reliable travel times, and providing better emergency response options.

How to participate

This is the first of three planned engagement periods. You're invited to learn more about the project, help us define our guiding principles, and share your input both in person and online.

Open house Wednesday, October 30, 2019 4:00 – 8:00 p.m. Heritage Hall, 12460 Harris Road	Online engagement October 21 – November 22, 2019 Share your input online at portvancouver.com/pittmeadowsengagement
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Learn more

portvancouver.com/pittmeadowsroadandrail
pittmeadowsroadandrail@portvancouver.com | 604.665.9108

Pitt Meadows Road and Rail Improvements

Phase one engagement

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LEARN MORE

portvancouver.com/pittmeadowsroadandrail
pittmeadowsroadandrail@portvancouver.com | 604.665.9108

Pitt Meadows Road and Rail Improvements

Engagement now open

portvancouver.com/pittmeadowsroadandrail



Engagement activities

We conducted the following activities as part of the first phase of engagement for the Pitt Meadows Road and Rail Improvements Project.

Throughout this phase of engagement, we reached out to and met with several businesses and property owners to learn about their concerns and business operations. These meetings are the first of many, and, as the project progresses, meetings with stakeholders will continue.



Stakeholder meetings and outreach

On September 4, 2019, the project team delivered letters that provided background information about the project along with an invitation to meet with staff to discuss the project in detail. The letters were delivered to 30 properties and businesses located along Kennedy Road and Harris Road. Following the letter drop, the project team met with the following businesses and property owners:

Met with

- Foamers' Folly Brewing Company
- Hughes Trucking
- Keystone strata
- Meadows Landscape Supply Ltd.
- Miles Tires
- Iconic Hair Studio
- Otter Co-op store
- Pitt Meadows Heritage and Museum Society*
- Pitt River Lumber
- Other local private property owners**



If you are a property owner or business operator located near the Harris Road or Kennedy Road rail crossings and would like to meet with the project team, please email us at pittmeadowsroadandrail@portvancouver.com

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

* An ongoing, separate engagement process is under way with the Pitt Meadows Heritage and Museum Society.

** Private property addresses not listed above





Open house

On October 30, 2019, we held an open house at Heritage Hall in Pitt Meadows. Staff from the port authority, CP and the City of Pitt Meadows attended to answer questions and spoke with roughly 200 attendees.

Topics

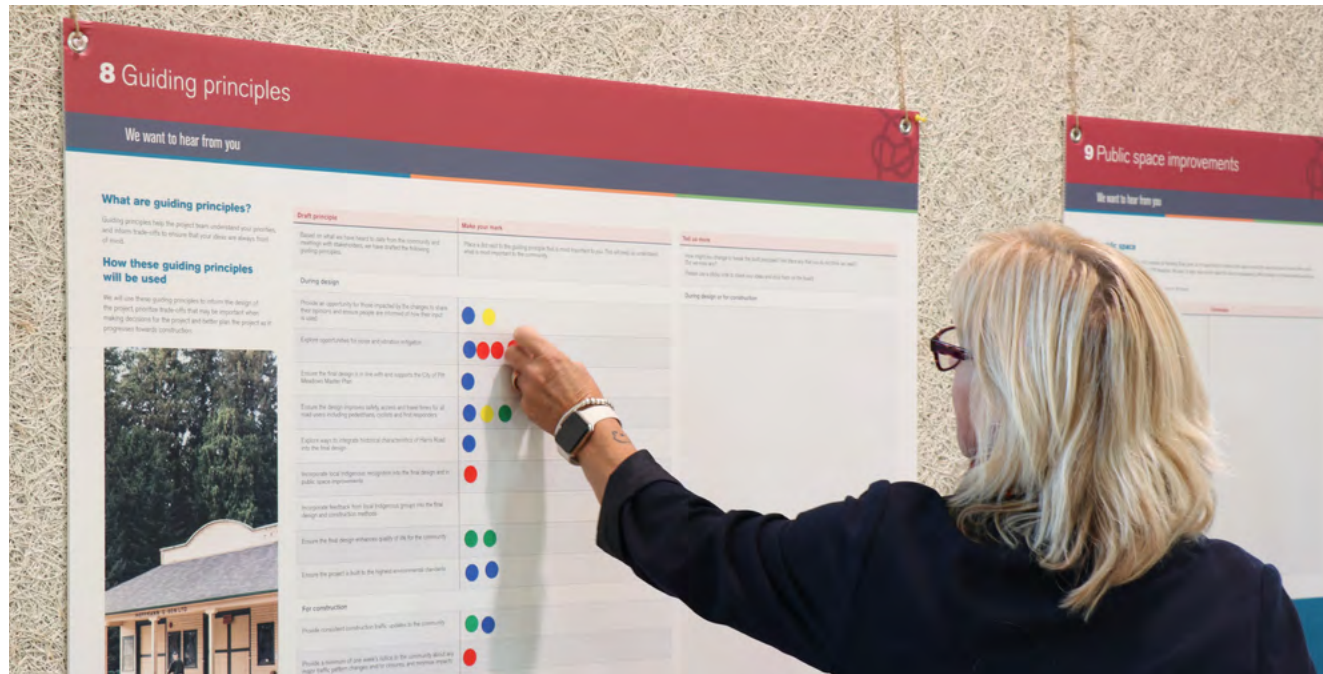
The open house included three interactive engagement boards on specific topics. We asked participants to share their ideas for guiding principles, public space improvements and hours of construction. Below is a summary of the feedback we received.

Guiding principles

Guiding principles provide us with an understanding of the community's priorities, and inform trade-offs when we make decisions for the project as it progresses through design and construction.

Voting exercise

We asked participants to place a dot on the principles they felt were the most important. We will use this feedback to refine these guiding principles.



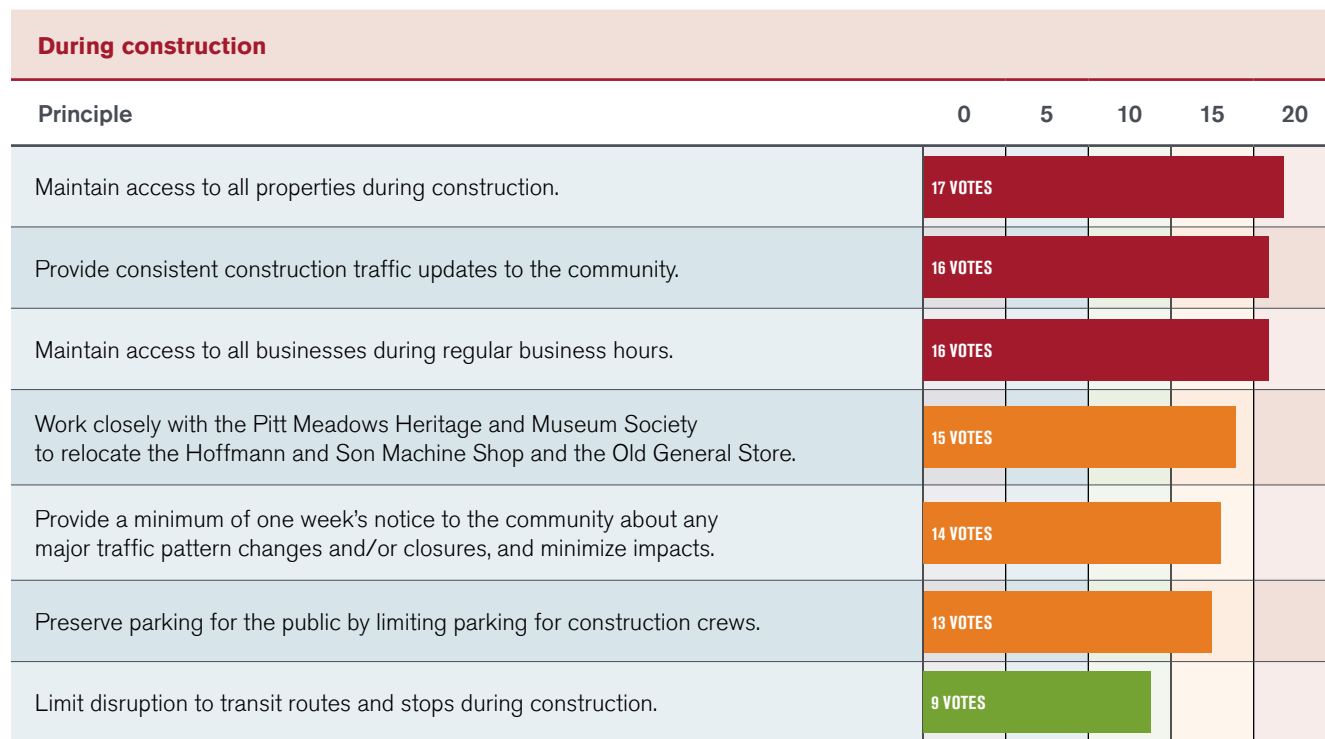


The following table indicates which **design** principles were most important to those who completed the exercise.

During design					
Principle	10	20	30	40	50
Explore opportunities for noise and vibration mitigation.	57 VOTES				
Ensure the design improves safety, access and travel times for all road users, including pedestrians, cyclists and first responders.	28 VOTES				
Ensure the final design enhances quality of life for the community.	19 VOTES				
Ensure the project is designed and built to the highest levels of sustainability standards.	16 VOTES				
Explore ways to integrate the historical characteristics of Harris Road into the final design.	15 VOTES				
Provide an opportunity for people impacted by the changes to share their opinions, and ensure that people are informed on how their input is used.	14 VOTES				
Ensure the final design is in line with and supports the City of Pitt Meadows Master Plan.	12 VOTES				
Incorporate feedback from local Indigenous groups into the final design and construction methods.	10 VOTES				
Incorporate local Indigenous recognition into the final design and in public space improvements.	9 VOTES				



The following table indicates which **construction** principles were most important to those who completed the exercise.



Summary of comments

- Ensure that all users can get through the construction site safely, including those with mobility aids
- Use expert traffic control crews at construction and detour sites
- Install ample signage well in advance of detours and road closures



4 Project timeline

Information



Pitt Meadows Road and Rail Improvements Project

Research and funding		Planning and design		Construction	
2017	2018	2019	2020	2021	2024
Project submission to the National Stage-1 funding.	June 2018: The Government of Canada grants funding to design and complete the project through the National Stage-1 funding.	August 2019: Technical analysis completed. The project is ready to be designed and constructed. The project is ready to be designed and constructed. The project is ready to be designed and constructed.	Early 2020: Design options. The project is ready to be designed and constructed. The project is ready to be designed and constructed. The project is ready to be designed and constructed.	Early 2021: Project approval. The project is ready to be designed and constructed. The project is ready to be designed and constructed. The project is ready to be designed and constructed.	Construction start.

Pitt Meadows

Heritage buildings

The project area includes several heritage buildings. The project is designed to be designed and constructed. The project is designed to be designed and constructed. The project is designed to be designed and constructed.

recovery

Public space improvements

At the open house, we asked participants to share opportunities, challenges and ideas for public space improvements as part of the project.



Summary of comments



Enhance pedestrian and cycling facilities along Harris Road.



Maintain the heritage feel of Pitt Meadows and ensure the design of the underpass complements the aesthetic of the community.



Ensure the design of the underpass allows for art and murals that are bright and colourful.



Consider making Harris Road wider than four lanes to accommodate future growth.



Maintain as much green space as possible; if trees need to be removed, they should be replaced.



Ensure the underpass is safe and that there is a “safe feeling” for pedestrians walking through it.





Construction options

As part of this exercise, we asked participants to share their preference about when construction should happen for Harris Road and Kennedy Road. We also ask participants to share their ideas, opportunities and challenges for managing traffic during construction.

Construction preferences for Harris Road			
<div>35</div> <div>TOTAL VOTES</div> <div>Construction should only happen as per city bylaws (Monday to Saturday from 7:00 a.m. to 7:00 p.m.).</div>	<div>6</div> <div>TOTAL VOTES</div> <div>I'm comfortable with construction happening according to the bylaws and between 9:00 a.m. and 6:00 p.m. on Sundays.</div>	<div>7</div> <div>TOTAL VOTES</div> <div>I'm comfortable with extended hours, beyond the bylaw requirements, if it means construction can be completed faster.</div>	<div>0</div> <div>TOTAL VOTES</div> <div>I don't have a preference.</div>

We asked participants to indicate their construction preference for Kennedy Road, however, that activity didn't receive any votes.

Summary of comments

● If possible, maintain two lanes of traffic in each direction during construction

● Consider hours for resident-only access

● Do not construct the underpass and overpass at the same time

● Complete construction at night

● Construction should not happen on weekends

● Maintain parking for businesses during construction





Questionnaire

The questionnaire was available online from October 21 to November 22, 2019 at www.portvancouver.com/pittmeadowsengagement. Hard copies of the questionnaire could be completed at the open house or be dropped off by November 22, 2019 at Pitt Meadows City Hall. On the following pages is a summary of the feedback received from the questionnaire.

Response numbers				
384	294	74	16	711
people provided feedback via questionnaire.	completed the entire questionnaire.	people completed part of the questionnaire.	people submitted paper copies.	comments total *



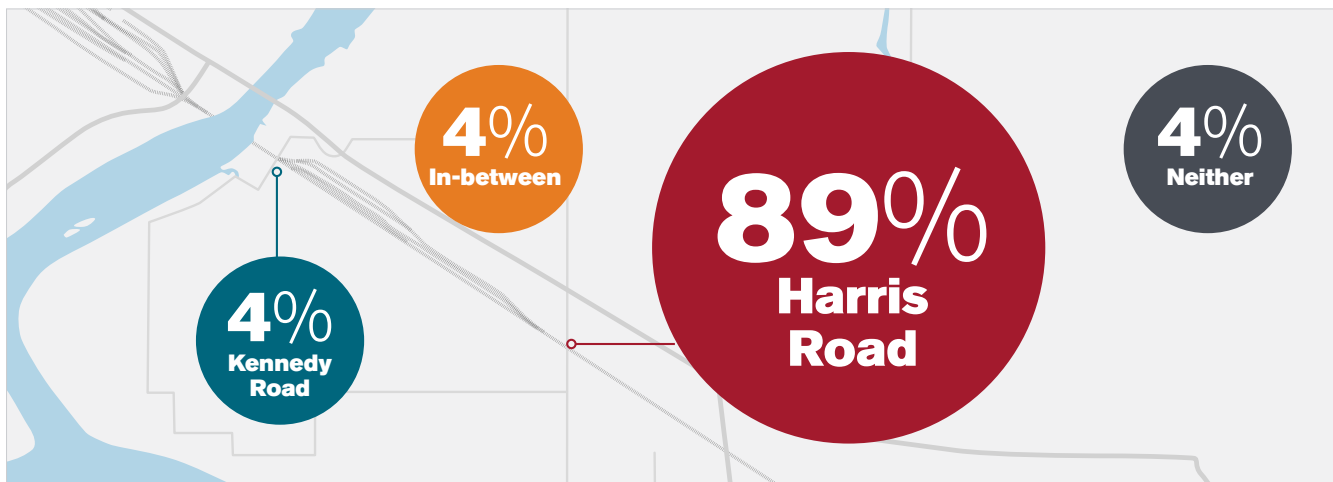
* Comments have been themed and summarized. The summary below is a snapshot of the most commonly received comments.

Who provided feedback

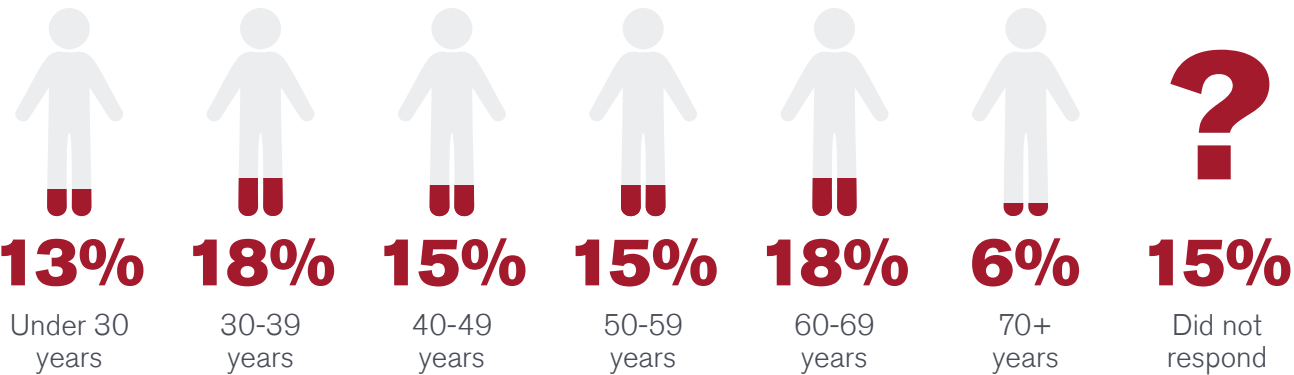
Where do you live?



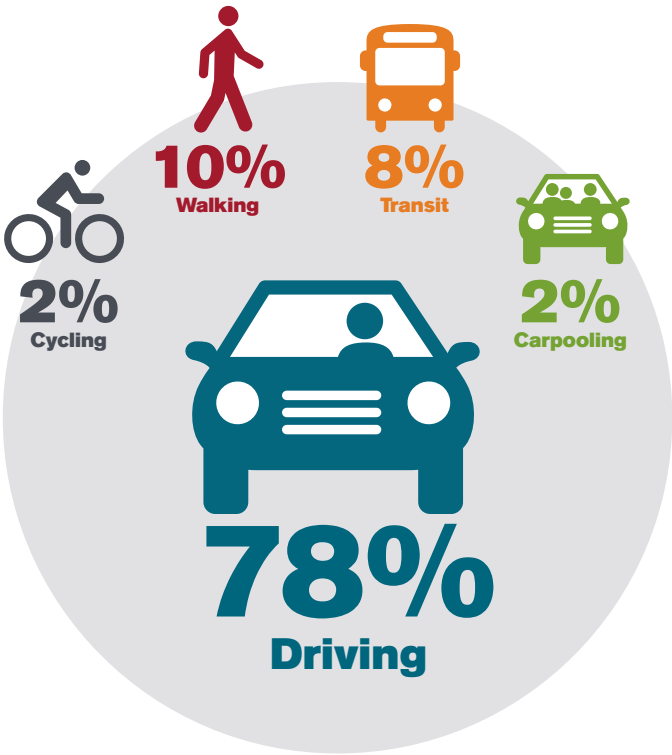
Which crossing do you live closest to?



What is your age?

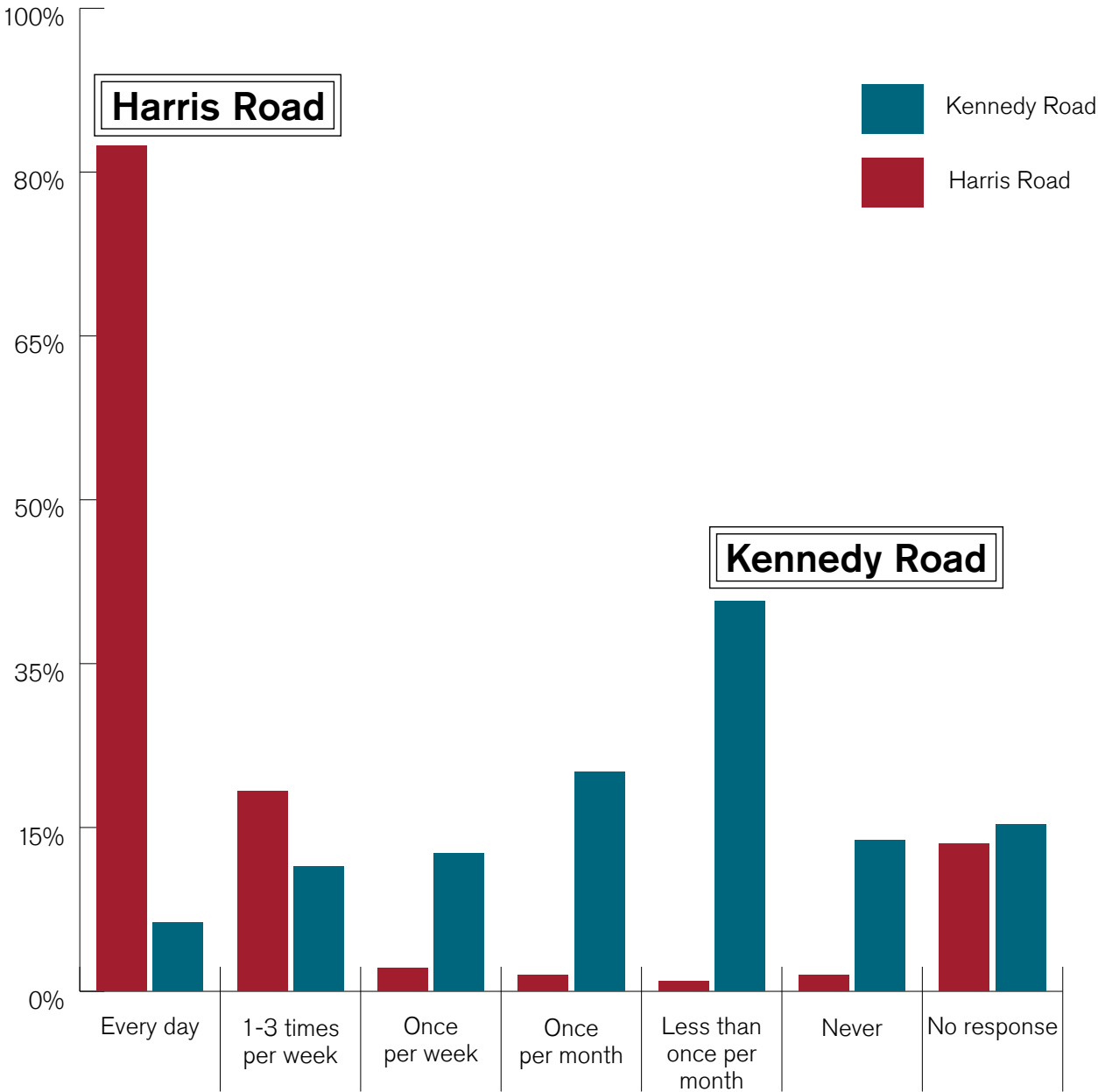


What is your primary mode of transportation?



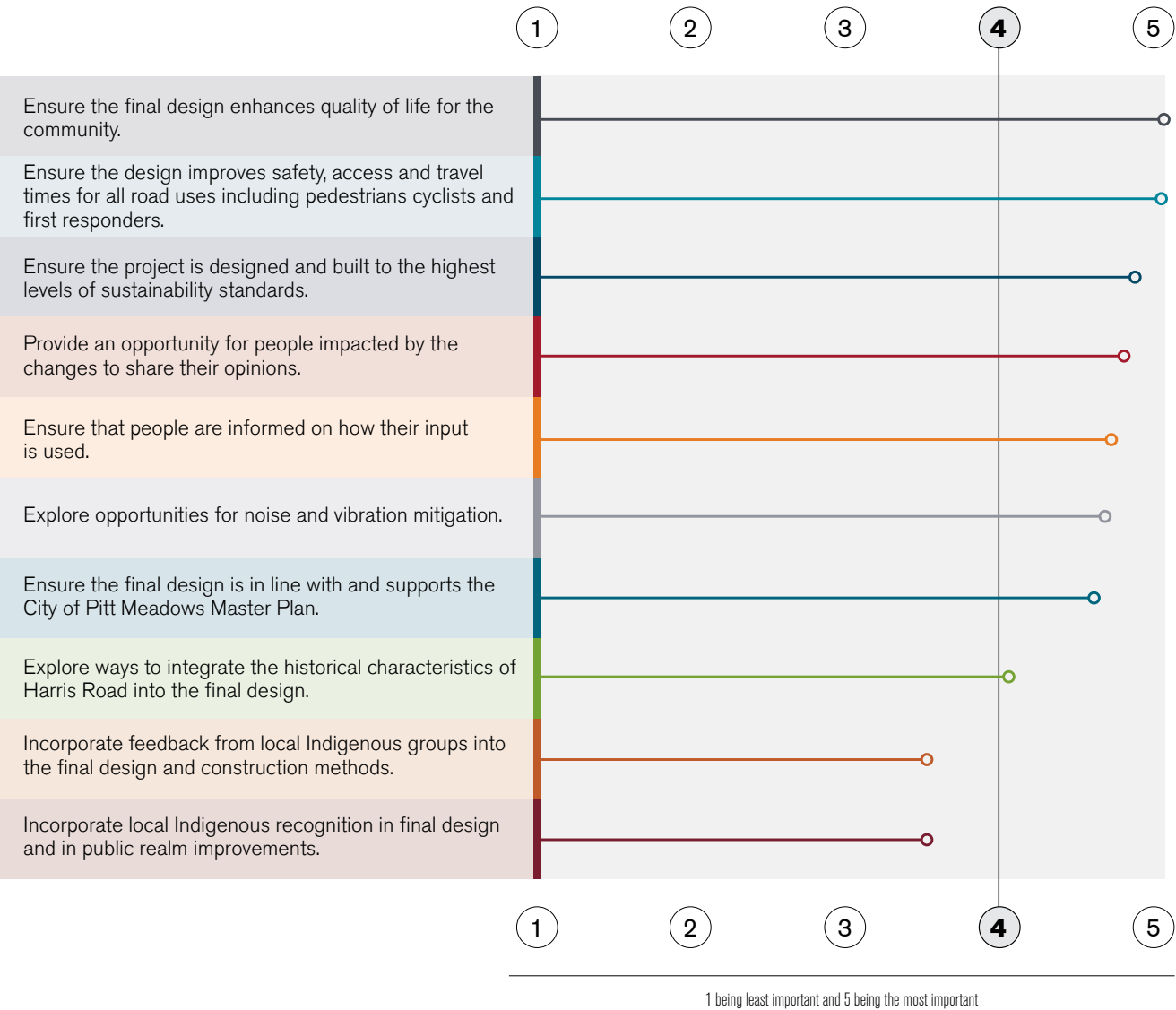


How often do you travel on Harris Road vs. Kennedy Road?



Guiding principles—design

On a scale of 1 to 5, tell us how important the following draft design guiding principles are to you.



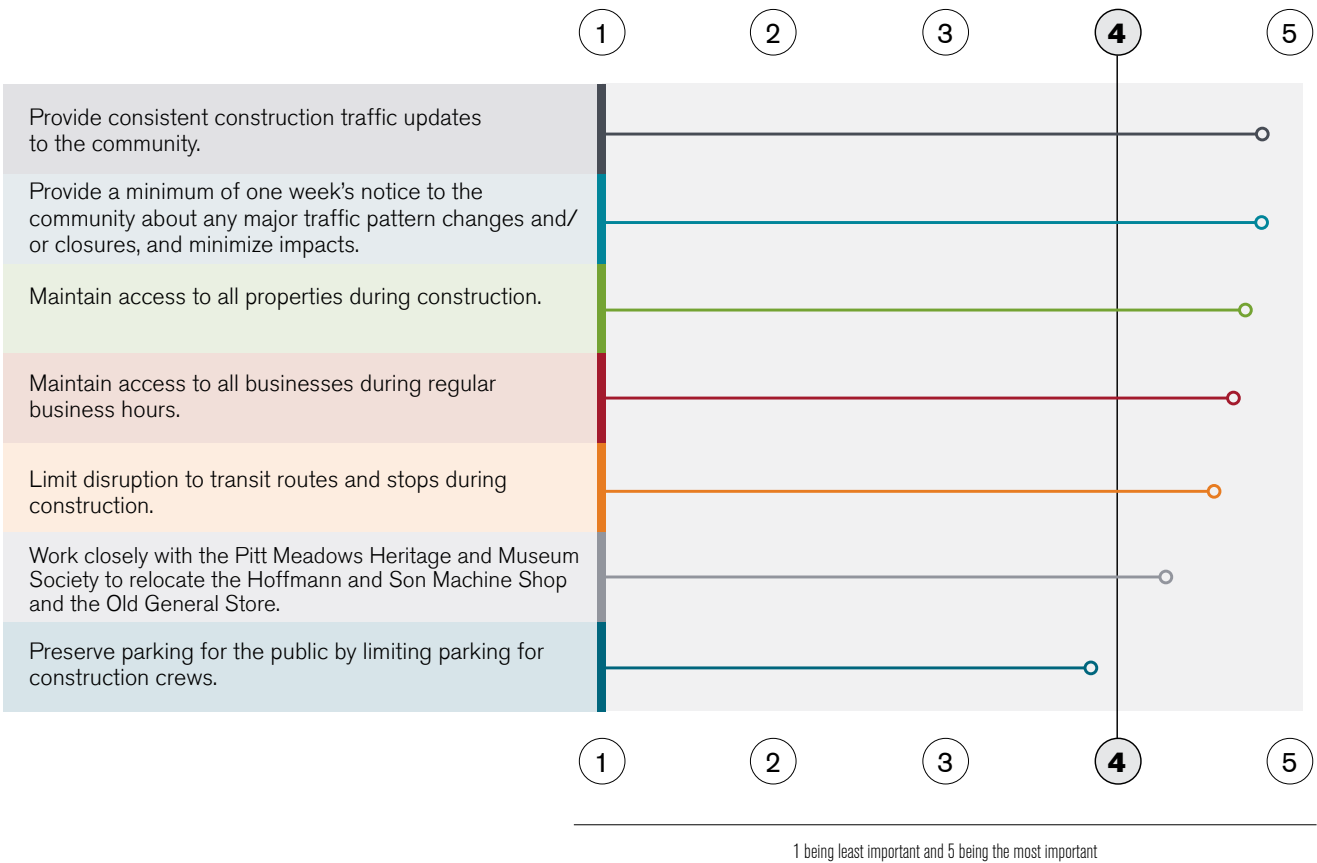


Summary of comments

- Meaningful noise and vibration mitigation against on-going rail operations rail operations is a priority
- Stronger principles around environmental protection and impact
- Maintain as many trees and green space as possible
- Ensure the design takes into account future use including population growth, increasing the West Coast Express, and transit and other transportation changes
- Ensure the design of the underpass is aesthetically appealing and feels safe to use for all, especially women, children and those with mobility aids
- Consider climate adaptation and flooding
- Extend safety beyond just road users and people travelling. It should also include people living near the tracks who might be impacted if a train ever derailed and/or dangerous goods spill.
- Quality of life should include health and well-being (air quality/pollution, noise pollution, vibration, etc.)
- Maintain the sidewalks at-grade to maintain access to business and recreation near the crossing
- Consider impacts on other nearby infrastructure, e.g. diking and multi-use trails near Kennedy Road overpass and the Keystone building on Harris Road
- The design of the underpass should maintain parking and access to businesses along Harris Road
- Ensure the final design of the underpass is reflective of the community and its heritage

Guiding principles—construction

On a scale of 1 to 5, tell us how important the following draft construction guiding principles are to you.



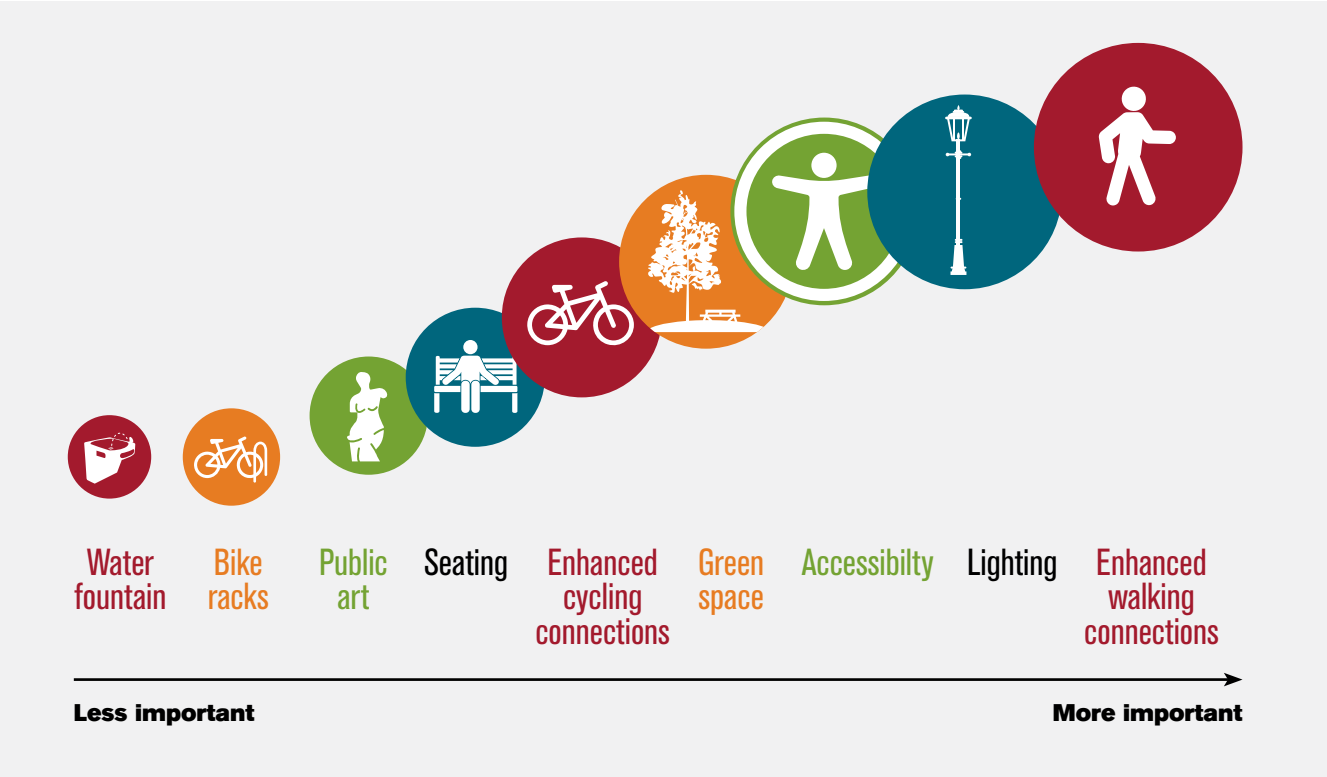


Summary of comments

- When planning for traffic management during construction, consider adjusting the traffic lights to facilitate the flow of traffic
- Limit evening and night construction
- Provide lots of advance notice of detours and road closures, including appropriately placed road signage
- Limit noise and vibration caused by construction
- Ensure detour routes can handle the additional vehicle demand, especially during the busiest times (morning, school pick-ups/drop-offs and evening commute times)
- Limit traffic impacts during morning and evening commute times
- Ensure that detours also work for pedestrians and cyclists, especially for those who use mobility aids and parents/caregivers of young children who use strollers
- Consider a safe truck route through Pitt Meadows
- Limit the impact to businesses along Harris Road and maintain access and parking
- Don't build both at the same time; complete the Kennedy Road overpass before starting the Harris Road underpass
- Provide more information for businesses and residents in the Keystone building, including access, parking, maintaining the structural integrity, and road configuration when complete
- Hire skilled traffic flaggers who can keep everyone safe while facilitating the flow of traffic

Public space improvements—Harris Road

What public space improvements would you like to see around the future Harris Road underpass?



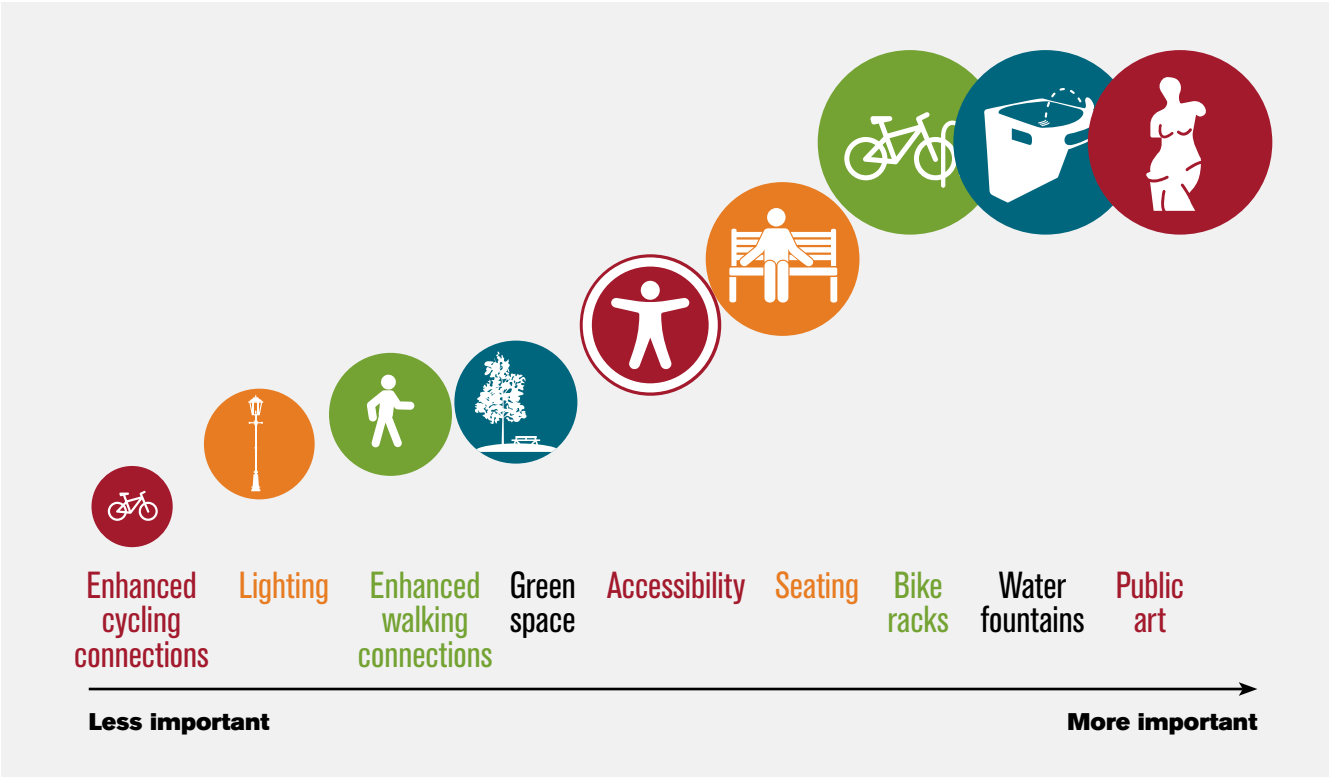


Summary of comments

- More trees, garbage cans/recycling receptacles, graffiti and weather-proof signage, and wayfinding signage
- Walking facilities within the underpass should be wide enough to accommodate more than two people: lots of children, parents and seniors with mobility aids use this route every day
- Consider an elevated pedestrian path across Harris Road to make it easy for people to cross without having to go way out of their way
- Make sure the design of the underpass is open and bright so it feels safe and prevents vandalism
- A dog park area for Keystone residents and other nearby residents with dogs
- Heritage corner, or something similar to Burnaby Village, that allows the area to feel more like a destination that people want to visit and spend time in
- Maintain easy access to the heritage sites for pedestrians
- The underpass should be designed and built so it's sustainable, safe, effective and charming
- The design of the underpass should reflect the history of Pitt Meadows; the new location of the heritage buildings should reflect their historical significance
- Design the underpass to prevent echoing from traffic noise
- Allocate space in the area that can be rented by local vendors, food trucks, etc.
- Parking for businesses in the area
- A viewing platform to view the trains
- Include the community and local artists to inform and develop public art (fences, murals, etc.) opportunities
- Traffic surveillance cameras
- Safe cycling access
- A screen to block the view of the trains

Public space improvements—Kennedy Road

What public space improvements would you like to see around the future Kennedy Road overpass?



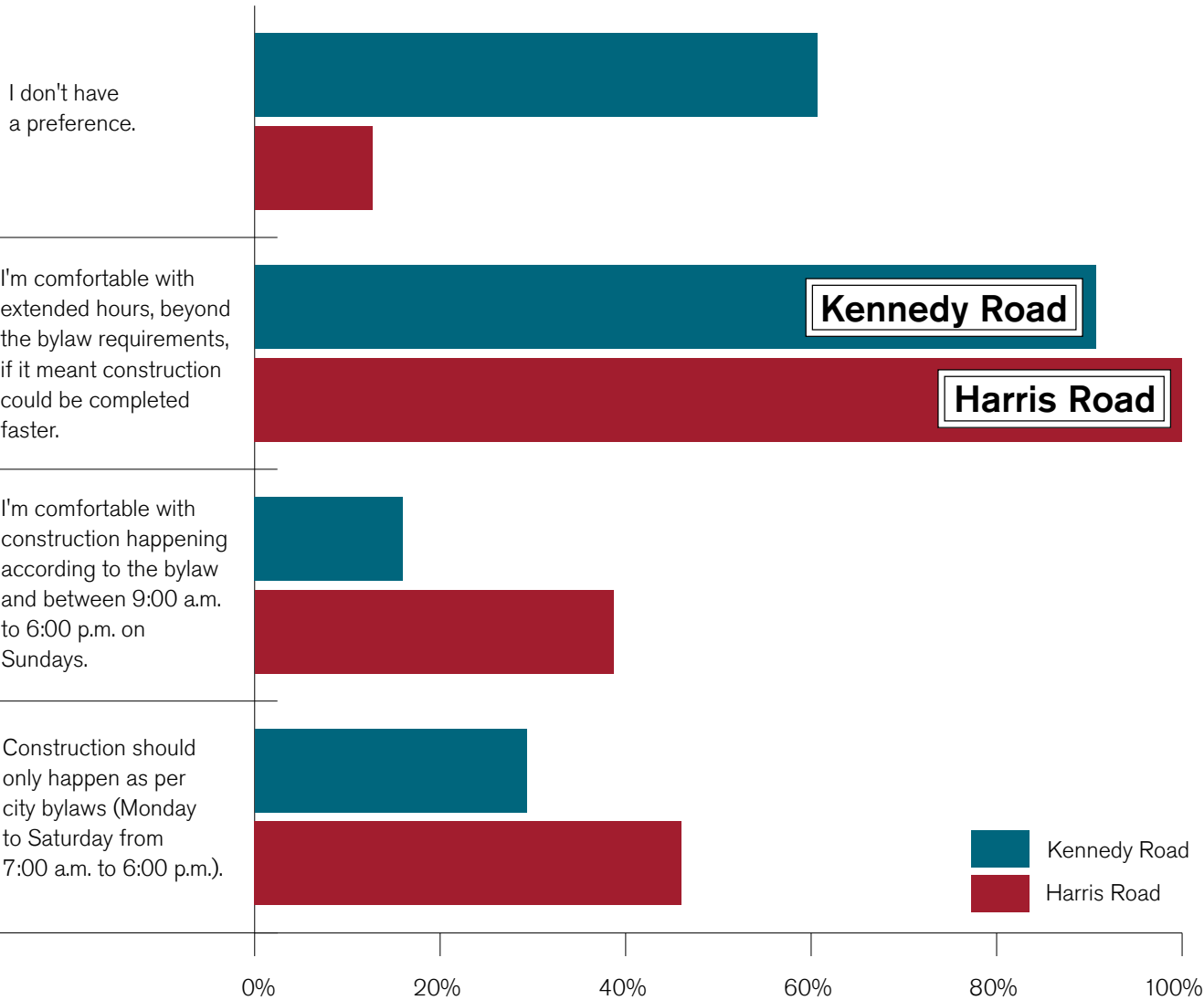
Summary of comments

- Enhance multi-use recreational connections. The trail is a critical link for users, including people cycling, walking and horseback riding. Improving this access point should be considered alongside access for the overpass itself.
- Improve truck safety, including enough space to turn safely



Construction and traffic management

Please indicate your preferred hours of construction.



What traffic impacts are you most concerned about during construction?

Summary of comments

- Long waits, noise and road closures
- Construction impacting traffic on Harris Road during commuting times
- Trains and traffic travelling through this area when there is construction going on
- Harris Road and Kennedy Road being closed at the same time
- Getting children to school and daycare on time
- Emergency response access
- Disruption to transit and the West Coast Express
- Bottlenecks and congestion
- Access to businesses and homes (especially Keystone)
- Reducing the impact to Otter Co-op; Pitt Meadows is an agricultural town and Otter Co-op is the only agriculture store in the area
- Safe pedestrian access during construction, especially for those with mobility issues and young children (e.g. not blocking walkways with signage)
- The financial impact to businesses along Harris Road during construction
- Environmental impacts due to congestion and emissions
- Construction taking longer to complete than planned for
- Impact to parking during construction
- Other construction happening in Pitt Meadows at the same time

What can we do to reduce how construction impacts you when you are travelling?

Summary of comments

- Ensure detours can handle the additional traffic and can facilitate the flow of traffic in and out of Pitt Meadows
- Avoid construction during rush hours from 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m., or restrict access during this time
- Maintain road access or detour routes for access
- Use portable sound barriers to shield cyclists, pedestrians and those using mobility aids from any loud construction work
- Minimize disruptions as much as possible and keep everyone informed of impacts
- Only construct one at a time (overpass or underpass) and ensure there is no other unrelated construction happening at the same time
- Maintain access to Keystone
- Use lots of traffic assistants and flaggers
- Install lots of construction and detour signage well in advance of the work
- Coordinate detours with traffic lights along Harris road, Lougheed highway, transit and the West Coast Express schedule
- Provide easy access to information about traffic waits, detours, etc.
- Restrict construction crew parking in the area
- Post wait-times on roadside digital boards
- Commit to a certain level of delay (e.g., No one will wait longer than five minutes.)



Frequently asked questions

In addition to the feedback we heard, we also received many questions about the project. Below are the answers to some of the most frequently asked questions.

Where will the heritage buildings be moved to?

We are working closely with the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society to secure a location for the Hoffmann and Son Machine Shop and the Old General Store. At this point, we do not have a permanent location and are undertaking studies to understand the ground and structural conditions. We will have more information to share with you in the second phase of engagement.

What are sustainability standards?

The port authority follows a set of green infrastructure guidelines. The guidelines are informed by existing best practices used by other ports, local agencies and the Institute for Sustainable Infrastructure in order to build infrastructure in a sustainable way. When we design and build infrastructure, we consider the economy, health and the environment.

How will Indigenous feedback be incorporated? Will it be handled similarly to other public input or handled differently?

In discussions to date, Indigenous groups have been interested in addressing archeological resources, environmental mitigation/enhancement and opportunities for cultural recognition, as well as participation during construction. During 2020, the port authority will be further engaging Indigenous groups in on these topics.

How is the port authority working with the Keystone development to mitigate the impact to residents and businesses?

We are working closely with the Keystone strata to mitigate impacts to residents and businesses. As the design of Harris Road progresses, we will continue to engage with the Keystone strata to listen and further resolve concerns from Keystone residents and businesses, and incorporate their feedback into the design and construction of the Harris Road underpass, where appropriate.



How can residents who are who are impacted by construction or interested in the project meet with the project team?

Residents can reach out to us to set up a meeting by emailing us at:

✉ pittmeadowsroadandrail@portvancouver.com

The locations of the underpass and overpass are on flood plains. How are you going to build these structures without compromising the integrity of other structures nearby?

We are working with a range of engineering experts to design both the underpass and overpass to minimize the impact to adjacent buildings and areas. This includes undertaking geotechnical and soil studies to better understand the ground and the overall area. This information will be used to inform construction techniques and methods to protect nearby structures. Field engineers will be on site throughout construction to ensure that proper methods and other requirements such as noise and hours of work are followed.

Why were these locations chosen for the underpass and overpass?

The rail crossings in Pitt Meadows were chosen because of the current bottlenecks they cause. The Harris Road crossing in particular was identified by Transport Canada as a priority for safety upgrades. Together, these two rail crossings see a high volume of trains and trucks because they access the Vancouver Intermodal Facility and Auto Compound. As trade continues to

grow, the number of trains crossing at Harris Road and Kennedy Road will also continue to increase over time to accommodate this growth.

Separating the road from the rail crossings at Harris Road and Kennedy Road will improve safety, access and reliability for road users, while improving the movement of trains to and from the intermodal facility and auto compound in Pitt Meadows to the Port of Vancouver and to the rest of Canada.

How does CP operate? How is the rail industry regulated in Canada?

CP operates in a highly regulated environment and their railway operations and business activities are subject to federal laws, regulations and rules in both Canada and the United States. CP meets or exceeds all federal statutes and regulations, as a railroad whose operations cross provincial and national boundaries. CP operates safely and efficiently.

Rail operators in Canada are regulated by The Canadian Transportation Agency and Transport Canada in Canada.

Can you provide additional information on the track configuration?

At this point CP does not have a final track design for the project as a number of options are being explored - each with different opportunities and configurations, but will be adjacent to the existing tracks. CP plans to have more information to share in the second phase of public engagement in mid-June 2020 as part of the broader project update to the community.





How your feedback will be used

We will share your feedback with Pitt Meadows City Council and use it to inform the planning, design and construction of the project, along with technical analysis, feasibility and budget.

Next steps

Throughout winter and spring 2020, we will be working to complete a series of studies to understand current ground conditions, traffic, noise and environment conditions. All of this information, along with public feedback and budget, will inform design options and considerations.

The next phase of public engagement is planned for summer 2020, at which time we will share design options for the Harris Road underpass and Kennedy Road overpass for further feedback.



In the meantime, we encourage you to sign-up for the project newsletter at portvancouver.com/pittmeadowsroadandrail for updates on the project and to be notified of engagement opportunities.



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