



PORT of
vancouver

Vancouver Fraser
Port Authority

Canada

Pitt Meadows Road and Rail Improvements Project Discussion guide and questionnaire

Harris Road underpass engagement



We want to hear from you

We want to hear from you

From June 28 to July 19, 2022, the Vancouver Fraser Port Authority is inviting those who live, work and play in Pitt Meadows to share your ideas on the Harris Road underpass, part of the Pitt Meadows Road and Rail Improvements Project.

Our approach to public engagement is based on two-way communication, open dialogue, and working together to ensure the community, the environment and the economy are all considered during project planning. This is an opportunity for us to share how your feedback was used from the previous phases of engagement.

How your input will be used

During this engagement, we want to know what you think about the proposed design for the Harris Road underpass so that we can:

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

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

We will use feedback from the engagement to inform the planning, design and construction of the Harris Road underpass, along with technical analysis, feasibility and budget considerations.

When you will hear from us next

Later this summer, we will summarize the feedback received during this engagement and share it with the community. In winter 2022/2023, we will return to the community with an update on the final design for the Harris Road underpass.

To receive project updates and learn of upcoming engagements, sign up for the project newsletter at:

 portvancouver.com/pittmeadowsroadandrail

The Port of Vancouver during COVID-19

Construction of projects like the Pitt Meadows Road and Rail Improvements Project plays an important role in the transition to post-pandemic recovery. This project would not only support the essential flow of goods via road and rail, it would also provide high-paying jobs in the community.

Our approach to engagement during the COVID-19 pandemic

We know in-person engagement opportunities are important to any engagement process. With provincial guidelines relaxing, we are conducting a hybrid approach to this phase of engagement. We are offering in-person open houses for those who feel comfortable with them, along with online opportunities to read material and submit the [questionnaire](#).

We are happy to speak with anyone who has questions about the project or wants to learn more. We encourage you to call us at 604.665.9004 or email us at pittmeadowsroadandrail@portvancouver.com.



Here is how you can learn more and provide feedback from June 28 to July 19, 2022:


Attend or watch the Pitt Meadows Engagement and Priorities Committee Meeting


on June 28 at 7:00 p.m. at:


pittmeadows.ca/councilmeetings


Attend an open house

The project team will be available to answer any questions and have the questionnaire available to complete and submit in person.

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

 Pitt Meadows Family Recreation Centre

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

 South Bonson Community Centre

Read the discussion guide and complete the questionnaire online at:

portvancouver.com/pittmeadowsengagement

Request a hard copy of the discussion guide and questionnaire by emailing:

pittmeadowsroadandrail@portvancouver.com


Provide a written submission

Email your submission to

pittmeadowsroadandrail@portvancouver.com

Mail your submission to

Vancouver Fraser Port Authority
Attention: Project communications

 100 The Pointe, 999 Canada Place,
Vancouver, BC, V6C 3T4

Phone

 604.665.9004

Vancouver Fraser Port Authority

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is a shared steward of the lands and waters that make up the Port of Vancouver and intersect the traditional territories and treaty lands of several Coast Salish First Nations.

As a federal agency, our mandate under the *Canada Marine Act* 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.

Infrastructure projects

One way we work to fulfill our mandate is by leading infrastructure projects to help enhance movement of trade-related cargo through the Lower Mainland while improving mobility and safety, protecting the environment, and alleviating the community impacts of growing trade.

Since 2014, we have been working collaboratively with others in the Gateway Transportation Collaboration Forum—a group of representatives from different levels of government and the goods movement industry—to identify projects that will improve our trade and transportation network to meet growth anticipated by 2030.

The Gateway Transportation Collaboration Forum created the Greater Vancouver Gateway 2030 Strategy (GVG 2030) to identify smart infrastructure investments to ensure we have an efficient and competitive network to support Canadian trade while also addressing the community impacts of anticipated trade and population growth.

Projects such as the Pitt Meadows Road and Rail Improvements Project will ensure that the region can manage trade growth forecasted in the GVG 2030 strategy and for many decades to come.



Our vision

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



Our mission

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



Our values

- Accountability
- Collaboration
- Continuous improvement
- Customer responsiveness

Our definition of a sustainable port

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



Our approach to infrastructure projects

As a Canada Port Authority, these principles guide all infrastructure projects we lead, including this one.



Considering the needs of local communities



Improving safety for all users



Exploring opportunities with the local municipality to improve public space



Respecting archeologically sensitive areas for local Indigenous groups and exploring opportunities for Indigenous recognition in the final design



Exploring opportunities to integrate historical characteristics of areas and cultural recognition into final design



Developing design and construction practices that are compliant with all applicable legislation and environmental permitting requirements



Developing designs based on transportation industry standards and best practices



Minimizing impacts to residents and businesses during construction



Developing designs that avoid impacts to the natural environment, wherever possible, and that provide offsetting mitigation or enhancements, such as by replacing trees one-to-one when needed



Identifying and engaging with relevant stakeholder agencies, such as BC Hydro, Metro Vancouver, TransLink, Coast Mountain Bus Company and others



Conducting value engineering assessments, where appropriate



Considering sustainability best practices in project design and construction planning, such as by applying the Envision infrastructure framework

Project partners

Project partnering agreement

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







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

Fast facts

 Project lead	<ul style="list-style-type: none">● Vancouver Fraser Port Authority
 Estimated project cost	<ul style="list-style-type: none">● \$141.1 million
 Funding provided by	<ul style="list-style-type: none">● Government of Canada● Vancouver Fraser Port Authority● CP
 Project partners	<ul style="list-style-type: none">● CP● City of Pitt Meadows






Harris Road underpass – Project partnering agreement






 We are here				
 Memorandum of understanding (MOU)	 Project partnering agreement*	 Project design and construction agreement	 Project approval and investment decision	 Construction contract awarded
<ul style="list-style-type: none"> • Non-binding agreement between partners • First step in developing and defining project • Outlines initial considerations and commitments to support early planning for the project 	<ul style="list-style-type: none"> • Binding agreement for the Harris Road underpass between partners • Formalizes each partner's role and commitments for working together • Allows project to progress with technical and design work 	<ul style="list-style-type: none"> • Binding agreement between partners • Final design and project scope • Land transactions between partners • Construction considerations, such as traffic management 	Decision to proceed to construction for the Harris Road underpass by the port authority, City of Pitt Meadows and CP	Contractor begins construction for the Harris Road underpass
2019	2021	2022	2023	2023-2025

*Previously referred to as design agreement

Key priorities and commitments

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






What this means for the City of Pitt Meadows

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

Extra benefits to the City of Pitt Meadows

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

Not approved in this project partnering agreement

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

City of Pitt Meadows

The city provides services to residents and businesses of the local community. The city's mission is to protect and enhance the quality-of-life for the municipality and the unique environment of the area through effective and responsible leadership.

How is the city supporting this project?

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

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

The city is also working with project partners to:

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

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

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



The project is designed to align with the city's [Transportation Master Plan](#).

In 2018, the City of Pitt Meadows hosted an engagement process to identify priorities for the future of transportation in the city.

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



To learn more about this process and the participating agencies, read the [community engagement summary](#).

CP

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

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

How is CP supporting this project?

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

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

Extension of the lead track will enable CP to operate more efficiently into the future to accommodate growing trade.

CP would own and maintain the rail bridge and structure over Harris Road.



About the project

What is the Pitt Meadows Road and Rail Improvements Project?

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

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

The project

Vancouver Fraser Port Authority

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



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

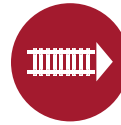


A new two-lane overpass above the CP rail tracks at Kennedy Road

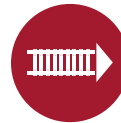


CP

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



A new siding track between Harris Road and Kennedy Road



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



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



Why is this project needed?

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

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

Over the course of the next 10 years, a 50% increase in trade growth is anticipated through the Port of Vancouver. In Pitt Meadows, this translates to the doubling of freight trains moving to and from the port to deliver goods across the country. As for exports, it means ensuring Canadians and associated businesses can get their products to global markets.

The proposed Harris Road underpass would ease the impacts of this growth on the community of Pitt Meadows.

The past two years have been extraordinary—for global health, for climate change, and for supply chains. Here in our region, we have witnessed how a surge in demand that exceeds capacity can overwhelm the system—demand for basic, essential supplies that may not be manufactured in Canada and that are sourced globally. The period has also provided key insights about where we need to focus our efforts to future-proof the Port of Vancouver and trade for the region.

The COVID-19 pandemic

The pandemic highlighted the need to keep the supply chain running amidst the day-to-day uncertainty of a pandemic, which experts were still learning about. When the pandemic hit, Canada found itself at the end of a long global queue for essential personal protective equipment such as masks, gloves and other related supplies.

Extreme rainfall and flooding events in B.C.

In late 2021, B.C. fell under a state of emergency due to flooding from the storm that swept over the region. The Port of Vancouver was directly affected, and rail service was halted for eight days.

Both these events demonstrate the critical need to build capacity and resilience into global and local supply chains. This project will improve resiliency and reliability in support of Canadian businesses who export goods to international markets and imported goods for Canadians.

Supporting future capacity and resiliency

Over the last decade, there are investments we have made and are continuing to make, collectively as a gateway, in corridor infrastructure. These investments have already helped support our region's resiliency through the volatility of the past two years.

Since 2009, with support from government and industry, and in partnership with railways, the port authority has led significant projects across the Lower Mainland to reduce bottlenecks throughout the road and rail corridors that lead to and from the Port of Vancouver.

Taken together, the resulting terminal, road and rail infrastructure investments have strengthened our regional supply chains. Going forward, continuing to invest in this type of trade-enabling infrastructure will play a key role in further strengthening our supply chains.

Project benefits and timeline

Benefits

The Harris Road underpass would bring many benefits, including improving quality-of-life for the community by enhancing safety and local connections.



Improved public safety



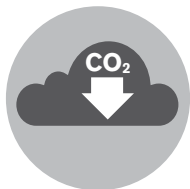
Better emergency response



Reduced congestion



Increased job opportunities



Reduced emission from idling vehicles



Improved connections for walking and cycling



More reliable commute times



Public space improvements

Pitt Meadows Road and Rail Improvements Project timeline

Research and funding

2017	2018	
<p>Project submitted Project was submitted to the National Trade Corridors Fund for funding</p>	<p>June 2018 Funding granted Government of Canada granted funding to design and build the project through the National Trade Corridors Fund</p>	<p>June/July 2018 Early public engagement Early public engagement held in Pitt Meadows on the future of transportation in the city</p>

Planning and design

2019	2020	2021
<p>Technical analysis (ongoing) The port authority began engaging a range of experts to study noise and vibration levels, traffic and soil conditions, and archeology</p> <p>Stakeholder engagement (ongoing) Project team began meeting with business operators and property owners in the project area</p>	<p>Early 2020 Design options The port authority used data from the technical analysis and feedback from the community, along with cost implications, to determine design options</p> <p>Summer 2020 Kennedy Road engagement The port authority, in partnership with CP and the City of Pitt Meadows, hosted public engagement on the Kennedy Road overpass component of the project. This engagement included an update on the technical process and a draft design of the overpass. Kennedy Road overpass was later paused to prioritize work for the Harris Road underpass.</p>	<p>Spring 2021 Community update The port authority, in partnership with CP and the City of Pitt Meadows, provided the community with an update on the CP rail scope and the noise and vibration study with BKL</p> <p>Summer 2021 Opinion research The port authority engaged an independent third-party research firm, Insights West, to conduct in-depth quantitative and qualitative opinion research on the project</p> <p>Stakeholder engagement (ongoing) Project team continues meeting with key stakeholders in the project area, such as the Pitt Meadows Heritage and Museum Society, Keystone building strata, and the city's Active Transportation Advisory Committee</p>
<p>August 2019 Memorandum of understanding (MOU) MOU between the port authority, CP, and the City of Pitt Meadows endorsed by Pitt Meadows City Council. The MOU outlines the project, key principles, high-level scope, roles and responsibilities of each party to inform future discussions and potential binding agreements.</p> <p>Fall 2019 Listen and learn engagement The port authority, in partnership with CP and the City of Pitt Meadows, hosted public engagement for the project at Heritage Hall in Pitt Meadows</p>	<p>Fall 2021 Community update The port authority provided the community with an update on the alignment for the Harris Road underpass, opinion research, heritage building relocations, and ongoing work for noise and vibration mitigation</p> <p>Late 2021 Technical analysis The port authority engaged BKL to conduct additional noise monitoring along the rail corridor based on feedback from the spring 2021 update. The city also engaged consultant, RDWI, to conduct a peer review of the 2019 noise and vibration study.</p> <p>Winter 2021 Project partnering agreement The port authority, CP, and the City of Pitt Meadows signed a binding project partnering agreement for the Harris Road underpass. The agreement outlines key priorities and commitments to support ongoing collaboration and investment for designing the underpass.</p>	

A separate consultation process with local Indigenous groups is happening in parallel throughout the project.

Planning and design

2022

Early 2022 Design work

The port authority onboarded a progressive design-build consultant to further progress the design of the Harris Road underpass

Stakeholder engagement (ongoing)

The project team continues meeting with key stakeholders in the project area

Spring 2022 Community update

The port authority, in partnership with CP and the City of Pitt Meadows, shared a video that illustrates CP's rail improvements, including what rail operations look like today and what the improvements mean for the future with the extended lead track and additional siding track

Summer 2022 Harris Road underpass engagement

The port authority hosts public engagement for the Harris Road underpass. The process includes sharing an updated design for the Harris Road underpass informed by what we have heard since project engagement began. Also included is an update on the heritage building relocations in collaboration with the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society, and noise and vibration mitigation.

 We are here

Technical and design work (ongoing)

The port authority considers information from the technical analysis and feedback from the community, along with cost implications, to finalize design

Late 2022/early 2023

The port authority will share the final design for the Harris Road underpass with the community before seeking approval from Pitt Meadows City Council

Late 2022 Design and construction agreement

The port authority, CP, and the City of Pitt Meadows would sign a design and construction agreement, which would outline final design for the Harris Road underpass, land transactions between partners, and construction considerations such as traffic management

Council approval

The port authority will seek approval from Pitt Meadows City Council to advance the Harris Road underpass into construction

Construction

2023

Early 2023

Construction of rail scope anticipated to begin

Harris Road underpass

Construction of the Harris Road underpass anticipated to begin

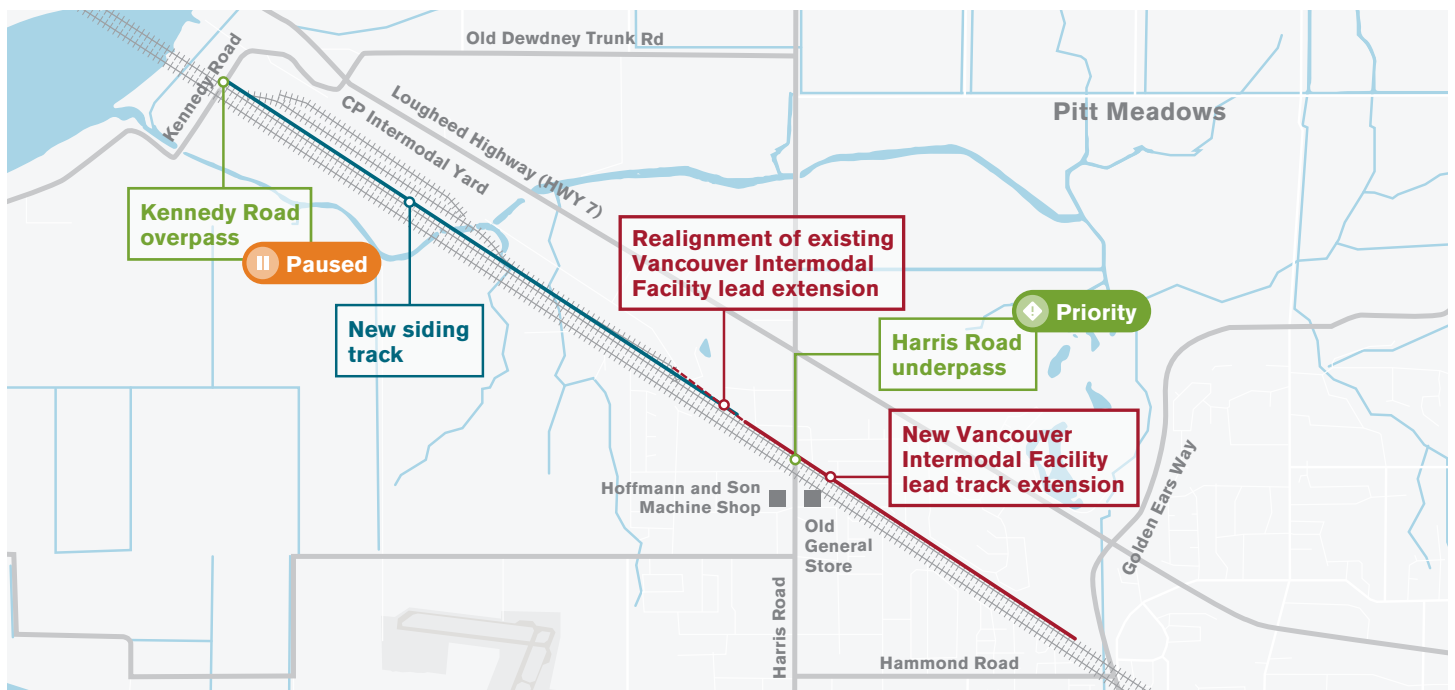
2025

Construction completed

Anticipated project completion

A separate consultation process with local Indigenous groups is happening in parallel throughout the project.

Project area



Pitt Meadows: local and national context

How rail supports the economy

As a key mode of transportation, trains are critical to our region's economy. Trains going through Pitt Meadows mostly move goods to and from the north shore of the Burrard Inlet and carry items such as:

- Western Canada agriculture products, including grain, canola, pulses and others
- Canadian forest products, including pulp, lumber, and wood pellets
- Saskatchewan potash
- B.C. metallurgical coal (used for creating steel)
- Vegetable seed oils
- Mineral ores and concentrates
- Fertilizers and sulphur
- Cargo imports and exports

Additionally, using trains to move goods helps keep greenhouse gas emissions down. Trains have exceptional fuel economy and are one of Canada's greenest modes of transportation. Just one locomotive can haul a tonne of goods more than 220 kilometres on a single litre of fuel. Each year, Canada's railways move more than 84 million passengers and 70% of all intercity freight while producing just 1% of our country's greenhouse gas emissions.

1x  = 300x 

If you have questions about current or future rail operations, please email CP at:

 community_connect@cpr.ca

Proud to be part of this community

Port-related activities in Pitt Meadows

 portvancouver.com/pitt-meadows


Local port-related activities annually generate:


700
local jobs



\$40 million
in wages


\$150 million
in economic activity

Additional facts:


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


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


31km
shoreline managed by the port authority in Pitt Meadows

What we heard

Previous engagement - What we have heard

Since we began the engagement process for this project in 2018, we have heard valuable feedback from stakeholders and the community to help inform the design for the Harris Road underpass. This feedback includes broad principles as well as more specific design features.

Stakeholders in the community

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



Active Transportation Advisory Committee

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



Keystone Building Strata Council

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



Pitt Meadows Heritage and Museum Society

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



TransLink and West Coast Express

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



Other business and property owners

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

Previous rounds of engagement are summarized in the following documents:

2018

The Future of Transportation in Pitt Meadows: During this phase, we collaborated with a number of organizations with roles in aspects of transportation planning and investment in Pitt Meadows. The City of Pitt Meadows brought these various organizations together—including the Ministry of Transportation and Infrastructure, TransLink, the Vancouver Fraser Port Authority and CP—to enable participants to learn more about various initiatives under consideration or development, and how these initiatives could affect how people move around Pitt Meadows in the future. The port authority asked for feedback to understand your priorities for the transportation improvements to separate road from rail, including walking and cycling connections, and feedback to inform potential construction.



2019

Listen and learn engagement: The 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 at Heritage Hall in Pitt Meadows. Project staff spoke with roughly 200 attendees, and participants were asked to share their ideas for project-guiding principles, public space improvements and potential hours of construction.

2020








Kennedy Road overpass engagement: The port authority, in partnership with CP and the City of Pitt Meadows, held this phase of engagement remotely during the COVID-19 pandemic to better understand your priorities for public space improvements around Kennedy Road and Harris Road, including walking and cycling connections, and to help inform traffic management considerations for construction. The Kennedy Road overpass was later paused to prioritize work for the Harris Road underpass.



2021

Noise and vibration study update and CP rail update: As part of the Pitt Meadows Road and Rail Improvements Project, the port authority provided an update on the noise and vibration study results, mitigation considerations and next steps. The port authority held two virtual information sessions with the acoustical consultant, BKL. CP also shared an update on their rail improvements, including the location and configuration of the rail tracks.

This table reflects what we heard from residents and stakeholders to date in relation to the Harris Road underpass and how we are responding.

Planning and design		
What we heard	What we have done	What you can do
Ensure the final underpass design enhances quality-of-life and safety for the community.	We continue to work closely with the City of Pitt Meadows to ensure that opportunities to significantly improve quality-of-life and public safety will be realized as part of this project, namely by eliminating the existing level rail crossing and incorporating improved active transportation facilities to support all ages and abilities.	Share your thoughts about the updated design for the Harris Road underpass.  Complete the survey online today
Consider an underpass design that maintains and improves access for the Keystone building.	Realigning Harris Road to the west will provide a new frontage lane for direct access to the Keystone building. This will ensure better options for pick-up and drop-off, and for emergency access requirements.	Share your thoughts about the updated alignment for the Harris Road underpass.  Complete the survey online today
Ensure the final design is in line with and supports the City of Pitt Meadows municipal Transportation Master Plan.	We continue to work closely with our partner, the City of Pitt Meadows to ensure the underpass design reflects and aligns with the Transportation Master Plan.	Learn more about:  City of Pitt Meadows Transportation Master Plan  Future of Transportation in Pitt Meadows Engagement Summary
Ensure the underpass improves safety for people walking and cycling, such as with wider sidewalks and separation for walking, cycling, rolling and driving. It should also feel safe and comfortable for people of all ages and abilities, such as children and people with mobility challenges.	This remains a key consideration for the underpass design. We are committed to ensuring that the new transportation infrastructure: <ul style="list-style-type: none"> • Feels safe and comfortable for all users based on industry standards and best practices, including the BC Active Transportation design guidelines, Transportation Association of Canada, and City of Pitt Meadows bylaws • Improves the experience for people who walk, bike or roll when compared to today's conditions <p>The proposed design includes multi-use paths on both sides of Harris Road, with dedicated spaces for walking and cycling.</p>	Share your thoughts about how we have captured your input to date and if we are missing anything as part of active transportation in the questionnaire.  Complete the survey online today Learn more about:  BC Active Transportation Guide  Transportation Association of Canada



Planning and design continued...

What we heard

Explore opportunities for community enhancement and beautification as part of the Harris Road underpass, including through landscaping and lighting.


What we have done

We are working closely with our partner, the City of Pitt Meadows to ensure the public realm design is consistent with the existing character and longer-term vision for Harris Road.

In return, the city would own and maintain the public-serving portions of the Harris Road underpass. The city would not own nor maintain the rail bridge or the structure supporting the rail tracks.

What you can do

Share your thoughts about how we have captured your input to date and if we are missing anything as part of public space improvements in the questionnaire.

 [Complete the survey online today](#)

Ensure the project is designed and built to the highest levels of sustainability standards.

As a key project principle, we continue to develop the project with sustainability commitments based on Envision infrastructure framework—the industry-leading benchmark when considering sustainability in infrastructure projects.

This is reflective of all of the Gateway projects that the port authority is leading.

Stay informed by signing up for the project newsletter at:

 portvancouver.com/pittmeadowsroadandrail

Project funding

What we heard

Explore the project within the context that the city does not have the capacity to contribute to the capital costs of the project.

What we have done

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

In return, the city would own and maintain the public-serving portions of the Harris Road underpass. The city would not own or maintain the rail bridge or the structure supporting the rail tracks.

What you can do

Learn more at:

 portvancouver.com/pittmeadowsroadandrail

Noise and vibration mitigation

What we heard

Address concerns about noise and vibration from existing rail operations, along with future expansion of CP operations, and explore opportunities to mitigate this as part of the project.

What we have done

Since 2019, we have been studying the current noise levels and modelling future noise levels with our consultant, BKL.

The city also completed an independent peer review study with their consultant RWDI in summer 2021.

Since then, we have worked with BKL to consider feedback from the community, the city and the peer review.

We have doubled our investment for noise and vibration mitigation to \$3 million at no cost to the city, with an opportunity to obtain an additional \$1 million project funding if the city matches \$1 million, for a combined total of \$5 million that may be allocated to noise and vibration mitigation.

What you can do

Learn more about our work on noise and vibration mitigation with our FAQ at:

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

Heritage

What we heard

Work closely with the Pitt Meadows Heritage and Museum Society about relocating the General Store and the Hoffmann and Son Machine Shop.

What we have done

We have been consulting regularly with both the Pitt Meadows Heritage and Museum Society and the City of Pitt Meadows to identify the best possible locations for the heritage buildings as part of a future heritage site on the west side of Harris Road.

What you can do

Learn more about the heritage building relocations on [page 40](#).

Explore ways to maintain or enhance the historical characteristics of Harris Road.

Stay informed by signing up for the project newsletter at:

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



Construction

What we heard

What we have done


What you can do

Address and manage traffic impacts during and after construction.

The underpass design has been revised to enable Harris Road to remain generally open to traffic during construction, with the goal of maintaining three vehicle lanes during peak travel periods.

Share your thoughts about how we have captured your input to date and if we are missing anything as part of traffic management during construction in the questionnaire.

There will be times when traffic will need to be reduced to less than three lanes to ensure worker and public safety. These periods will be planned during off-peak travel times when traffic volume is lower.

 [Complete the survey online today](#)

Construction and traffic management will also abide by industry best practices and city bylaws, with appropriate signage for all users and detours where applicable.

Maintain access to nearby properties and businesses during construction, and maintain access during regular business hours.

We will continue to work with any properties and/or businesses directly impacted by the project to plan for construction.


If you are a business owner or operator and would like to set up a meeting, please email us at:

 pittmeadowsroadandrail@portvancouver.com

Preserve public parking for the public as much as possible.

We will continue to work with the City of Pitt Meadows and key project stakeholders to mitigate construction impacts on parking as much as possible.

Share your thoughts about how we have captured your input to date and if we are missing anything as part of traffic management during construction in the questionnaire.

 [Complete the survey online today](#)

Limit disruption to transit routes and bus stops during construction.


We continue to work closely with TransLink and Coast Mountain Bus Company to ensure transit levels of service in the community are maintained, impacts are minimized, and the long-term operational needs are considered as part of design and construction planning.

Learn more about the proposed bus stop changes on [page 39](#).

Provide an adequate amount of notice to the community about any major traffic pattern changes and/or closures, and ensure consistent construction and traffic updates to the community.

We are committed to providing timely updates to the community about traffic impacts.

Share your thoughts about how we have captured your input to date and if we are missing anything as part of traffic management during construction in the questionnaire.

 [Complete the survey online today](#)

Harris Road underpass | Key design decisions

Design decisions and proposals	Rationale
Concept: four-lane underpass structure	<p>This crossing was identified by Transport Canada as a priority for safety improvements.</p> <p>The updated underpass design helps to:</p> <ul style="list-style-type: none">• Minimize impacts to nearby properties and businesses• Provide frontage and access needs to the Keystone building• Generally, keep Harris Road open to traffic during construction
Active transportation improvements: <ul style="list-style-type: none">• Multi-use path with a grade up to a maximum of 5%• Combined multi-use path width (for walking and cycling) of 7 metres outside underpass and 6 metres through underpass (increased to 7 metres where technically and commercially feasible), as per the Project Partnering Agreement• Asphalt surface treatment to improve comfort for biking and rolling• Signage and line markings to delineate separate spaces for walking, cycling and rolling• Cycling will be on the inside of the path and will be one-directional (i.e., traveling the same direction as traffic)• Walking will be on the outside of the path and will be two-directional (i.e., walking in both directions)• Street furniture, such as benches and waste receptacles, will be located outside of the 6 metre/7 metre dimensions identified above	<p>These active transportation improvements are based on:</p> <ul style="list-style-type: none">• BC Active Transportation guidelines• Transportation Association of Canada• City of Pitt Meadows bylaws• Discussions with the City's Active Transportation Advisory Committee
Vertical clearance below the underpass to be 5.3 metres.	Based on Canadian Highway Bridge Design Code
Limit impacts to the access and operations of transit routes and stops as much as possible.	Based on consultation with TransLink and Coast Mountain Bus Company

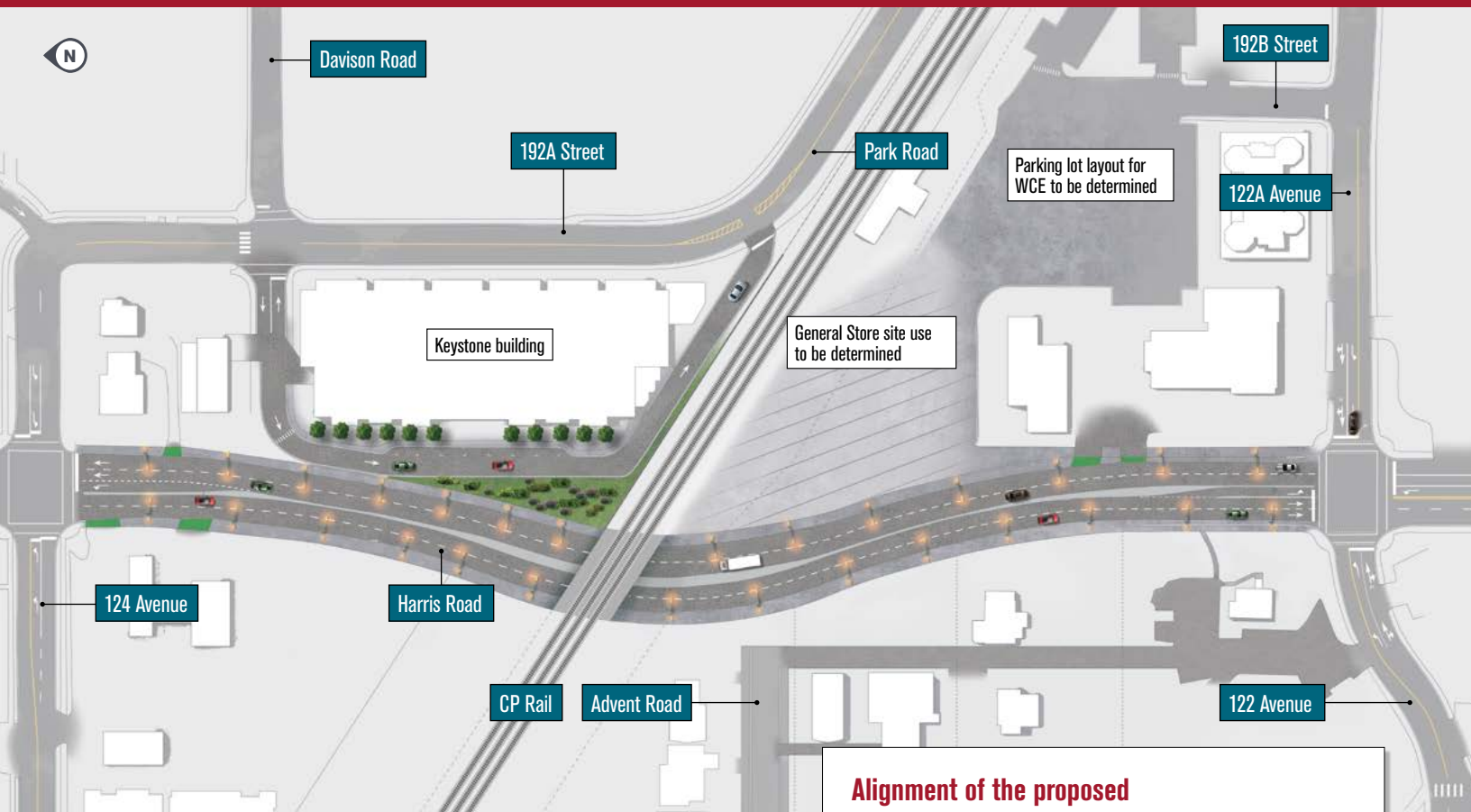




Design decisions and proposals	Rationale
<p>Preserve the heritage buildings and support the long-term vision for a future heritage site by relocating the buildings west of the existing Harris Road.</p> <p>The City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society will decide on the final locations of buildings.</p>	<p>This relocation is aligned with the city's longer-term strategy for a broader heritage site.</p> <p>In collaboration with the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society, we have developed the following plan for the three heritage buildings:</p> <ul style="list-style-type: none"> • General Store: relocate building from the east side of Harris Road to the west side on city-owned land • Hoffmann and Son Machine Shop: relocate building back from existing Harris Road to accommodate the underpass alignment while keeping it on society-owned land • Hoffmann House: relocate building from current location while remaining on city-owned land <p>All heritage buildings will be set back from the Hoffmann Park boundary, with a streetscape from north/south.</p>
<p>Subject to additional Transport Canada funding, \$3 million investment commitment for noise and vibration mitigation at no cost to the city, with an opportunity to obtain an additional \$1 million project funding if the city matches \$1 million, for a combined total of \$5 million that may be allocated to noise and vibration mitigation.</p>	<p>Based on:</p> <ul style="list-style-type: none"> ✦ Health Canada Guidance for Evaluating Human Health Impacts in Environmental Assessment for noise ✦ US Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual for vibration • Community feedback regarding the importance of going above and beyond the minimum warranted mitigation



Draft design | Harris Road underpass



Draft design for the proposed Harris Road underpass

Using feedback since project engagement began—along with Indigenous consultation, technical analysis, feasibility, budget, and environmental considerations—we have developed a proposed design for the Harris Road underpass to replace the existing rail crossing.

The design also reflects considerations from our partner, the City of Pitt Meadows.

⚠ All visuals are conceptual illustrations and subject to change as the underpass design progresses.

Alignment of the proposed Harris Road underpass

The proposed design for the Harris Road underpass shifts the roadway slightly west at the current rail crossing.

This design prioritizes the following technical needs:

- Keeps Harris Road generally open during construction
- Provides businesses with access during and after construction, with spaces for parking, pick-up/drop-off, and fire safety requirements
- Minimizes the number of private properties impacted

The roadway will gradually return to grade and connect to the intersections at 122 and 124 Avenue, and include technical considerations to ensure appropriate drainage and maintain safety for users.



Underpass cross-section



Keystone cross-section



Harris Road | Conceptual views

Conceptual view of Harris Road looking south



Conceptual view of Harris Road looking north



Harris Road | Intersection designs



Harris Road | 122 Avenue intersection



Harris Road | 124 Avenue intersection



Harris Road | Keystone



Access for the Keystone building

The proposed underpass design maintains and improves access for the Keystone building. Realigning Harris Road to the west enables a new frontage lane for direct access to the Keystone building. This will ensure:

- ✔ Options for pick-up and drop-off
- ✔ Emergency access requirements are satisfied



Harris Road | Potential slope treatments



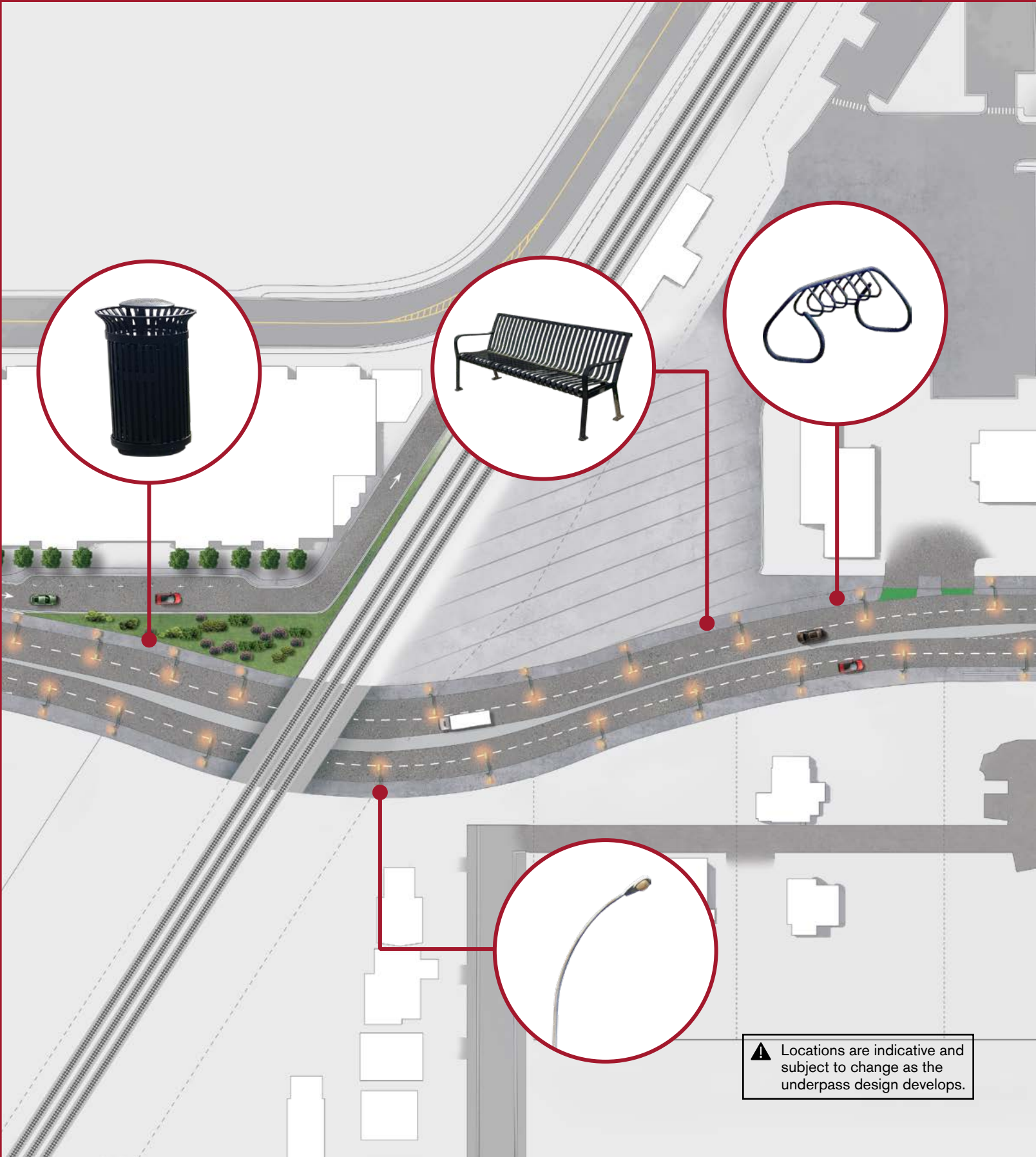
Potential slope treatments

We are also exploring opportunities for reducing the extent of vertical walls along the multi-use path by considering areas where stepped landscaping, stairs or grassed slopes may be possible.

Final options are subject to each location's technical constraints, such as property impacts, groundwater, adjacent infrastructure and overall commercial viability.



Harris Road | Potential amenities




⚠ Locations are indicative and subject to change as the underpass design develops.

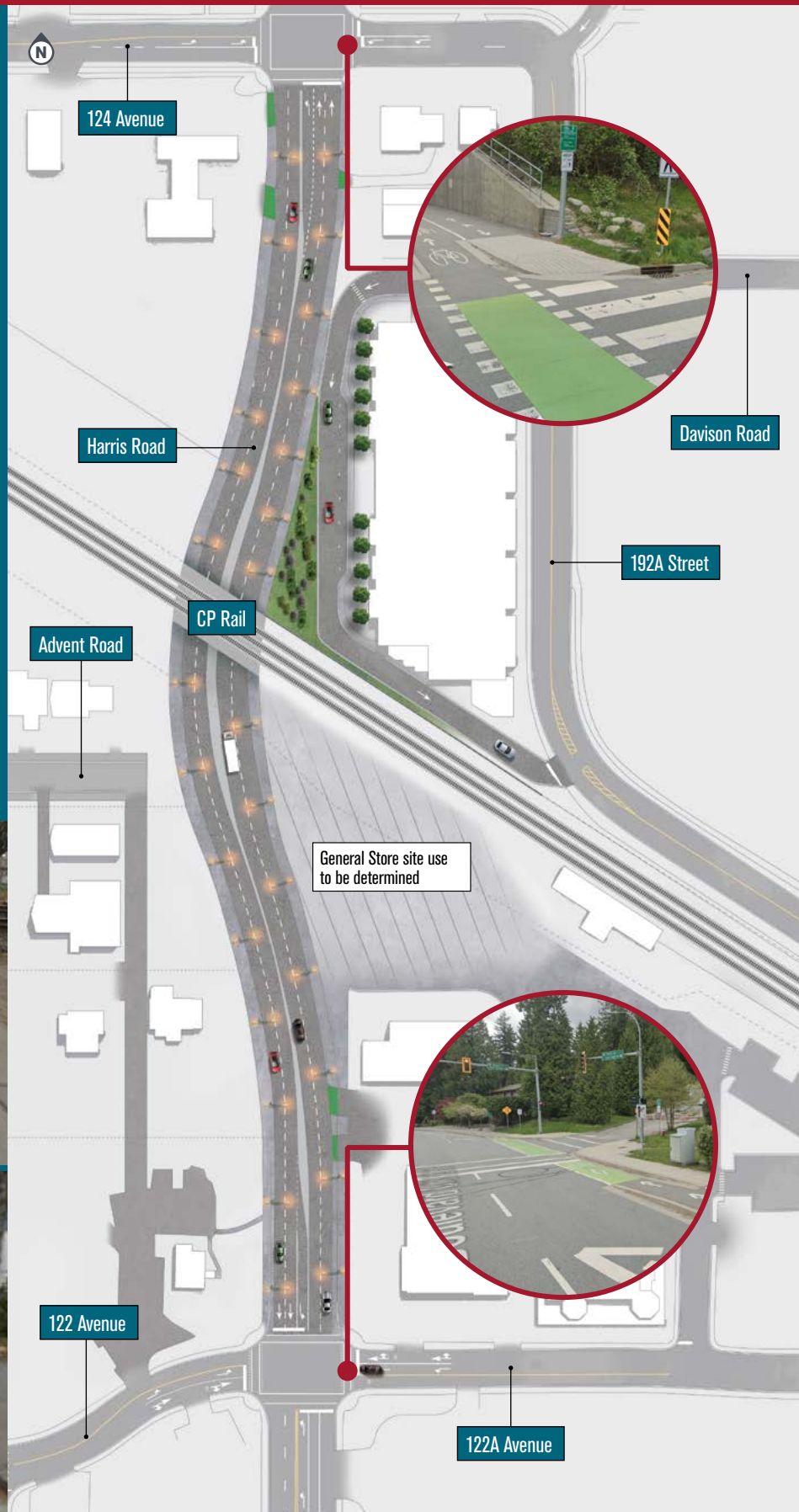
Harris Road | Intersection designs

Intuitive connections are important

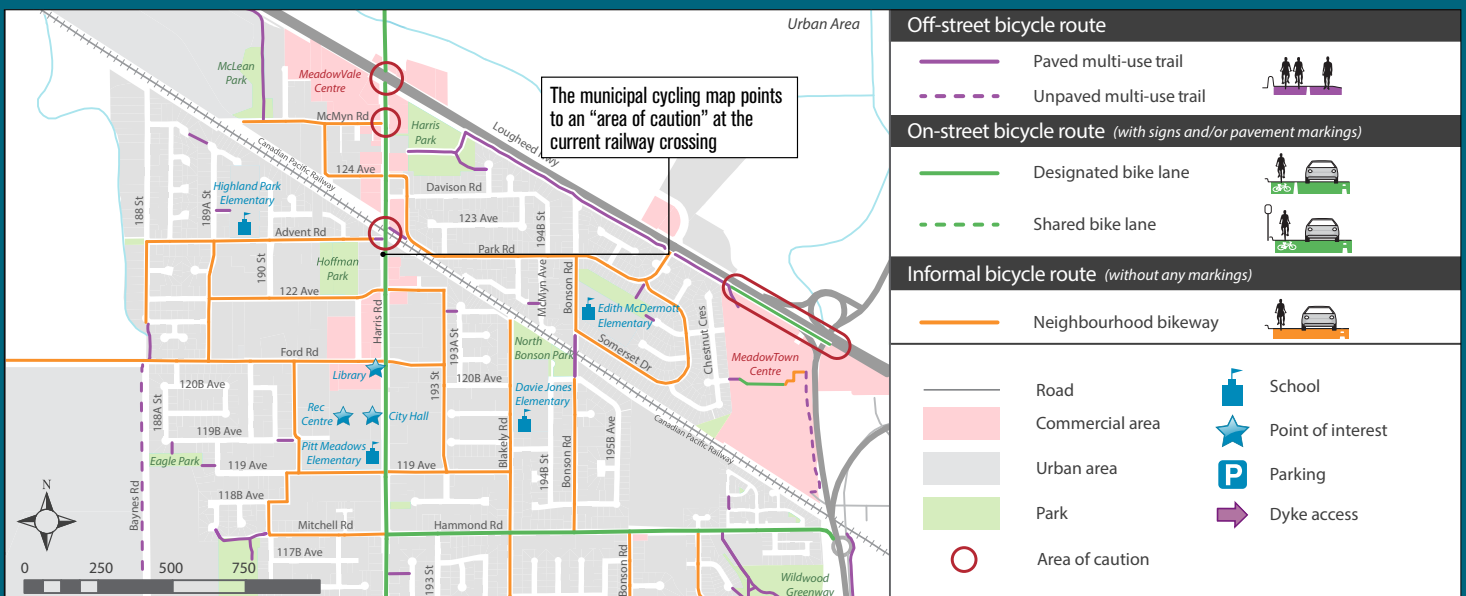
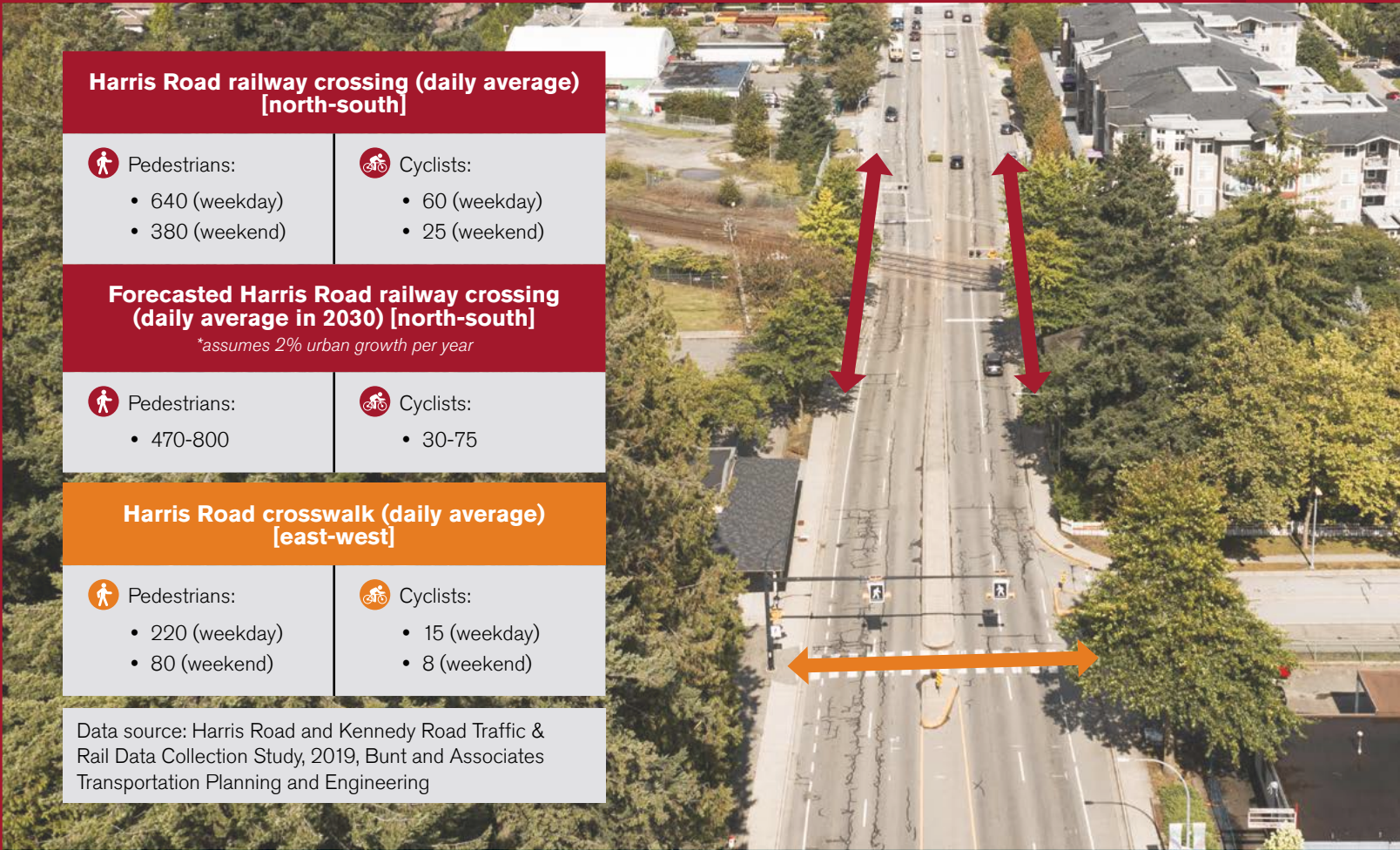
At each end of the Harris Road underpass, the proposed intersection designs at 122 Avenue and 124 Avenue would incorporate logical connections so that people can access local roads and destinations comfortably and safely.

 Examples of existing intersections with asphalt multi-use path connections, two way pedestrians and one way cyclists - North Vancouver, BC.

Harris Road | Current intersections



Current conditions for walking and cycling



Harris Road | Multi-use path



Active transportation improvements

The draft design for the Harris Road underpass supports active transportation improvements with a multi-use path (MUP). The segment of Harris Road, between 122 Avenue and 124 Avenue, would become wider than it is today to incorporate more space for people walking, rolling and cycling. This will enable better comfort and safety for people of all-ages-and-abilities, with connections to nearby destinations, including the West Coast Express Station.

The path design is informed by these applicable design standards:

- City of Pitt Meadows bylaw
- BC Active Transportation guidelines
- Transportation Association of Canada

Proposed multi-use path design

- Asphalt surface to provide a smooth, continuous and accessible surface
- Two-way walking
- One-way cycling
- Wayfinding signage and pavement markings
- Appropriate intersection transitions at 122 Avenue and 124 Avenue
- Lighting, and exploring opportunities to enhance the public realm
- Vertical grades that consider accessibility for all users

Asphalt rationale

All multi-use paths shall be surfaced with a minimum 50 mm **thick asphalt layer** or a minimum 100 mm thick concrete layer, underlain by compacted well-graded crush granular base in not less than 150 mm thickness, underlain by sub-base material as per design recommendations of the design builder's geotechnical engineer. All granular materials shall be constructed as per the MMCD. All gravel surfaces to be asphalt surfaced shall have an emulsified asphalt primer.

Design considerations

For active user comfort, we are proposing asphalt surface on the MUP

Active transportation guidelines

- As multi-use pathways are intended to be accessible and accommodate a wide range of users and trip purposes, **asphalt is the preferred surface type**. Asphalt surface treatment provides a smooth continuous surface that is accessible for all user groups.
- **The preferred material for a bicycle pathway is asphalt**
- **To ensure the pedestrian facility is accessible and can accommodate a variety of users, the preferred pathway material is asphalt or concrete**

Surface materials considered

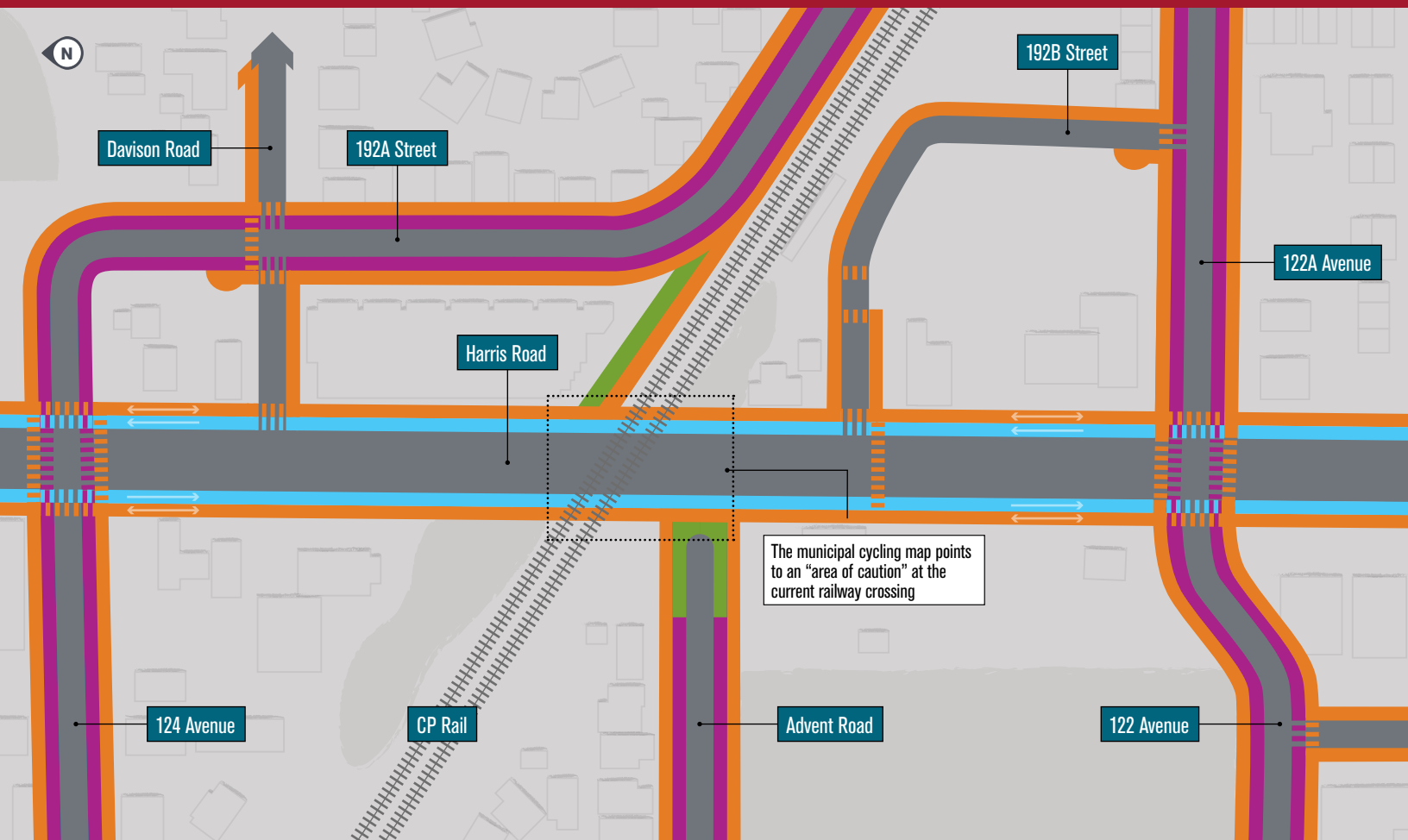
Asphalt	Concrete	Pavers
<ul style="list-style-type: none"> ✔ Provides continuous, smooth, joint-free travel ✔ Quieter with improved reliability preferred for wheel transportation modes (cycling, rollerblading, strollers etc.) ✔ Easier on users' joints ✔ Softer aesthetic look ✔ Requires regular maintenance and sealing ✔ Cost effective 	<ul style="list-style-type: none"> ✔ Longevity ✔ Minimal maintenance requirements ✔ Most frequently used MUP material for local grade separations ✔ Harsher aesthetic look ✔ Expensive installation ✔ Harder on users' joints 	<ul style="list-style-type: none"> ✔ Versatility of shapes and patterns ✔ Can replace individual pavers ✔ Good traction when wet ✔ Weeds can grow in cracks ✔ Can move from roots, frost and settling ✔ Safety concerns (tripping) ✔ Can be difficult for wheel transportation modes



Signage options

The MUP will include signage for wayfinding and separation cycling and walking. Signage options are being explored, and examples are shown here:

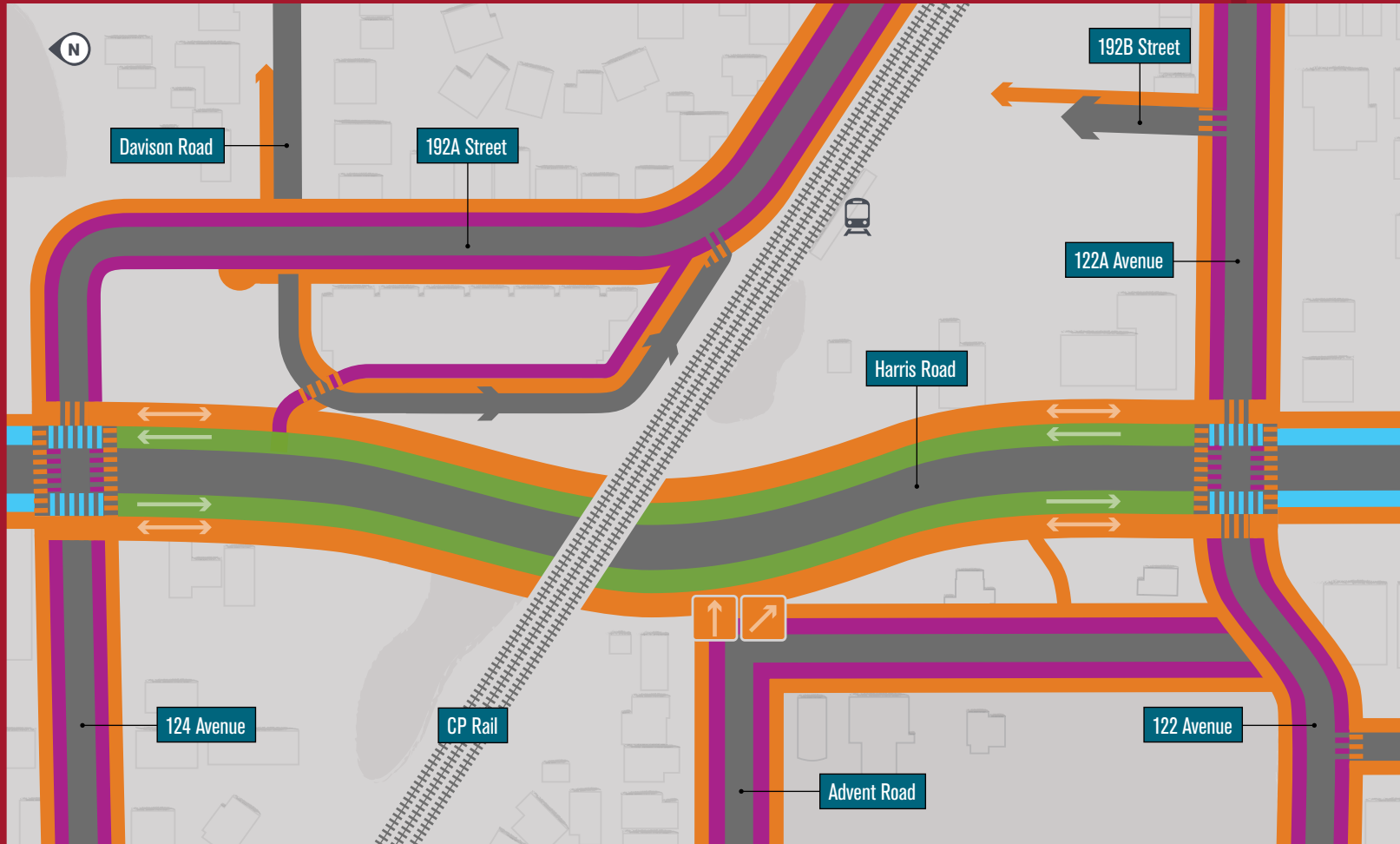


Current road network



-  Pedestrian circulation
-  Designated bike lane
-  Neighbourhood bikeway
-  Paved multi-use path
-  Vehicle circulation

Harris Road | Future road network



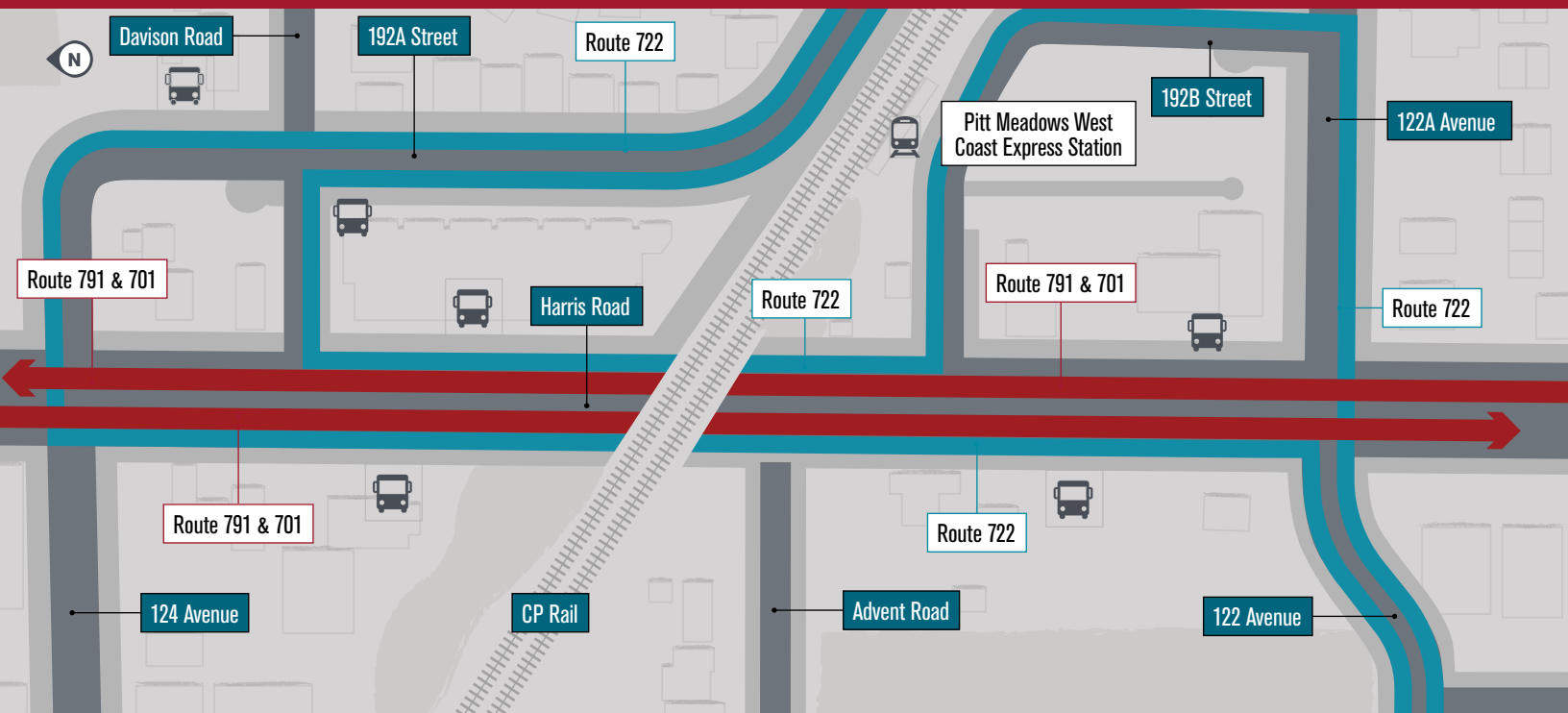
Road network

The proposed local road network is designed to operate similar to the existing network and minimize the impacts on private property and businesses.

-  Pedestrian circulation
-  Designated bike lane
-  Neighbourhood bikeway
-  Paved multi-use path
-  Vehicle circulation







Current transit network



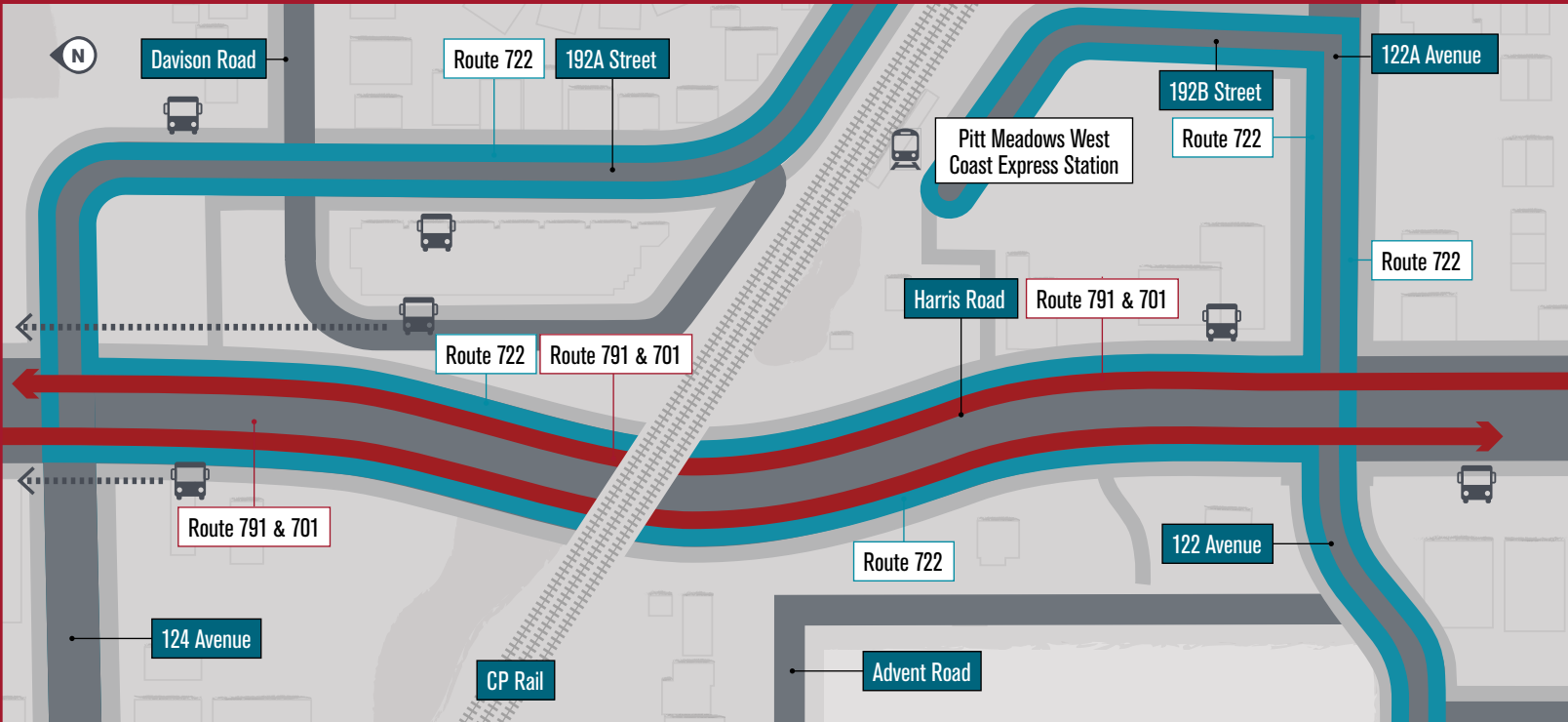
Transit network





We have been regularly engaging with TransLink and Coast Mountain Bus Company as key stakeholders on this project. Our aim is to align the design with these agencies' initiatives as much as possible, while also limiting disruption to transit routes and bus stops during construction.

-  Pedestrian circulation
-  791 & 701 bus routes circulation
-  722 bus route circulation
-  Vehicle circulation



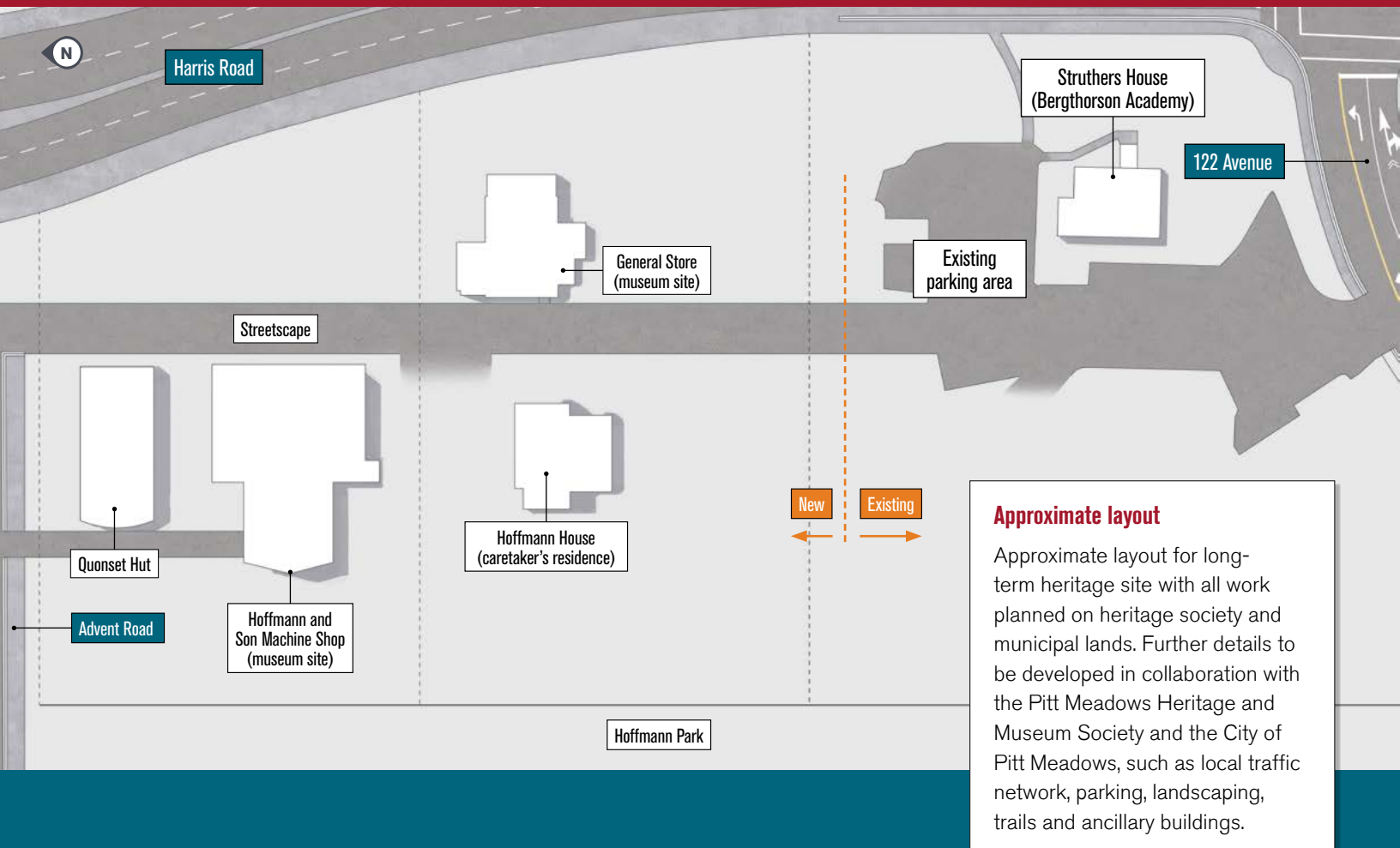
Harris Road | Future transit network



-  Pedestrian circulation
-  791 & 701 bus routes circulation
-  722 bus route circulation
-  Vehicle circulation



Harris Road | Future heritage site



Heritage buildings

The preservation of the heritage buildings remains a key project principle, and to uphold this, we have been collaborating with the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society. The buildings would be relocated west of the existing Harris Road to enable the footprint required to build the underpass, while supporting the long-term vision for a future heritage site.

In collaboration with the City of Pitt Meadows and the Pitt Meadows Heritage and Museum Society, we have developed the following plan for the three heritage buildings:

- **General Store:** relocate building from the east side of Harris Road to the west side on city-owned land
- **Hoffmann and Son Machine Shop:** relocate building back from existing Harris Road to accommodate the underpass alignment while keeping it on society-owned land
- **Hoffmann House:** relocate building from current location while remaining on city-owned land

All heritage buildings will be set back from the Hoffmann Park boundary, with a streetscape from north/south.



Questionnaire

Please submit your feedback by July 19, 2022. See the back cover of this guide for more information.

About the questionnaire

The following questionnaire should take about 10-15 minutes to complete. Your thoughts will help finalize the design for the Harris Road underpass and related considerations in partnership with the City of Pitt Meadows and CP.

General project questions

All respondents

1 What is your postal code?

Your answer

2 What year were you born?

Your answer

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

I live near the proposed project I work at or near the proposed project I travel near the proposed project

I am interested in the proposed project for another reason. Please describe:

Your answer

4 How long have you lived in your current home?

Less than five years

Five to ten years

Ten to 15 years

16 years or more

Prefer not to say

All respondents

Proposed design for the Harris Road underpass

Using feedback since project engagement began in 2018 and ongoing stakeholder engagement, along with technical analysis, feasibility and budget, we have updated the proposed design for the Harris Road underpass. By separating road and rail traffic at Harris Road, the project will make local commutes faster and safer. This will improve safety and community connections through more reliable traffic flow and better emergency response times.

The proposed design for the Harris Road underpass reflects an updated alignment to the west to accommodate community and stakeholder feedback. The design also includes a new frontage lane for the Keystone building and a multi-use path to improve comfort and safety for walking, cycling and rolling—one that will be designed to industry standards and tie into existing infrastructure. We have also engaged with the City of Pitt Meadows Active Transportation Advisory Committee around active transportation considerations.

Active transportation

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



1 - Strongly support 2 - Somewhat support 3 - Neutral 4 - Somewhat oppose 5 - Strongly oppose 6 - I don't know

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

Your answer

Public space improvements

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

These opportunities include:



Benches



Cultural recognition



Lighting



Trash receptacles



Landscaping/enhanced green space



Railings



Bike racks

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

Your answer

Questionnaire

Traffic management during construction

If the Harris Road underpass is approved, construction is anticipated to take place for about three years. Any large-scale infrastructure project that brings meaningful, long-term benefits comes with short-term disruptions.

The port authority recognizes that Harris Road is an important route in the community and is committed to ensuring that construction and traffic are managed thoughtfully to mitigate disruptions as much as possible.

We have heard from the City of Pitt Meadows and the community that it is important to maintain access to Harris Road during construction. To maintain access, as well as ensure safety for construction crews and the public, a three-lane detour can be accommodated through the project area during construction.

We would like to know how and when you travel near the project area, and your thoughts on trade-offs, so that your feedback can be considered as part of construction and traffic management planning.

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

- Weekdays Weekends Both
- I do not travel to or near Harris Road

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

- Mornings Middle of the day Afternoons
- Evenings Nights I do not travel to or near Harris Road

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

- I drive a personal vehicle I drive a work vehicle I cycle
- I walk or roll Other. Please describe: Not applicable

Your answer

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

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



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

Your answer



Questionnaire

General

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

-
- 1 - Strongly support 2 - Somewhat support 3 - Neutral 4 - Somewhat oppose 5 - Strongly oppose 6 - I don't know

10 What is the main reason for your level of support?

Your answer

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

- Notification sent to my property Newspaper advert Social media advert
 Newsletter from Vancouver Fraser Port Authority Word of mouth Other. Please describe:

Your answer

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

- Read the project webpage at portvancouver.com/pittmeadowsroadandrail Read the engagement webpage on portvancouver.com/pittmeadowsengagement
 Attended an open house Read the discussion guide
 Contacted the port authority for more information about the project Talked about the project with someone else
 Other. Please describe:

Your answer

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

Your answer

Thank you

Thank you for taking the time and providing your feedback on the Harris Road underpass component of the project. We value your thoughts and look forward to working with you on this project. Please submit your questionnaire by July 19, 2022.

The feedback received from this phase will be used to inform the final design for the Harris Road underpass, as well as construction and traffic management planning.

When you will hear from us next

We will summarize the feedback received during this phase and share it with the community in summer 2022.

In winter 2022/2023, we will share an update with the community on the final underpass design.

We are committed to engaging with the community and providing opportunities for meaningful dialogue and input throughout this project, while ensuring you have clarity on the project scope.

For more information:

www.portvancouver.com/pittmeadowsroadandrail
pittmeadowsroadandrail@portvancouver.com | 604.665.9004

The information you provide on this questionnaire will be added to the port authority's database for the Pitt Meadows Road and Rail Improvements Project public engagement. This database allows the port authority to maintain a record of contact. If you have submitted a comment, your personal information may be disclosed to the City of Pitt Meadows and/or CP to help with project planning and respond to questions. Otherwise, your personal information will not be used for any purpose other than to inform the project planning

and design. Any personal contact information you provide to the port authority on this form is collected and protected in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have any questions about the Pitt Meadows Road and Rail Improvements Project, and/or the information collected on this questionnaire, please contact the port authority at 604.665.9004 or email pittmeadowsroadandrail@portvancouver.com.



PORT of
vancouver

Vancouver Fraser
Port Authority

Pitt Meadows Road and Rail Improvements Project



Please submit your questionnaire by July 19, 2022.

You can return your completed questionnaire to the project team.

Online: Complete the questionnaire at
portvancouver.com/pittmeadowsroadandrail

Email: Scan and email the questionnaire to
pittmeadowsroadandrail@portvancouver.com

Mail: Vancouver Fraser Port Authority
Attention: Pitt Meadows Road and Rail Project Team
100 The Pointe, 999 Canada Place
Vancouver, BC, V6C 3T4

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

portvancouver.com/pittmeadowsroadandrail

Canada