



CITY OF
Pitt Meadows
The Natural Place

Staff Report to Council

Community Services

FILE: 11-5400-16/18

DATE: November 08, 2018

Date of Meeting – November 13, 2018

TO: Mayor and Council

FROM: Lisa Grant, Director of Community Services

SUBJECT: Future of Transportation in Pitt Meadows, Engagement Summary Report

RECOMMENDATION(S): THAT Council:

- A. Receive the report entitled "Future of Transportation in Pitt Meadows, Engagement Summary Report" dated November 8, 2018; AND
- B. Direct staff to prepare a staff report with an analysis of the engagement results and identify next steps including any additional consultation with residents and members of Gateway Transportation Collaboration Forum, TransLink and Ministry of Transportation and Infrastructure for Council's consideration and direction; OR
- C. Other.

CHIEF ADMINISTRATIVE OFFICER COMMENT/RECOMMENDATION:

PURPOSE

To get direction from Council to prepare a report on the next steps concerning major transportation initiatives.

☐ Information Report

☒ Direction Report

☐ Decision Report

DISCUSSION**Background:**

In January 2018, representatives from Gateway Transportation Collaboration Forum (GCTF) presented at a regular Council about funding opportunities and proposals for grade separation at Harris Road (underpass) and Kennedy Road (overpass). GCTF is an entity of the Greater Vancouver Gateway Council. They are an industry-led organization that addresses matters related to the movement of goods and people in the region; specifically related to seaports, airports and carriers. The Greater Vancouver Gateway Council formed GCTF to seek federal funding for regionally significant infrastructure projects that will help meet their goals of doubling the movement of goods and people in the region by 2030.

In addition to the proposed grade separation projects, Ministry of Transportation has expressed an interest in infrastructure improvement at key intersections along Lougheed Highway. TransLink will be launching the B-Line rapid bus service along Lougheed Highway in the fall of 2019.

Relevant Policy, Bylaw or Legislation:

Official Community Plan and Transportation Master Plan provide guidance on these proposed infrastructure projects.

Analysis:

Due to the significant number of potential transportation projects, the City along with GCTF, Ministry of Transportation and Infrastructure, and TransLink undertook an education and engagement session from June to July 2018. This included a facilitated small group meeting, open house, survey and intercepts. The finding of this engagement is now complete (Attachment A).

As a next step, staff is recommending Council receive the report and direct staff to prepare a report that will detail next steps as it relates to many of the above noted potential infrastructure projects.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☐ Corporate Excellence

 ☐ Economic Prosperity

 ☒ Community Livability
☒ Transportation & Infrastructure

 ☐ Not Applicable

FINANCIAL IMPLICATIONS

- ☐ None

 ☐ Budget Previously Approved
☒ Other

 ☐ Referral to Business Planning

PUBLIC PARTICIPATION

☐ Inform ☐ Consult ☒ Involve ☐ Collaborate ☐ Empower

Comment(s):

This was the initial engagement session that brought all major transportation agencies together to provide an opportunity

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☐ No

Katzie First Nation was in attendance at a stakeholder in the spring of 2018 meeting and identified the impact of the proposed projects and their interest in the transportation network.

SIGN-OFFS

Written by:

Reviewed by:

Lisa Grant, Director of Community Services

ATTACHMENT(S):

- A. Engagement Summary Report: the Future of Transportation in Pitt Meadows dated August 2018



Engagement Summary Report

August 2018

The Future of Transportation in Pitt Meadows
Community Engagement
June 18 – July 31, 2018

PREPARED BY:
Kirk & Co. Consulting Ltd.

FOR:
City of Pitt Meadows
TransLink
Vancouver Fraser Port Authority
Canadian Pacific
Ministry of Transportation and Infrastructure

Kirk&Co.

ABOUT KIRK & CO. CONSULTING LTD.

Kirk & Co. is a recognized industry leader in designing and implementing comprehensive public and stakeholder consultation and engagement programs. Utilizing best practices, consultation and engagement programs are designed to maximize opportunities for input. Kirk & Co. independently analyzes and reports on public and stakeholder input.

The views represented in this engagement summary report reflect the priorities and concerns of engagement participants. They may not be representative of the views of all people who live and work in Pitt Meadows because participants self-selected into the Future of Transportation in Pitt Meadows community engagement, and therefore do not reflect a random sample.

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1.0

Background

From June 18 to July 31, 2018, the City of Pitt Meadows hosted an engagement process for members of the community to provide feedback about their priorities for the future of transportation in the city.

There are a number of organizations that have a role in various aspects of transportation planning and investment in Pitt Meadows. Recognizing this, the City brought them together in this engagement process so that participants could learn more about various initiatives under consideration or development, all in one place, and how these initiatives could affect how people move around Pitt Meadows in the future.

The initiatives that were the subject of the engagement period were:

TransLink

- New B-Line in 2019
- Development of the Maple Ridge-Pitt Meadows Area Transport Plan

Vancouver Fraser Port Authority / Canadian Pacific

- Proposed grade separations of railway at Harris Road and Kennedy Road

Ministry of Transportation and Infrastructure

- Planning for future improvements to increase safety and reliability along Lougheed Highway

City of Pitt Meadows

- Planning for potential future local connections:
 - North Lougheed Connector
 - Kennedy-McTavish Connector
 - Allen Way-McTavish Connector

While each of the initiatives proposed by these organizations is at a different stage of development, and not all are planned to happen in the same time frame, the City's goal was that participants could have a chance to learn about each of the initiatives and their current state of development or planning.

This report provides a summary of the feedback received by the City of Pitt Meadows during the engagement process.

All input received through this community engagement will be shared with the relevant organizations and will be considered, along with technical and financial information, as they advance their initiatives through planning and development.



2.0

Community engagement: June 18 – July 31, 2018

2.1 PARTICIPATION

There were a total of **424** participant interactions during the community engagement:



206

feedback forms were received
(152 online, 54 hard copy)



162

people attended a public
open house



33

people attended a small
group meeting



21

people participated in brief intercept
interviews at the Pitt Meadows Family
and Recreation Centre



2

people provided feedback
through email



A public open house was held at the Pitt Meadows Heritage Hall on Monday, June 25, 2018.

2.2 NOTIFICATION

Notification activities to inform the community about the opportunity to participate in the engagement process were broad and included the following:



Postcards

Delivered by Canada Post to all residents and businesses in Pitt Meadows (approximately 7,000 postcards).



Media release

A media release was issued by the City on Thursday, June 21, inviting people to RSVP for the June 25 small group meeting or participate through other methods.



Print advertisements

Advertisements ran in the Maple Ridge – Pitt Meadows News on Wednesday, June 13, Wednesday, June 20, Friday, June 22 and Wednesday, July 4.



Stakeholder emails

Emails were sent to the City of Pitt Meadows' Active Transportation Committee and Open Government Committee, and the Ridge Meadows Chamber of Commerce, who forwarded it to approximately 75 Pitt Meadows businesses and residents.



Online advertisements

Facebook ads ran from June 15 to June 25 (10,876 impressions).



Social media

14 tweets from @citypittmeadows, 5 posts to www.facebook.com/pittmeadows, and 1 Instagram post from @citypittmeadows leading up to and during the engagement period.



City of Pitt Meadows website spotlight

The Future of Transportation community engagement was featured on the City's website from June 18 to July 16.



All engagement materials were available at **haveyoursaypittmeadows.ca**.



Lougheed Highway digital billboard

Two billboards ran from June 25 until August 2 and directed viewers to haveyoursaypittmeadows.ca.

See Appendix 1 for examples of the notification materials.

2.3 ENGAGEMENT METHODS

2.3.1 Discussion guide and feedback form

The City of Pitt Meadows developed a discussion guide which provided information regarding transportation within the city. The discussion guide introduced the transportation initiatives proposed by the other organization, and provided context from the City's perspective. Included in the discussion guide was a feedback form, which readers were encouraged to complete after reviewing display boards provided by each organization.

Please see Appendix 2 for a copy of the Discussion Guide and Feedback Form.

2.3.2 Display Boards

Each organization produced a set of display boards related to its proposed initiatives. These display boards were provided to small group meeting participants, shown in large format at the open house and posted online.

Please see Appendix 3 for a copy of the four sets of Display Boards

2.3.3 Online Materials

All materials were available online on the City of Pitt Meadows' new engagement website, haveyoursaypittmeadows.ca. Of the 206 feedback forms received, 152 (74%) were submitted online.

2.3.4 Small Group Meeting

33 people attended the small group meeting held at Pitt Meadows Heritage Hall.

The small group meeting provided attendees with an opportunity to hear from each organization and to participate in a facilitated discussion and question and answer session about the initiatives. Participants were welcomed through opening remarks by Mayor John Becker, Councillor Peter James (Katzie First Nation), MP Dan Ruimy (Pitt Meadows-Maple Ridge), and MLA Lisa Beare (Maple Ridge-Pitt Meadows and Minister of Tourism, Arts and Culture). Following their opening remarks, elected officials and their staff sat at an adjacent table to observe the discussion.

Date	Time	Location	Attendance
Monday, June 25	1:00 – 3:30 p.m.	Pitt Meadows Heritage Hall	33

Please see page 5 for key themes from the small group meeting. See Appendix 4 for a summary of the presentations and discussion at the small group meeting.

2.3.5 Open House

162 people attended a public open house held at Pitt Meadows Heritage Hall following the small group meeting.

The open house allowed community members to drop in and speak with the project teams and ask questions about the transportation initiatives. Display boards were set up around the room to facilitate discussion. Hard copy feedback forms were available and attendees were encouraged to complete the feedback form during the session, at home or online.

Date	Time	Location	Attendance
Monday, June 25	4:00 – 8:00 p.m.	Pitt Meadows Heritage Hall	162

2.3.6 Intercepts at the Pitt Meadows Family Recreation Centre

There were two intercepts at the Pitt Meadows Family Recreation Centre specifically on the topic of the proposed grade separations of railway at Harris Road and Kennedy Road. Participants were also encouraged to attend the open house or to read the engagement materials online and complete the feedback form.

Date	Time	Location	Intercepts
Saturday, June 23	10:00 a.m. – 12:00 p.m.	Pitt Meadows Family Recreation Centre	15
Wednesday, June 27	4:30 – 6:30 p.m.	Pitt Meadows Family Recreation Centre	6

3.0

Community engagement results

3.1 SMALL GROUP MEETING KEY THEMES

Meeting	Key themes
Small Group Meeting Pitt Meadows Heritage Hall Monday, June 25, 2018 1:00 – 3:30 p.m. 33 attendees	<ul style="list-style-type: none"> • Participants expressed the need to engage early and often with the Pitt Meadows Heritage Society regarding relocation of the Pitt Meadows Museum and General Store as a result of the Harris Road Underpass Project. • Participants noted concerns about noise and vibration from existing and future expanded Canadian Pacific operations and asked whether mitigation measures would be explored. • Participants expressed interest in design and opportunities for community enhancement and beautification as part of the proposed Harris Road Underpass Project, including suggestions of First Nation artwork along new infrastructure, pedestrian and cycling facilities, landscaping, and improved access to businesses on Harris Road. • Participants expressed concerns about safety on Highway 7 and suggested improvements at the intersection of Highway 7 and Harris Road.

3.2 FEEDBACK FORM

The following are summary results from the 206 feedback forms and 2 submissions received by email.

Please note that not all respondents answered every question. The total number of mentions for qualitative data may exceed the total number of respondents as participants may have commented on more than one topic.

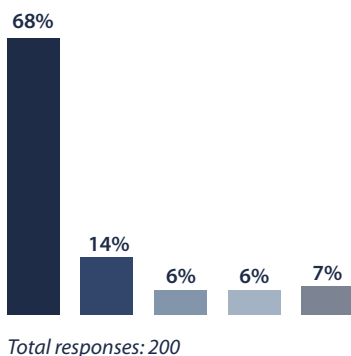
TOPIC 1 – VANCOUVER FRASER PORT AUTHORITY / CANADIAN PACIFIC

Proposed grade separations of railway at Harris Road and Kennedy Road

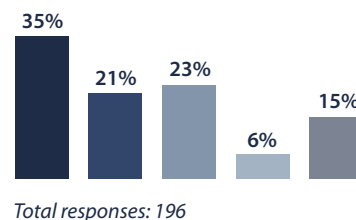
PROJECT OBJECTIVES

1. Please rate your level of agreement with the following objectives for the Harris Road Underpass and Kennedy Road Overpass Project:

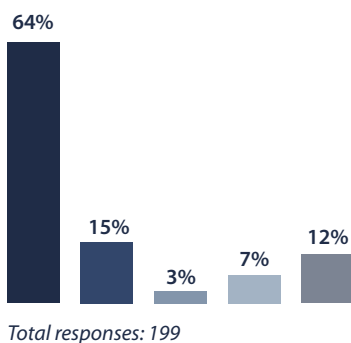
Improve response time for emergency services and increase reliability for commuters, transit users and commercial drivers



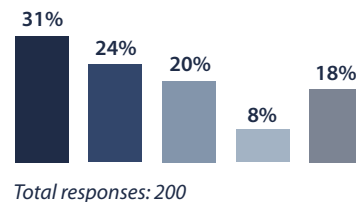
Reduce the effects of growing trade on communities



Improve safety and eliminate rail crossing-related delays for drivers, cyclists and pedestrians



Help the port authority and industry responsibly manage growing trade through the Port of Vancouver



Strongly agree
 Somewhat agree
 Neither agree nor disagree
 Somewhat disagree
 Strongly disagree

2. Are there any other considerations you would like considered as part of the project objectives?

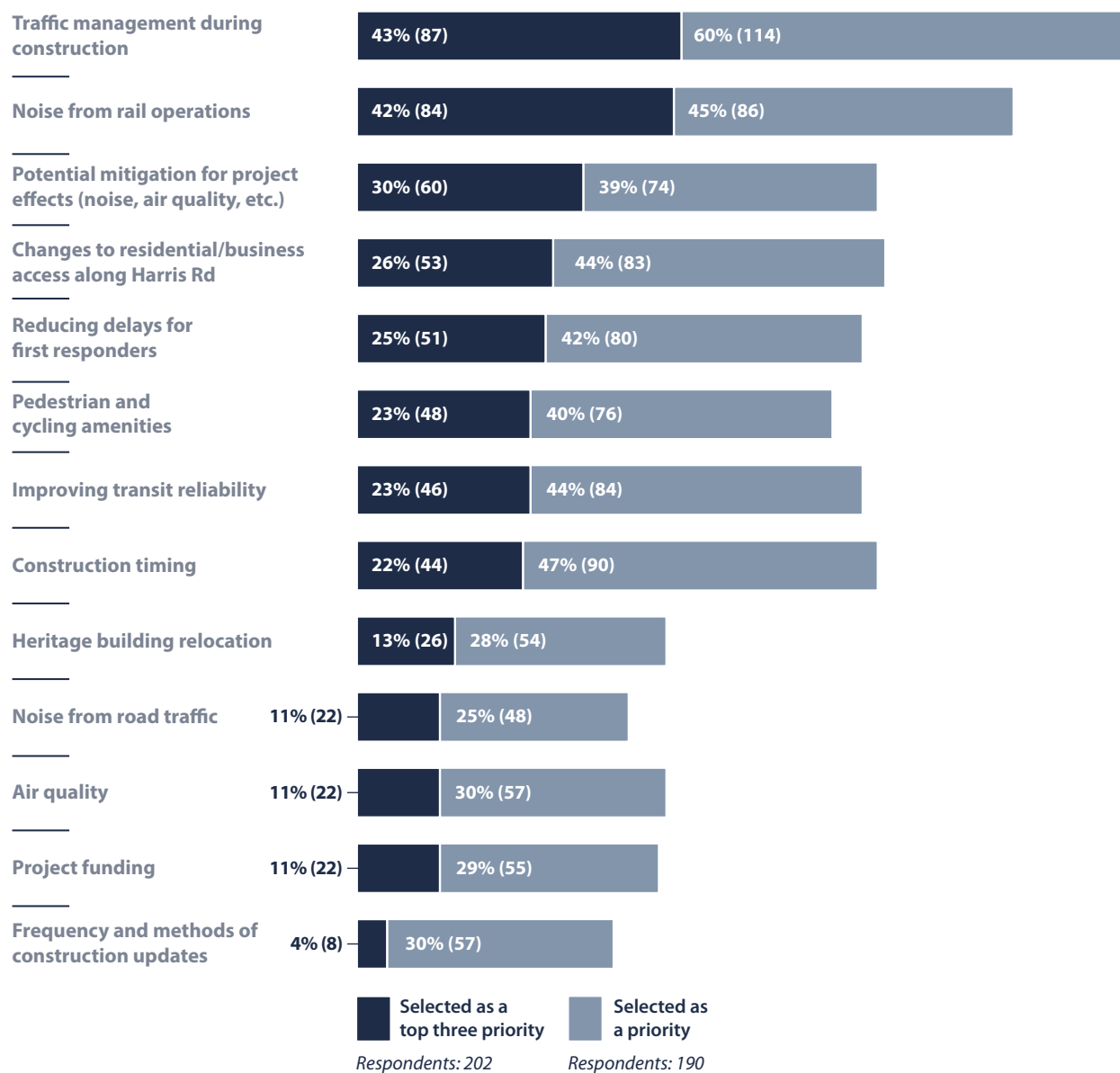
Themes from considerations (104 responses):

	Number of Mentions
Concerns about impacts from Canadian Pacific activity, including noise, vibrations, environmental impact, train length, proximity to homes and potential expansion.	40
Opposition to the proposed Harris Road underpass, citing various reasons: <ul style="list-style-type: none"> • Impacts to Pitt Meadows' main artery; • Impacts to the character of Pitt Meadows; • CP benefits from the underpass, but not the community; and • Uncertainty about need for the project. 	14
Suggestion to build an overpass at Allen Way, rather than an underpass at Harris Road.	11
Concerns about impacts on neighbouring properties, the Keystone building in particular; requesting noise and visual mitigation, as well as emergency vehicle access and traffic management during construction.	10
Area aesthetics are a priority, and suggestions of planting vegetation or installing public art.	9
Opposition to Harris Road underpass, but support for the Kennedy Road overpass.	8
Support for the grade separations.	7
Improving Harris Road/Lougheed Highway intersection is a higher priority, particularly traffic flow and safety.	7
Pedestrian safety and access is a priority for the grade separations, including access to West Coast Express.	6
Community planning and consultation is a priority.	6
Concerns about environmental impacts.	5
Transit suggestions, including: <ul style="list-style-type: none"> • Transit and safe pedestrian connections/bus stops to the new B-line on Lougheed. • Increase the West Coast Express service, including weekends and mid-day. • Requests for a SkyTrain. 	5

INTERESTS AND ISSUES

3. Please indicate which of the following interests and issues you're interested in learning more about during future engagement:

Results shown as percentage of total respondents.



4. Are there other interests or issues not listed above that you would like considered?

Themes from other interests or issues (58 responses):

Number of Mentions

Concerns about impacts from Canadian Pacific activity, including noise, vibrations, environmental impact, train length, proximity to homes and potential expansion.

18

Opposition to the proposed Harris Road underpass.

5

Area aesthetics are a priority, and suggestions for planting vegetation and installing public art.

4

Concerns about commuter traffic cutting through Pitt Meadows to avoid Highway 7, and truck traffic in Pitt Meadows on Bonson Road and Airport Way in particular.

4

Concerns about impacts on neighbouring properties, the Keystone building in particular; requesting noise and visual mitigation, as well as emergency vehicle access and traffic management during construction.

3

Concerns about traffic delays and access to businesses and emergency vehicle access during construction.

3

Suggestion to build an overpass at Allen Way, rather than an underpass at Harris Road.

3

Transit suggestions, including:

3

- Transit planning for the future, beyond the B-line; and
- Requested a SkyTrain to Maple Ridge.

Traffic and road suggestions, including:

3

- Limiting residential street parking;
- Planning for the integration of autonomous vehicles;
- Lowering the speed limit and improving intersections on Bonson Road.

Pedestrian safety and access must be a priority for the grade separations, including access to West Coast Express, and the safety of the grade separation

2

Suggestion that the heritage buildings should remain in the area, but that if relocated, should be relocated together.

2

Suggestion of having bicycle lanes and/or multi use path at the grade separations.

2

Themes from other interests or issues (58 responses):**Number of
Mentions**

Community amenity suggestions:

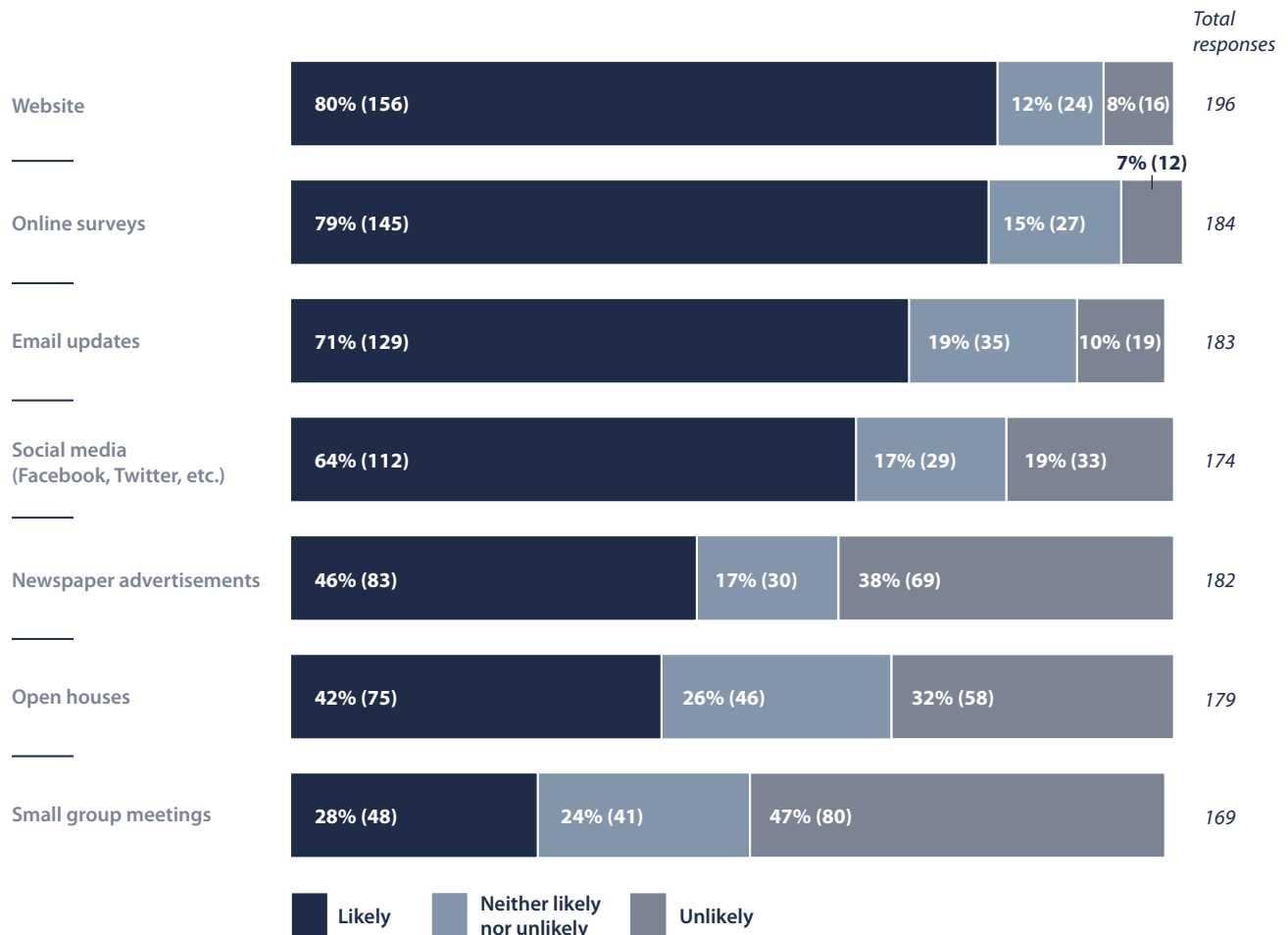
2

- Land owner compensation; and
- Develop the Pitt Meadows waterfront with small local business and festivals/activities.

Interested in receiving information updates

2**FUTURE COMMUNICATIONS AND ENGAGEMENT**

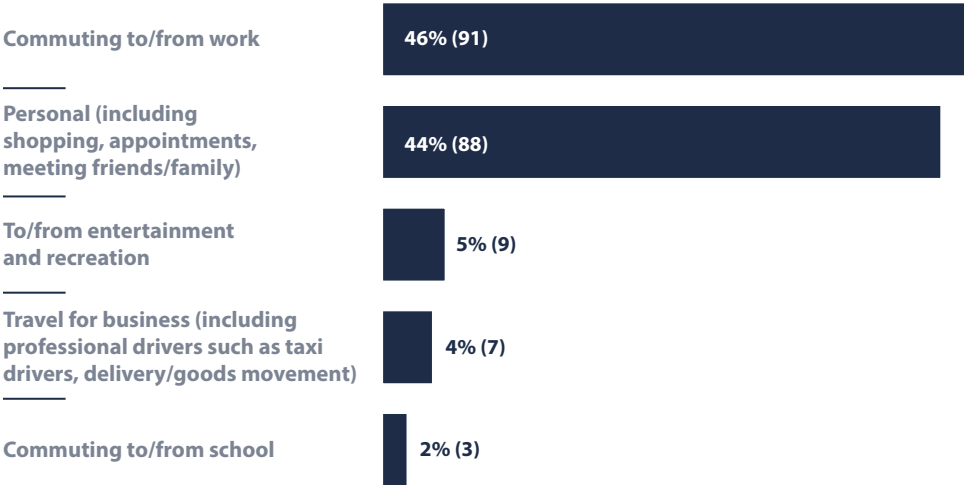
5. Please indicate how likely you would be to read information or participate in engagement regarding the Harris Road Underpass and Kennedy Road Overpass through the following methods:



TOPIC 2 – MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE

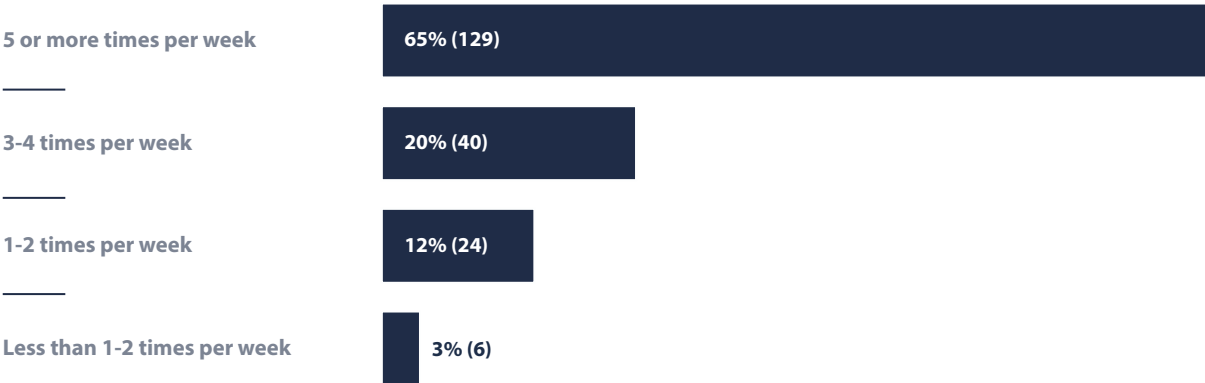
Highway 7 Corridor Improvement Plan

6. What is your primary reason for using Highway 7?
 Please select only one



Total Responses: 198

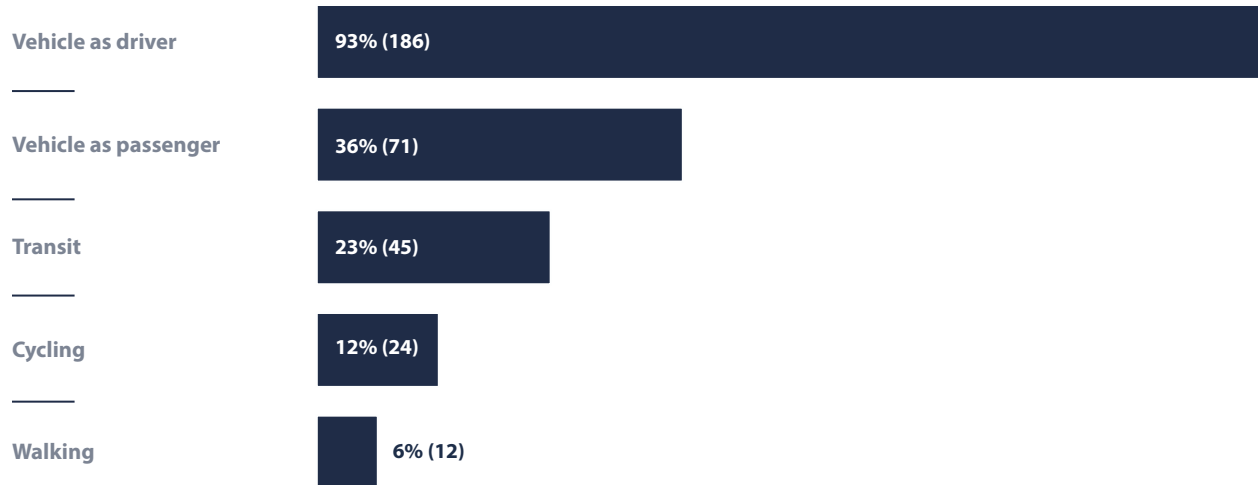
7. How often do you travel on Highway 7?
 Please select only one



Total Responses: 199

8. Which modes of travel do you use on Highway 7?

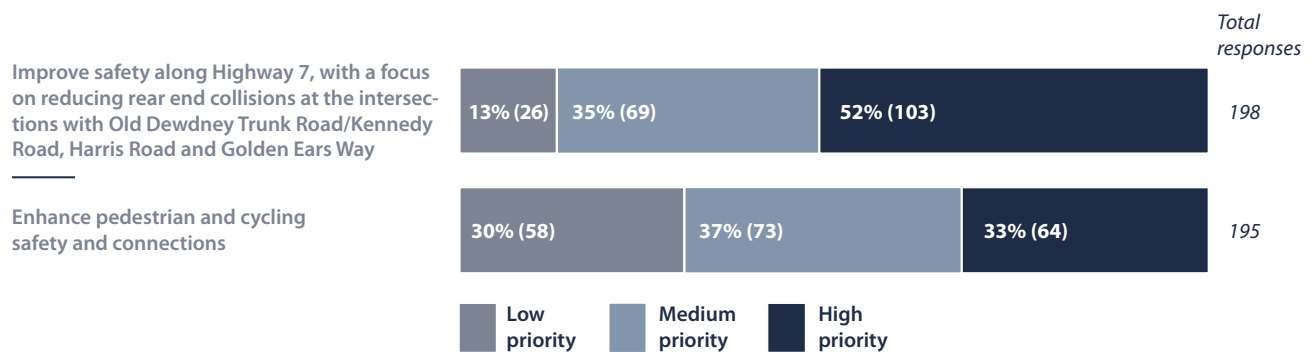
Select all that apply



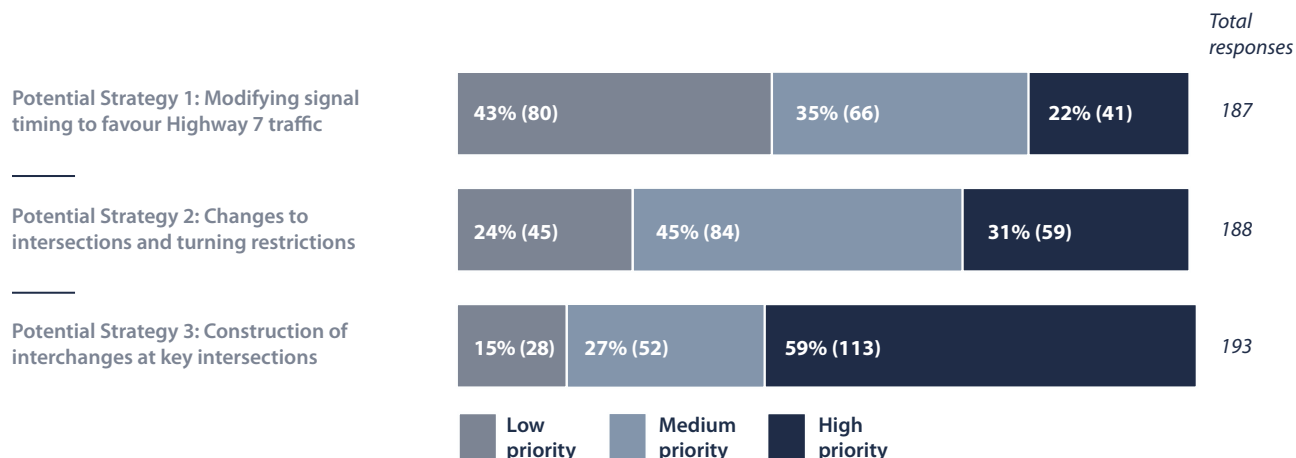
Total Respondents: 199

9. What types of transportation improvements do you consider to be priorities for the Highway 7 corridor?

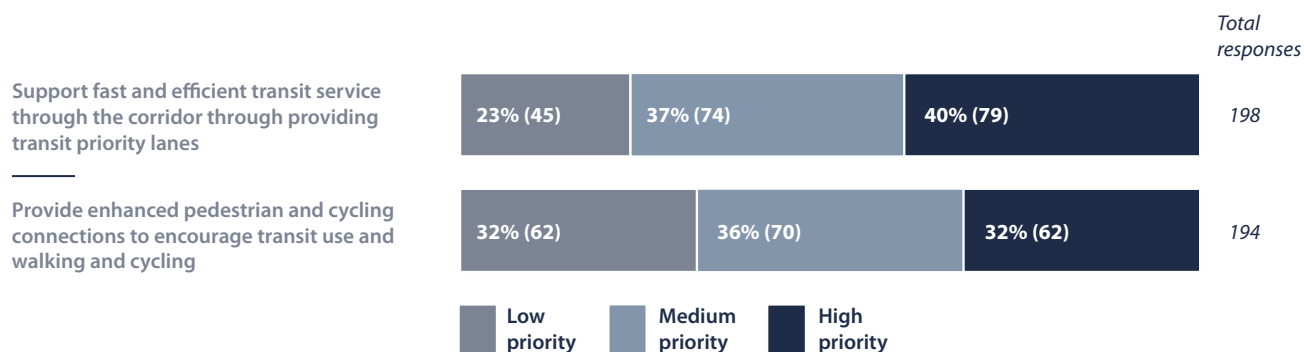
IMPROVING SAFETY



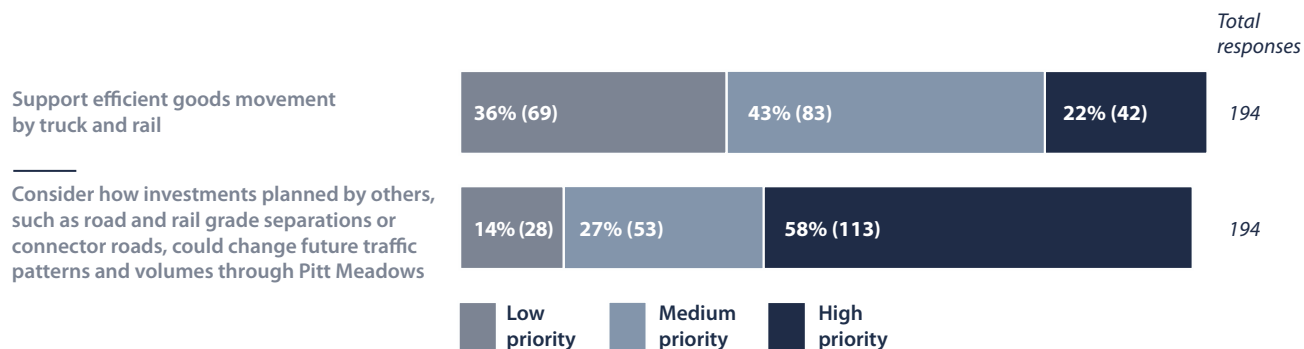
REDUCING CONGESTION (REDUCE CONGESTION THROUGHOUT THE HIGHWAY 7 CORRIDOR BY CONSIDERING VARIOUS STRATEGIES AND INFRASTRUCTURE INVESTMENTS):



SUPPORTING TRANSIT, PEDESTRIAN AND CYCLING MOVEMENTS



FACILITATING GOODS MOVEMENT



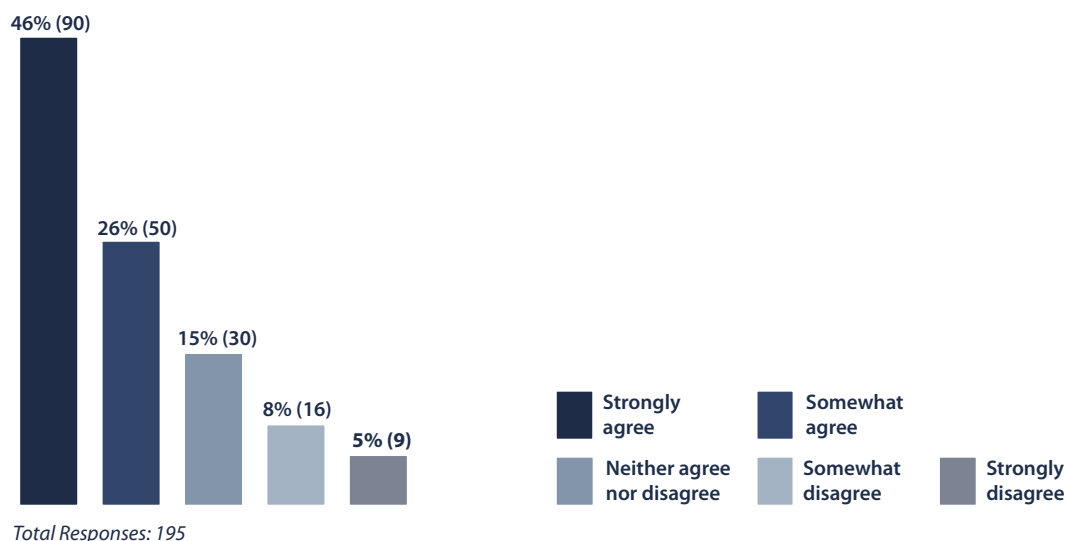
10. Please provide any additional comments you may have or any other priorities you would like considered.

Themes from additional comments (68 responses):	Number of Mentions
<p>Participants provided traffic and road suggestions, including:</p> <ul style="list-style-type: none"> • Adding a roundabout or cloverleaf at Harris Road and Highway 7; • Prioritizing making it easier and safer for traffic on Harris Road to get onto Highway 7, e.g. longer light at the intersection; • Repainting lines, and • Planning for future growth with alternate routes through Pitt Meadows to reduce congestion. 	27
Concerns about impacts from Canadian Pacific activity, including noise, vibrations, environmental impact, train length, proximity to homes and potential expansion.	11
Concerns about commuter traffic cutting through Pitt Meadows to avoid Highway 7, and truck traffic in Pitt Meadows on Bonson Road and Airport Way in particular.	5
Suggestions for improving pedestrian and cycling amenities to promote active transportation.	5
<p>Participants provided transit suggestions, including:</p> <ul style="list-style-type: none"> • Increasing the West Coast Express service, including during weekends and mid-day; • Including frequent transit connections, as well as safe pedestrian connections to bus stops for new B-line on Lougheed; and • Prioritizing improved transit to reduce single occupant car use. 	5
Opposition to the proposed Harris Road underpass.	3
Suggestion of building an overpass at Allen Way rather than an underpass at Harris Road.	3

TOPIC 3 – CITY OF PITT MEADOWS

Potential future local road connections

11. Please rate your level of agreement with the City of Pitt Meadows continuing to pursue the North Lougheed Connector.

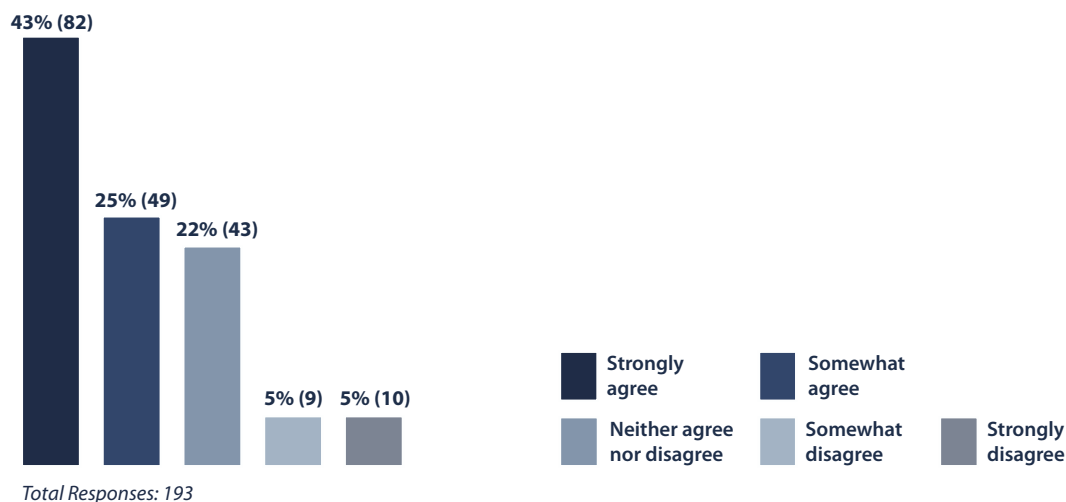


12. Please provide any considerations you want the City of Pitt Meadows to be aware of if we pursue the North Lougheed Connector.

Themes from considerations (59 responses):

	Number of Mentions
Suggestions regarding potential community planning, including developing a master plan in the area, with some requesting a mix of commercial and residential including affordable housing, others requesting light industrial use.	13
Concerns about the potential loss of agricultural land.	11
Support for the North Lougheed Connector.	11
Traffic and road suggestions, including improvements to Lougheed Highway and not implementing a toll on the connector.	4
Opposition to the North Lougheed Connector, noting that it will not ease traffic congestion.	3
Concerns about commuters from Maple Ridge cutting through Pitt Meadows.	3

13. Please rate your level of agreement with the City of Pitt Meadows continuing to pursue the Kennedy-McTavish Connector.

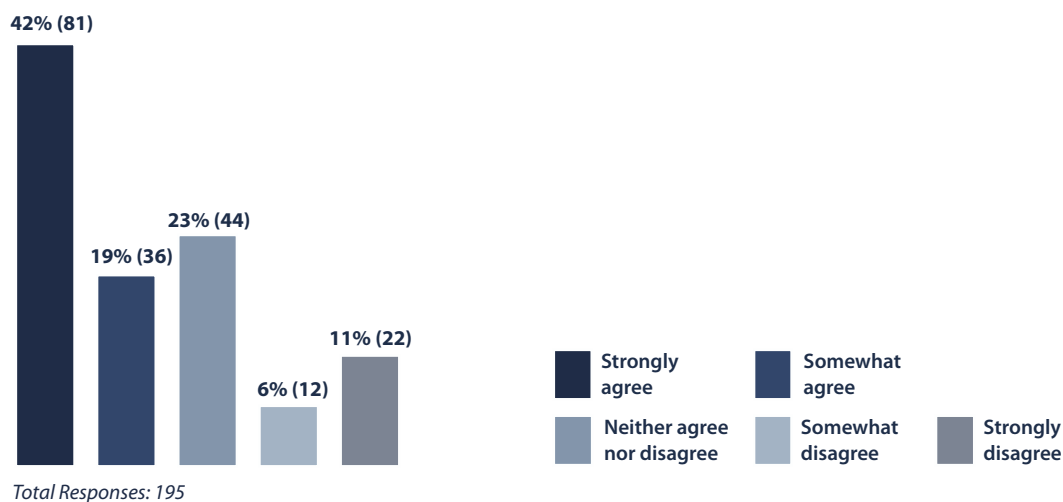


14. Please provide any considerations you want the City of Pitt Meadows to be aware of if we pursue the Kennedy-McTavish Connector.

Themes from considerations (41 responses):

	Number of Mentions
Traffic and road suggestions, including:	11
<ul style="list-style-type: none"> Creating a direct connection from Highway 7 to Golden Ears Bridge; Improving Highway 7 intersections in Pitt Meadows; Planning initiatives to decrease vehicle traffic. 	
Concerns about the potential loss of agricultural land.	8
Support for the Kennedy-McTavish Connector.	8
Concerns about truck traffic in Pitt Meadows.	4
Concerns about the impact of CP's activities, including noise, vibrations, environmental impact, train length, proximity to homes and potential expansion.	3
Opposition to the proposed Harris Road underpass.	3
Pedestrian and cycling suggestions, including adding a multi-use path to the connector.	3

15. Please rate your level of agreement with the City of Pitt Meadows continuing to pursue the Allen Way-McTavish Connector.



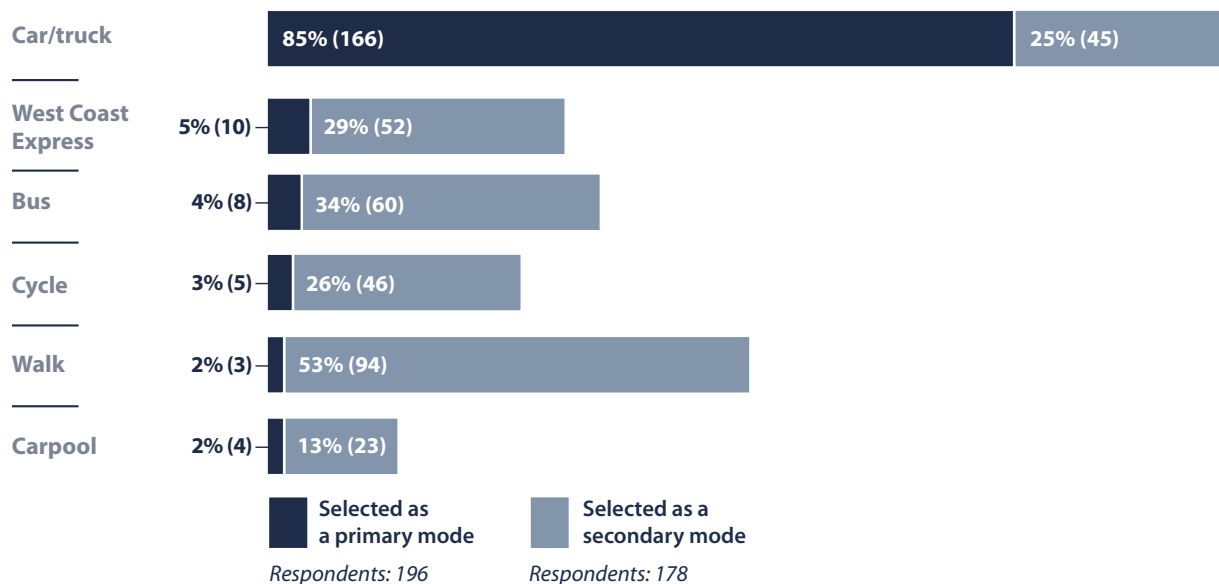
16. Please provide any considerations you want the City of Pitt Meadows to be aware of if we pursue the Allen Way-McTavish Connector.

Themes from considerations (41 responses):

	Number of Mentions
Support for the Allen Way-McTavish Connector.	10
Opposition to the Allen Way-McTavish Connector.	7
Traffic and road suggestions, including: <ul style="list-style-type: none"> Implementing this connector rather than the proposed Kennedy Road overpass; Connecting Allen Way to Baynes Road directly. 	6
Suggestion of building an overpass at Allen Way rather than an underpass at Harris Road.	3
Concerns about truck traffic in Pitt Meadows.	3
Concerns about the potential loss of agricultural land.	3

ADDITIONAL INFORMATION

17. What forms of transportation do you use?



OTHER TRANSPORTATION PRIORITIES

18. If you have other transportation priorities that you want the City to be considering, we want to hear about them. Briefly tell us about your transportation priorities for Pitt Meadows.

Themes from other transportation priorities (59 responses):

Number of Mentions

Transit suggestions, including:

32

- Increasing the West Coast Express service, including during weekends and mid-day;
- Including frequent transit connections, as well as safe pedestrian connections to bus stops for new B-line on Lougheed; and
- Improving bus connections from Pitt Meadows to the SkyTrain.
- Building a SkyTrain line to Pitt Meadows.

Pedestrian and cycling suggestions, including:

9

- Improving cycling facilities emphasizing safety and signage; and
- Prioritizing walking and cycling in transportation planning.

Traffic and road suggestions, including:

8

- Accommodating ride sharing, electric vehicles and autonomous vehicles; and
- Harris Road and Highway 7 intersection improvements.

ADDITIONAL COMMENTS/SUBMISSIONS

19. Please provide any additional comments you may have about the initiatives outlined in the discussion guide and display boards, or any aspect of transportation in Pitt Meadows.

Themes from additional comments and submissions (50 responses):	Number of Mentions
<p>Traffic and road suggestions, including:</p> <ul style="list-style-type: none"> Reducing speed limits and more enforcement of speed limits; Syncing light timing; and Prioritizing making it easier and safer for traffic on Harris Road to get onto Highway 7, e.g. longer light at the intersection. 	8
<p>Concerns about impacts from Canadian Pacific activity, including noise, vibrations, environmental impact, train length, proximity to homes and potential expansion.</p>	8
<p>Transit suggestions, including:</p> <ul style="list-style-type: none"> Including frequent transit connections, as well as safe pedestrian connections to bus stops for new B-line on Lougheed; and Improving bus connections from Pitt Meadows to SkyTrain. 	6
<p>Opposition to the proposed Harris Road underpass.</p>	5
<p>Pedestrian and cycling suggestions, including improving amenities to promote active transportation in Pitt Meadows.</p>	5
<p>Concerns about impacts of the Harris Road underpass on neighbouring properties, the Keystone building in particular; requesting noise and visual mitigation, as well as emergency vehicle access and traffic management during construction.</p>	4
<p>Community planning and consultation is a priority.</p>	4

4.0

How input will be used

The feedback received through this engagement has been shared with the relevant organizations and will be considered, along with technical and financial information, as they advance their initiatives through planning and development.

While this report provides a summary of the most frequently mentioned themes, all feedback received has been provided to the relevant organizations for their review.

Kirk&Co.



Please recycle if printed.

Appendix 1

Notification materials

Postcard

We want to hear from you about the future of transportation in Pitt Meadows.



From June 18 to July 13, 2018, you have an opportunity to provide feedback about your priorities for the future of transportation in the City of Pitt Meadows. Whether you walk, cycle, drive, take transit or just live near major transportation routes or rail lines, we want to hear from you.

Learn more and provide your input by:

- › Attending the small group meeting or dropping by the open house to speak with representatives from the City of Pitt Meadows, TransLink, the Vancouver Fraser Port Authority, Canadian Pacific and the Ministry of Transportation and Infrastructure (see meeting schedule on back)
- › Reading our discussion guide and the open house display boards
- › Completing a feedback form haveyoursaypittmeadows.ca
- › Asking a question or emailing your feedback to transportationengagement@pittmeadows.bc.ca



Public Open House

Drop-in format, no RSVP required.

Monday, June 25
4:00 p.m. – 8:00 p.m.

Pitt Meadows Heritage Hall
12460 Harris Road

Small Group Meeting

If you are interested in attending the small group meeting, please email transportationengagement@pittmeadows.bc.ca to RSVP as space is limited.

Monday, June 25
1:00 p.m. – 3:00 p.m.

Pitt Meadows Heritage Hall
12460 Harris Road

Why is the City of Pitt Meadows hosting this engagement?

There are a number of organizations that are responsible for various aspects of transportation planning and investment in our community, including the City, TransLink, the Vancouver Fraser Port Authority, Canadian Pacific and the Ministry of Transportation and Infrastructure. Through this engagement process, the City of Pitt Meadows is bringing these groups together so that you can learn more about various initiatives under consideration or development, all in one place.

How will input be used?

The feedback we receive will be shared with the relevant organizations and will be considered, along with technical and financial information, as they advance their initiatives through planning and development.

Learn more at
haveyoursaypittmeadows.ca



Digital Billboard

June 25

Let's Talk About the Future of Transportation in Pitt Meadows

haveyoursaypittmeadows.ca



Print Advertisements

We want to hear from you about the future of transportation in Pitt Meadows.



From June 18 to July 13, 2018, you have an opportunity to provide feedback about your priorities for the future of transportation in the City of Pitt Meadows. Whether you walk, cycle, drive, take transit or just live near major transportation routes or rail lines, we want to hear from you.

Public Open House
Drop-in format, no RSVP required.

Monday, June 25
4:00 p.m. – 8:00 p.m.
Pitt Meadows Heritage Hall
12460 Harris Road

Small Group Meeting
If you are interested in attending the small group meeting, please email transportationengagement@pittmeadows.bc.ca to RSVP as space is limited.

Monday, June 25
1:00 p.m. – 3:00 p.m.
Pitt Meadows Heritage Hall
12460 Harris Road

Learn more and provide your input by:

- › Attending the small group meeting or dropping by the open house to speak with representatives from the City of Pitt Meadows, TransLink, the Vancouver Fraser Port Authority, Canadian Pacific and the Ministry of Transportation and Infrastructure
- › Reading our discussion guide and the open house display boards
- › Completing a feedback form haveyoursaypittmeadows.ca
- › Asking a question or emailing your feedback to transportationengagement@pittmeadows.bc.ca

How will input be used?
The feedback we receive will be shared with the relevant organizations and will be considered, along with technical and financial information, as they advance their initiatives through planning and development.



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From June 18 to July 13, 2018, you have an opportunity to provide feedback about your priorities for the future of transportation in the City of Pitt Meadows.


Whether you walk, cycle, drive, take transit or just live near major transportation routes or rail lines, we want to hear from you.

Thank you to those that attended the public open house and small group meeting on Monday, June 25 and spoke with representatives from the City, TransLink, the Vancouver Fraser Port Authority, Canadian Pacific and the Ministry of Transportation and Infrastructure. Even if you weren't able to attend, you can learn more and provide your input by:

- › Reading our discussion guide and the open house display boards and completing a feedback form at haveyoursaypittmeadows.ca
- › Asking a question or emailing your feedback to transportationengagement@pittmeadows.bc.ca

Please provide your feedback by July 13.

How will input be used?
The feedback we receive will be shared with the relevant organizations and will be considered, along with technical and financial information, as they advance their initiatives through planning and development.



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Media Release

The open house will be held at Pitt Meadows Heritage Hall on Monday June 25 from 4pm to 8pm. Representatives from Canadian Pacific, TransLink, the Ministry of Transportation and Infrastructure, Vancouver Fraser Port Authority and the City of Pitt Meadows will be on hand to answer questions.

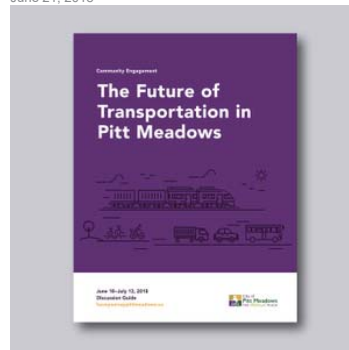
A small group meeting will also be held that day from 1pm-3pm for table discussions. Residents interested in attending the small group session must RSVP to transportationengagement@pittmeadows.bc.ca. No RSVP is required for the open house.

Refreshments will be

Following the June 2 new online engagem

Pitt Meadows Discusses the Future of Transportation June 25

June 21, 2018



PITT MEADOWS, BC – The City of Pitt Meadows is hosting an open house on Monday, June 25 to hear from residents about the future of transportation in the community. Residents will have the opportunity to learn more and to provide feedback about a variety of proposed railway infrastructure, transit and highway and road improvements in Pitt Meadows.

The City of Pitt Meadows has brought together several organizations that have a role in various aspects of transportation planning and investment in the community. This approach is designed to make it easier for residents to learn more about the variety of initiatives that are under consideration.

"Our community's central location and the growth in neighbouring communities have brought many benefits as well as challenges," said Mayor John Becker. "The historic location of Canadian Pacific bisecting our community and increase in rail traffic that facilitates the movement of goods across our nation has further impacted residents."

The engagement process is seeking input on a number of initiatives including: proposed rail grade separations at Harris Road and Kennedy Road; future improvements to Lougheed Highway; and planning for potential local road connections at North Lougheed, Kennedy-McTavish, and Allen Way-McTavish. A [discussion guide](#) (External link) that includes background information and details on each initiative, as well as the ways residents can provide input, is available at City Hall, the Pitt Meadows Family Rec Centre, Pitt Meadows Library, and on the City's website at pittmeadows.bc.ca (External link).

"Transportation has been a significant priority of this Council during this term, and we have been working directly with senior levels of government," said Mayor John Becker. "The next crucial step is hearing from residents about their priorities and interests for transportation."

Kirk&Co.



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Appendix 4

Small group meeting summary

Pitt Meadows Future of Transportation Engagement – June 2017

Small Group Meeting

JUNE 25, 2018

1:00 P.M. – 3:30 P.M.

Heritage Hall

ATTENDEES/COMMUNITY OR ORGANIZATION (33)	<div> Allan Anderson Heather Anderson Joe Antalek John Becker Leslie Bennewith Richard Boulton Elizabeth Brooke Sandra Caddo, <i>Pitt Meadows Heritage and Museum Society</i> Jennifer Chernecki Joseph Crivici Bill Dingwall Brad Dinwoodie Debbie Dyer John Fonseca Jacky Graham, <i>Otter Co-op</i> Chuck Heath Geoffrey Hampson </div> <div> Brett Hertzog Rick Higgs Peter Jongbloed, <i>Transportation Advisory Committee</i> Adam Keizer Alan Lee Bruce McLeod Doug Miller Leslie Norman, <i>Pitt Meadows Museum</i> Julia Perrie Gillian Potter, <i>Bonson Truck Traffic Working Group</i> Edgar Rahal Erin Rennie Maureen Robertson Mike Stark Bill van der Veen, <i>Bonson Truck Traffic Working Group</i> Bill Wild </div>
STAFF AND CONSULTANT TEAM SPEAKERS	Ashok Bhatti, Ministry of Transportation and Infrastructure (MoTI) Alex Izett, Greater Vancouver Gateway 2030 Mike LoVecchio, Canadian Pacific (CP) Forrest Smith, City of Pitt Meadows Brian Soland, TransLink Peter Xotta, Vancouver Fraser Port Authority (VFPA)
ELECTED REPRESENTATIVES (OBSERVERS)	Mayor John Becker, City of Pitt Meadows Councillor Bill Dingwall, City of Pitt Meadows Councillor Mike Stark, City of Pitt Meadows Councillor Peter James, Katzie First Nations MP Dan Ruimy, Pitt Meadows-Maple Ridge MLA Lisa Beare, Maple Ridge-Pitt Meadows and Minister of Tourism, Arts and Culture
FACILITATOR	Chris Chok, Kirk & Co. Consulting Ltd.
MEETING RECORDER	Melanie Belanger-Finn, Kirk & Co. Consulting Ltd.
KEY THEMES	
<ul style="list-style-type: none"> Participants expressed the need to engage early and often with the Pitt Meadows Heritage Society regarding relocation of the Pitt Meadows Museum and General Store as a result of the Harris Road Underpass Project. 	
<ul style="list-style-type: none"> Participants noted concerns about noise and vibration from existing and future expanded Canadian Pacific operations and asked whether mitigation measures would be explored. 	

- Participants expressed interest in design and opportunities for community enhancement and beautification as part of the proposed Harris Road Underpass Project, including suggestions of First Nation artwork along new infrastructure, pedestrian and cycling facilities, landscaping, and improved access to businesses on Harris Road.
- Participants expressed concerns about safety on Highway 7 and suggested improvements at the intersection of Highway 7 and Harris Road.

PRESENTATIONS

- Chris Chok from Kirk & Co. welcomed participants to the meeting and walked through some housekeeping items.
- Mayor John Becker welcomed the participants, Katzie First Nation representatives and other dignitaries to the meeting. He emphasized the importance of partnerships with different levels of government and agencies in the process of planning these transportation initiatives due to the regional and national interests in having these built. The City's Principles and Interests on the first page of the discussion guide were developed and circulated to the participating organizations, so that they know the priorities of Pitt Meadows Council. He noted that the MP and MLA were present to learn and support residents in these conversations.
- Peter James, Katzie First Nation Councillor, noted that he was pleased to have a seat at the main table and thanked Mayor Becker for acknowledging that the meeting is taking place in the unceded territory of the Katzie First Nation. He noted that the Nation does have municipal infrastructure concerns and are pleased to be at the table.
- Dan Ruimy, Member of Parliament for Pitt Meadows-Maple Ridge, noted that he gets a lot of calls from constituents about waiting in line for trains. Since the federal funding announcement in May for \$55.8 M for rail improvements in Metro Vancouver, he sat down with the proponents and told them to make sure that the City and its constituents are involved, because they are a part of this plan. In this public consultation, what the people have to say is extremely important.
- Lisa Beare, MLA for Maple Ridge-Pitt Meadows and Minister of Tourism, Arts and Culture, thanked participants for attending and noted that their involvement and engagement is what will make this a success, and that she was present to listen to what people have to say about the priorities in the community and to see what role the Province can play in supporting that.
- Forrest Smith representing the City of Pitt Meadows provided background for the transportation engagement process and encouraged engagement on the City of Pitt Meadows official community plan (OCP). See pages 5-7 of the discussion guide:
www.haveyoursaypittmeadows.ca/5895/documents/10872
- Brian Soland representing TransLink provided a summary of the new Lougheed Highway B-Line and the Maple Ridge Pitt Meadows Area Transport Plan. See the display boards:
www.haveyoursaypittmeadows.ca/5895/documents/11010
- Peter Xotta representing the Vancouver Fraser Port Authority (VFPA) provided an overview of proposed grade separations of railway at Harris Road and Kennedy Road. See the VFPA/CP display boards: www.haveyoursaypittmeadows.ca/5895/documents/11011
- Ashok Bhatti representing the Ministry of Transportation and Infrastructure (MoTI) provided an overview of the planning for improvements to Lougheed Highway. See the MoTI display boards: www.haveyoursaypittmeadows.ca/5895/documents/11008
- Forrest Smith provided an overview of the potential future local road connections that are being considered by the City of Pitt Meadows. See pages 7 to 10 of the Pitt Meadows display boards: www.haveyoursaypittmeadows.ca/5895/documents/11009

DISCUSSION

- Chris Chok opened the floor for questions and comments.

- Rick Higgs asked if funds would be allocated to the relocation of the Pitt Meadows Museum and General Store if a four-lane underpass is built on Harris Road.

Peter Xotta noted that VFPA and CP would work with the City of Pitt Meadows to determine priorities for the museum.

- Leslie Norman asked if there are sources of funding beyond the federal contribution of \$55.8 million toward rail infrastructure in Metro Vancouver and if there is a construction timeline.

Peter Xotta noted that the VFPA and CP have made funding commitments. In terms of timeline, there is no established date, but construction could commence in three to five years allowing for additional consultation, stakeholder engagement, design work, and potentially an environmental review before start of construction.

- Debbie Dyer asked if there is potential for flooding should an underpass be built at Harris Road.

Peter Xotta noted that a preliminary technical analysis has guided the design of the grade separation concepts. There will be studies conducted to determine the risk, and mitigation would have to be put in place to ensure that traffic isn't impacted in a significant rain event.

- Heather Anderson asked how many tracks would be added to CP's right-of-way in Pitt Meadows and stressed the importance of noise mitigation for neighbouring residents.

Mike LoVecchio noted that CP is looking to expand its lead with one additional track, and that, as City noise bylaws do not apply to CP, work would include a noise study and public engagement. Peter Xotta noted that there would be a noise study to determine the potential impact.

- Brett Hertzog asked whether this additional rail was contingent on the proposed grade separations.

Peter Xotta noted that federal funding was received for all three projects, but that CP could expand its lead without the rail grade separations.

- Elizabeth Brooke asked whether the goal of these grade separations is mainly to make travel easier for trains and asked if the Harris Road Underpass is a done deal.

Peter Xotta noted that federal funding was provided as part of the National Trade Corridors Fund and is to be used towards facilitating goods movement. The grade separations will go forward when the VFPA, CP and Pitt Meadows have reasonable alignment on these issues.

- Sandra Caddo, with the Pitt Meadows Heritage and Museum Society, noted that the museum buildings are currently in the centre of Pitt Meadows and wondered what area they could be relocated to and still be accessible and highly visible so that they remain of interest to visitors.

Peter Xotta noted that funds would be allocated to relocation and that VFPA and CP are looking for guidance from the City and residents on what the best option is for relocation.

- Chuck Heath commented that those museum buildings are important to him and his family.

- Leslie Norman noted that the Pitt Meadows Heritage and Museum Society would appreciate transparency from the City and CP regarding the relocation process.

- Bruce McLeod noted that an underpass at Harris Road would affect the walkability of Pitt Meadows and would like to see the quality of walking and cycling maintained in the community through amenities provided within the project scope.

Forrest Smith noted that renderings are based on the City's feasibility study. He encouraged participants to provide feedback so that the City can build a concerns list.

- Debbie Dyer asked whether the proposed connectors could be built without the Harris Road grade separation and if the North Lougheed Connector would go through the Agricultural Land Reserve.

Peter Xotta noted that trade imperatives and other concerns were considered in the development of these proposals. The VFPA and the federal government have a greater interest in funding if the grade separations are included. Forrest Smith noted that the North Lougheed Connector is within the Agricultural Land Reserve, north of a special study area.

- Peter Jongbloed, a member of the transportation advisory committee, suggested a grade separated multiuse path on each side of the traffic lanes in the Harris Road Underpass.

- Adam Keizer asked what the lifespan of the CP expansion is in terms of trade growth.

Peter Xotta noted that Greater Vancouver Gateway 2030 strategy forecasted trade growth to 2030 and determined the associated infrastructure required to serve this growth. Although there are uncertainties associated with trade and the share of business between CP and CN, trade is growing and trains through Pitt Meadows will be more frequent or longer.

- Heather Anderson asked if there was risk of having anyone's land taken away from them.

Mike LoVecchio noted that CP does not have the authority to expropriate land, and that construction of CP's track would be done within its right-of-way.

- Jackie Graham, with the Otter Co-op Pitt Meadows, noted that business access will be limited with the Harris Road Underpass and asked if affected businesses have been considered in planning.

Peter Xotta noted that the goal of the concepts proposed is to improve transportation and access.

- Joe Antalek asked if funds could be transferred to the Allan Way-McTavish Connector if the Harris Road Underpass does not go through.

Peter Xotta noted that a new funding application would have to be submitted to redirect funds.

- Peter Jongbloed asked if there was a limit to how long a CP train can be.

Mike LoVecchio noted that there is no limit in legislation and that the average train length is 7,500 feet. With the proposed improvements, train lengths could grow to 8,500 feet. Mike added that a train cannot be longer than the footprint of the intermodal facility.

- Leslie Norman asked if the Harris Road Underpass is required for the building of the additional CP track and if there would be a permanent closure for vehicle traffic on Harris Road.

Mike LoVecchio noted that the expansion could go through without the grade separation, but that a closure of Harris Road is not planned in the proposal.

- Sandra Caddo asked where the underpass on Harris Road would start and end.

Alex Izett representing the Greater Vancouver Gateway 2030 program noted that the approximate conceptual limits for the underpass would be between 122 Avenue and 124 Avenue based on the City's feasibility study and as shown in the concept.

- Debbie Dyer asked if there are plans to increase the size of Highway 7 and to implement a right turn only onto the highway at Harris Road. She asked what safety improvements were planned.

Ashok Bhatti noted that there is a high frequency of collisions on this corridor and at the Harris Road intersection in particular. A lot of the safety improvements that are being considered are significant and involve more than signal timing and adding islands. The Ministry wants to make sure that changes are in line with what the community wants.

- Maureen Robertson asked if it was possible to have a train underpass at Harris Road.

Mike LoVecchio noted that heavy freight trains cannot handle steep grades. Therefore, the underpass would have to be kilometres long and construction costs would be significantly higher.

- Rick Higgs suggested having a right turn light signal on Lougheed Highway turning south onto Harris Road, and a sign prohibiting right turns on red lights.

Ashok Bhatti noted that the Ministry will consider that feedback.

- Geoffrey Hampson asked if there is a plan to get people to the Harris Road B-Line stop, because there could be issues with ridership if people cannot walk or cycle over, or if there is no place to park.

Brian Soland noted that TransLink will look at better connecting people to the B-Line stops via transit, park and ride options, and pedestrian movement across Lougheed Highway.

ROUNDTABLE

- Adam Keizer asked what is being done to provide priority access for the B-line and how pedestrians will get to the stop given how dangerous the intersection at Harris and Lougheed is.

Brian Soland noted that TransLink is working with MoTI to identify what the pedestrian improvements at the crossing would be. In terms of priority improvements, TransLink is developing design ideas based on the feedback received in its spring consultation and will present design ideas at the July 17 City Council Meeting.

- Doug Miller suggested a pedestrian connection between the Pitt Meadows Museum and the General Store, if the buildings remain in the area and the Harris Road Underpass is built.
- Leslie Norman noted that the Pitt Meadows Heritage and Museum Society should be engaged early and often on the Harris Road Underpass.
- Debbie Dyer asked if there were plans to expand service for the 791 line during the weekend.

Brian Soland noted that TransLink heard a lot of feedback in their consultation requesting expanded operating days and service hours for that route and community shuttles. However, the annual transit service performance review showed that boardings on the 791 have decreased since the Evergreen line extension of TransLink's SkyTrain system started running.

- Chuck Heath noted that he would prefer if we can change the terminology from "relocation" of the Pitt Meadows Museum to "enhancement."
- Gillian Potter noted that there are livability issues with population growth and increasing Bonson Road truck traffic. She expressed concerns about home structures and the environment, and wants an alternative truck route through the city.
- Bill van der Veen expressed concern about truck traffic, and the associated noise and dust, on Bonson Road and the C41 community bus route limited hours. He feels that the Ministry should be helping to address the problem, and to provide alternative truck access.

- Leslie Bennewith asked how long vehicle traffic can be stopped for a train.

Mike LoVecchio noted that a train cannot be stationary on the crossing for more than 5 minutes. Mike referenced CP's commitment to investigating instances when crews do not observe this rule, including presently at the Kennedy Road crossing.

- Peter Jongbloed expressed interest in seeing sound mitigation like plexiglass walls, as in Europe, to protect views.

Peter Xotta noted that those types of mitigation are possible and could be considered.

- Richard Boulton suggested to look differently at the underpass project, and to see it as an opportunity to enhance conditions such as architectural design for landscaping, lighting, First Nations art, and way-finding.

- Bruce McLeod requested amenities for pedestrians and cyclists at the Harris Road Underpass.

- Joe Crivici noted his priorities are the North Lougheed connector and preserving farm land.

- Edgar Rahal expressed concern that trains will be louder, heavier and faster, and asked where the third CP rail would be built.

Mike LoVecchio noted that he would show Edgar on a map following the meeting.

- Geoffrey Hampson agreed with comments on beautification and suggested adding symbolic and cultural aspects to the design of the Harris Road Underpass.

- Brett Hertzog asked how much weight the community has on the decision process.

Forrest Smith noted that the engagement feedback would be presented to Pitt Meadows Council. The City and its partners would determine the preliminary design. Then, Mayor and Council would make a decision on whether they support the project. A public consultation on the design is expected and VFPA and CP will determine how they will take that into account.

- Allan Anderson proposed closing off access to Lougheed Highway between the pub (Roosters Country Cabaret) and the CIBC branch, and asked if Pitt Meadows would be getting a SkyTrain line.

Brian Soland noted that TransLink will be analyzing long-term ridership demand for rapid transit as part of the Area Transport Plan. He also noted that long-term transit projects will be considered as part of the Regional Transportation Strategy planning effort, which is kicking off this year.

- Heather Anderson asked if there is a committee on railway related noise and vibration.

Mike LoVecchio noted that the Canadian Transportation Agency guidelines are available online, and that proximity guidelines are jointly developed by the municipality and rail associations. Forrest Smith noted that there is a rail community advisory panel in Pitt Meadows, and referred to information on the website.

- Elizabeth Brooke expressed concern about Pitt Meadows not being as walkable if there is an underpass at Harris Road, and noted that transit would be used more if there was parking available.

- Jennifer Chernecki noted that the materials are misleading in stating that the heritage buildings "may" need to be relocated, as well as the artist renderings showing the buildings remaining on Harris Road.

- Bill Wild noted a lengthy delay in trying to cross the CP tracks on Kennedy Road today, and that he hopes for positive result for the Kennedy Road Overpass.

- Chris Chok thanked everyone for attending, encouraged them to attend the open house or complete a feedback form, and ended the meeting at 3:30.