

# Harris Road Underpass and Kennedy Road Overpass

The Vancouver Fraser Port Authority and Canadian Pacific (CP) are proposing improvements through Pitt Meadows to improve safety and reduce delays on municipal roads due to rail crossings, and to support goods movement.

These proposed improvements include:

- » A **four-lane underpass** to allow **Harris Road** to pass under the railway
- » A **two-lane overpass** to allow **Kennedy Road** to pass over the railway

These grade separations would enable CP to invest in track and yard infrastructure as demand grows.

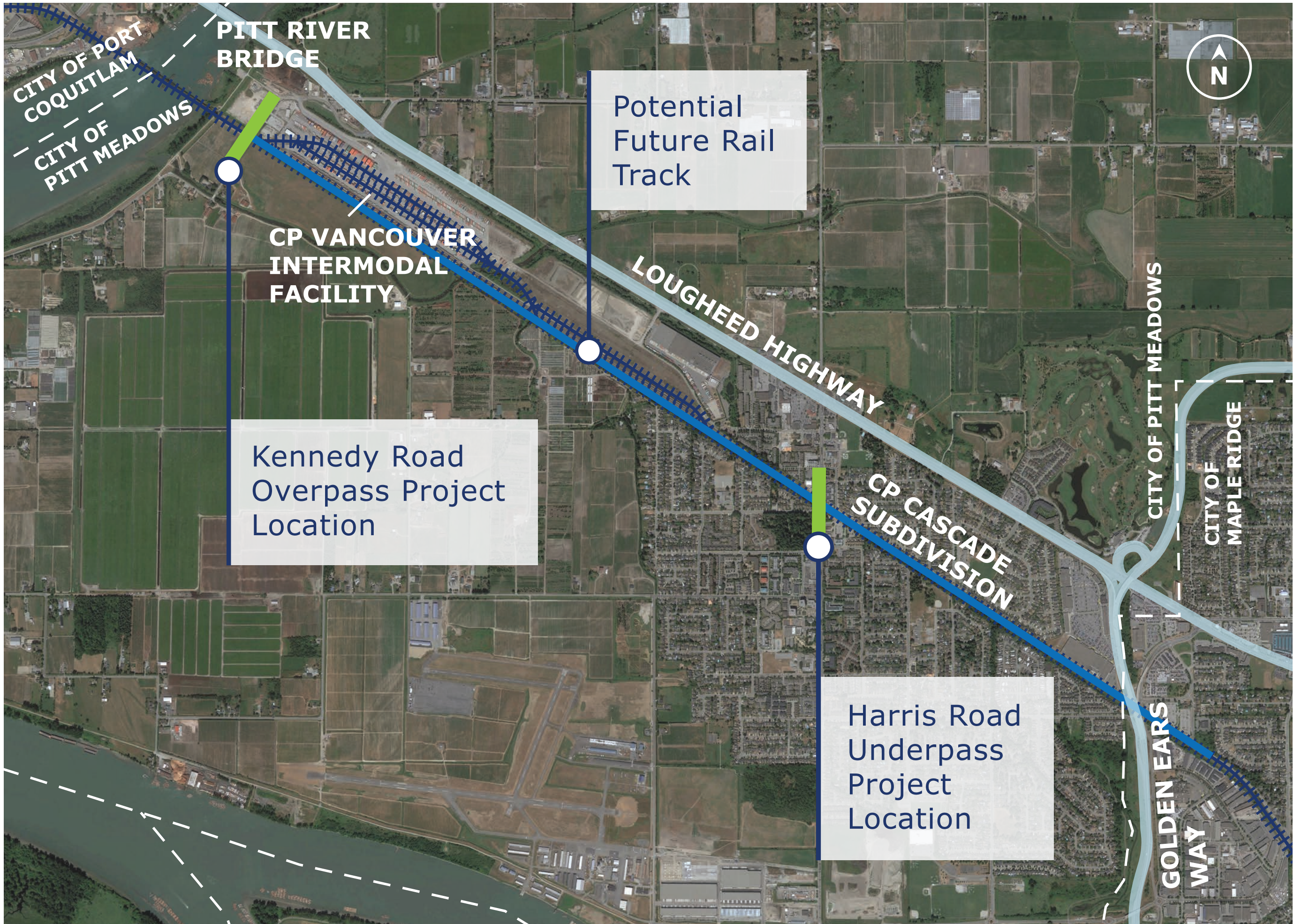
The improvements will be designed to meet the following **project objectives**:

- » Improve safety and eliminate rail crossing-related delays for drivers, cyclists and pedestrians
- » Improve response time for emergency services and increase reliability for commuters, transit users and commercial drivers
- » Reduce the effects of growing trade on communities
- » Help the port authority and industry responsibly manage growing trade through the Port of Vancouver

Funding for the development of these projects includes a significant commitment from the Government of Canada through the National Trade Corridors Fund, which was announced by Minister Marc Garneau in Pitt Meadows on May 17, 2018.

## WE WANT TO HEAR FROM YOU

The information you will see in these display boards is based on concepts developed for the federal funding application. Through this engagement process, we want to hear from you about your thoughts on our proposal, and what considerations you want us to be aware of as we work to develop our designs, engage with you and deliver these improvements.



## FEEDBACK FORM

During this engagement period, we're looking for your input on the following questions:

- » What do you think of our project objectives?
- » Is there anything else you want us to consider as part of our project objectives?



# About the Vancouver Fraser Port Authority



## Port of Vancouver

The Port of Vancouver is Canada's largest port, and the third largest in North America in terms of annual tonnes of cargo. It is home to 27 major marine cargo terminals, operating across five business sectors: automobiles, breakbulk, bulk, container and cruise. The port borders 16 municipalities and intersects the asserted and established territories and treaty lands of several Coast Salish First Nations on the southwest coast of British Columbia.

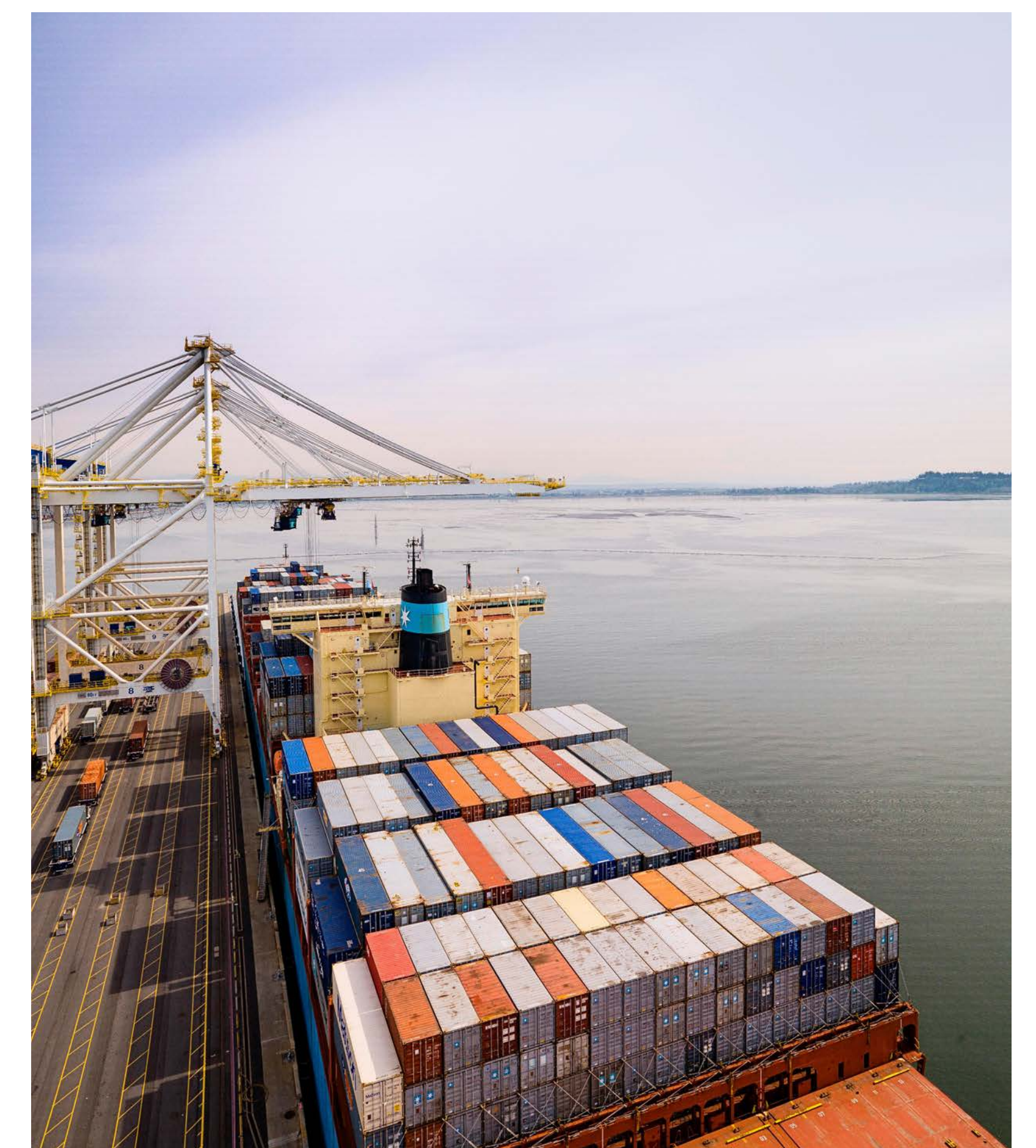
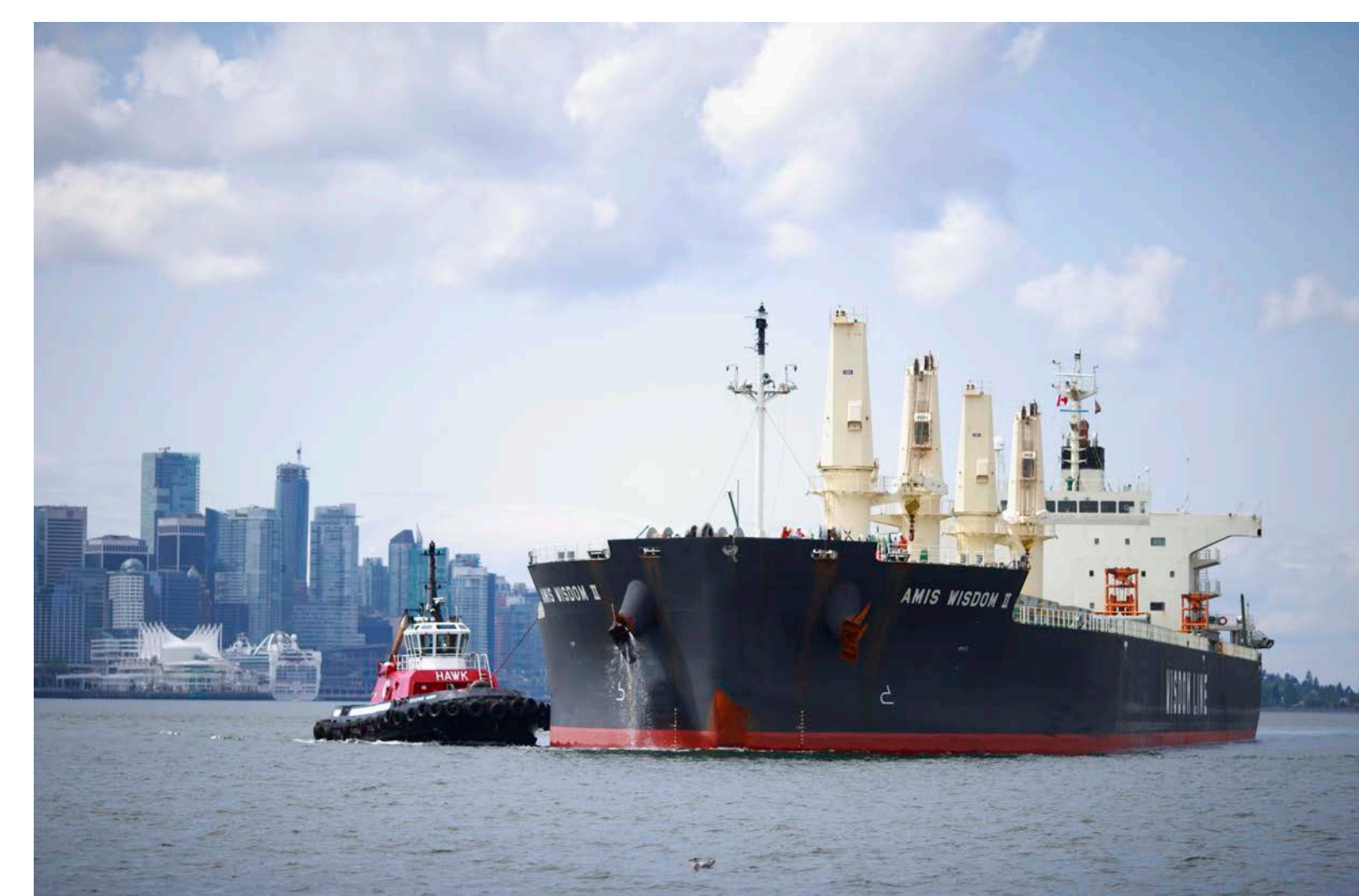
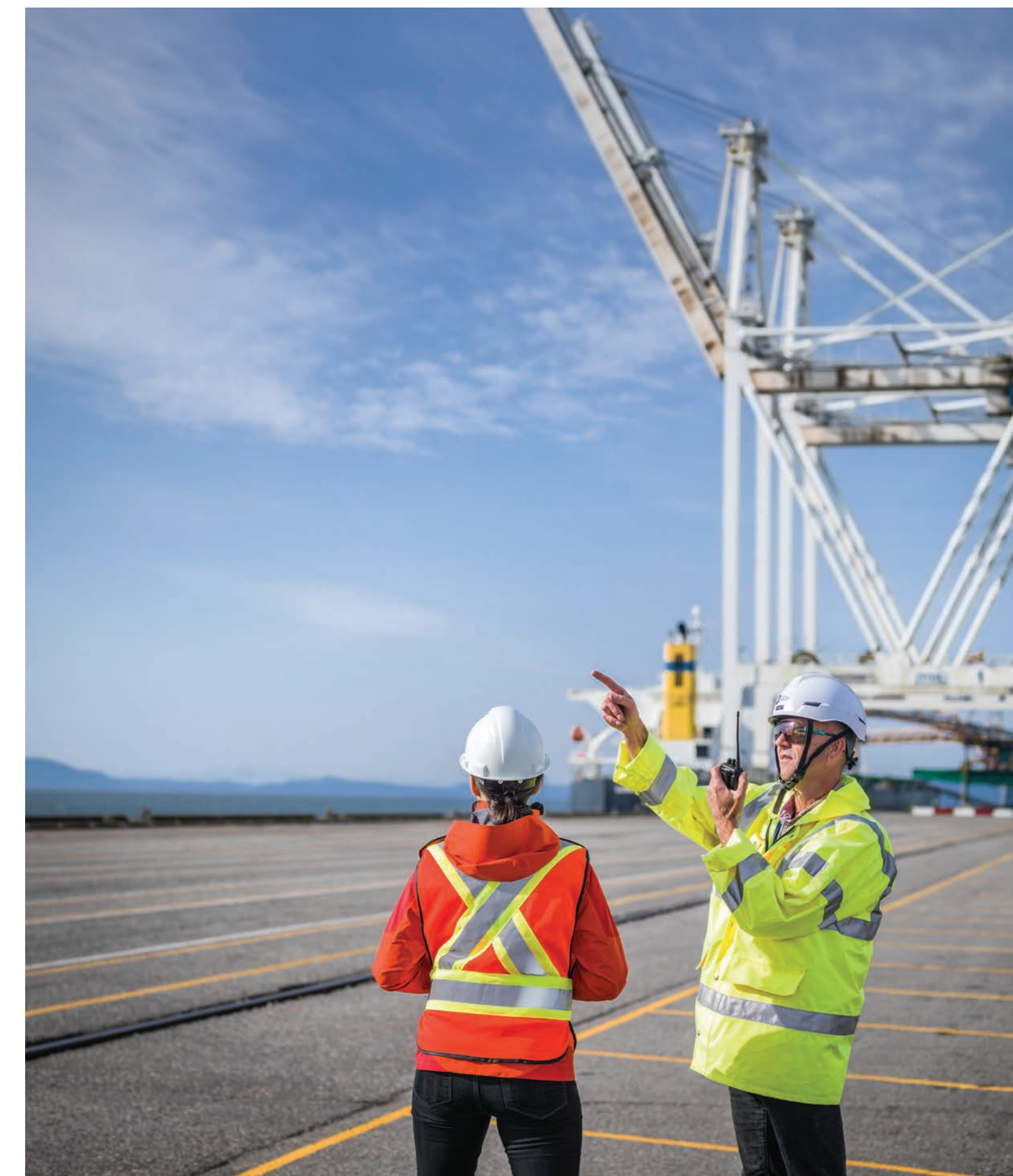
## Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is responsible for managing federal lands and waters at the Port of Vancouver on behalf of Canadians and in support of national trade objectives. We provide marine infrastructure and ensure safe and efficient movement of marine traffic and cargo within the port. We ensure operations are secure, reliable and sustainable, with consideration for the impacts on our neighbouring communities. We also advance environmental initiatives, and conduct project and environmental reviews of works and projects proposed for port lands and waters.

Our mission is to enable Canada's trade objectives, ensuring safety, environmental protection and consideration for local communities.

Our vision is to be the world's most sustainable port.

Learn more at [portvancouver.com](https://portvancouver.com)





# About Canadian Pacific



Canadian Pacific is a transcontinental railway in Canada and the United States with direct links to major ports on the west and east coasts, providing North American customers a competitive rail service with access to key markets in every corner of the globe. CP plays an integral role in moving North America's economy and takes great pride in safely

delivering to North Americans everything they need – from food, to cars, to energy and fuel. A strong, safe and efficient rail system is essential for Canada and the U.S. to remain globally competitive.

CP trains operate 24 hours a day, seven days a week. We pride ourselves on being available at all times for our customers so

when their demands change, we change with them.

When CP first began its operations, Canada was relatively unpopulated. While much has changed in the 130 years since the start of CP's operations, our commitment to operating safely and working closely with communities and residents remains a core value.

Today, while we fully appreciate the needs of growing cities, it is important to remember that many communities across Canada have grown-up and prospered along the railroad. That interface – between communities and CP – has become an important component of what we do on any given day.



## NEED MORE INFO?

Contact CP Community Connect  
1 800 766 7912  
[community\\_connect@cpr.ca](mailto:community_connect@cpr.ca)  
[cpr.ca](http://cpr.ca)

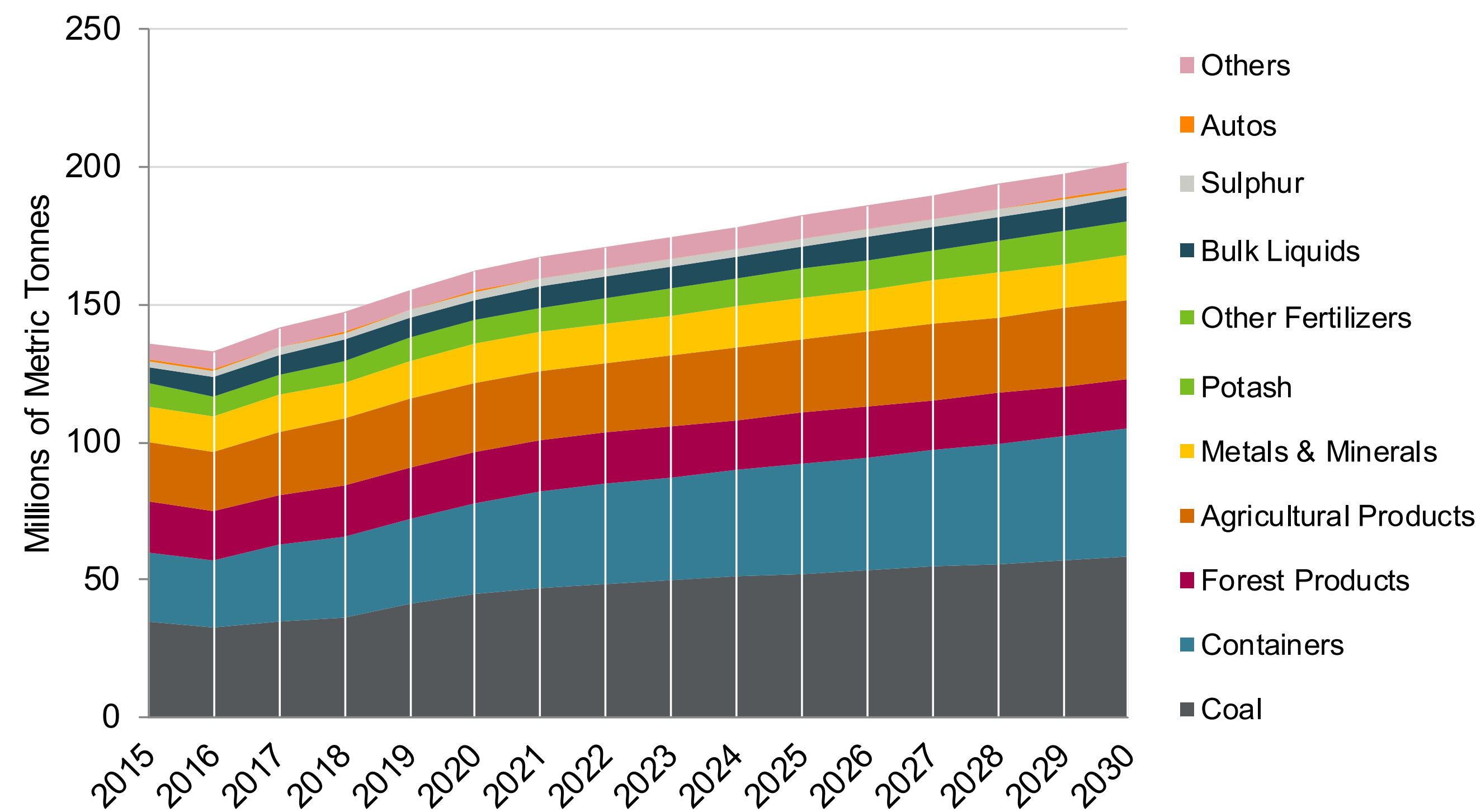


# Why are these projects needed?

Trade through the Port of Vancouver is growing.

The Port of Vancouver is Canada’s largest and busiest port, and trade through the port is growing, primarily as a result of increased trade with Asia.

In 2017, a record 142 million tonnes of cargo moved through this gateway, and this number is conservatively forecasted to increase to 200 million tonnes by 2030.



The segment of CP rail track between Harris Road and Kennedy Road is already one of the busiest segments of CP’s network in British Columbia. With more trade through the Port of Vancouver, the frequency and length of trains in this area is forecasted to increase.

The Harris Road Underpass and Kennedy Road Overpass are proposed to remove the at-grade crossings at those intersections that cause delays for first responders, commuters and businesses. The additional rail track will provide CP with additional capacity to serve Canadian businesses exporting or importing goods.

## WHAT WOULD HAPPEN IF WE DID NOTHING?

The table below shows the number of trains and vehicles at the Kennedy Road and Harris Road crossings in 2015 and forecasted estimates for 2030. Without any change to the existing at-grade crossings, delays to vehicles travelling along Kennedy Road and Harris Road would increase substantially.

|              | TRAINS/DAY |             | VEHICLES/DAY<br>(ANNUAL AVERAGE DAILY TRAFFIC) |             |
|--------------|------------|-------------|--|-------------|
|              | 2015       | 2030 (est.) | 2015   | 2030 (est.) |
| Kennedy Road | 40         | 63          | 2,400  | 4,200       |
| Harris Road  | 38         | 66          | 22,500   | 23,900      |



# What we've heard to date and our commitment to engagement

While a key objective of these proposed grade separations is to improve livability in Pitt Meadows as trade continues to grow, we recognize that these projects would result in change to the community you live and work in. We're committed to working with the City of Pitt Meadows and engaging with you as we develop these projects.

We've met with City of Pitt Meadows Council and staff on several occasions and have received the following input to-date:

- » Livability for residents and businesses is paramount
- » Limited funding is available from the City
- » Concern with impacts of increased rail activity (noise, visual, smell)
- » Need for coordination between the multiple agencies involved in transportation in Pitt Meadows
- » Desire to understand potential alternative solutions
- » Need to engage with public, consistent with Pitt Meadows' Civic Engagement Framework

## A THOROUGH ENGAGEMENT PROCESS

There will be multiple opportunities to provide input as designs are developed. By providing your input through this early engagement and in future engagement opportunities, you'll provide us with information that may allow us to change or refine project designs to incorporate community input and make the projects better. We will consider your input, along with technical and financial considerations, as we complete designs and plan for construction.

Should the projects proceed to construction, we will communicate with you regularly about upcoming works and any change to travel patterns that might be necessary.



## FEEDBACK FORM

During this engagement period, we're looking for your input on the following questions:

- » What interests or issues are you interested in getting more information about during future engagement?
- » How would you like us to engage with you?



# Kennedy Road Overpass

## Preliminary Concept

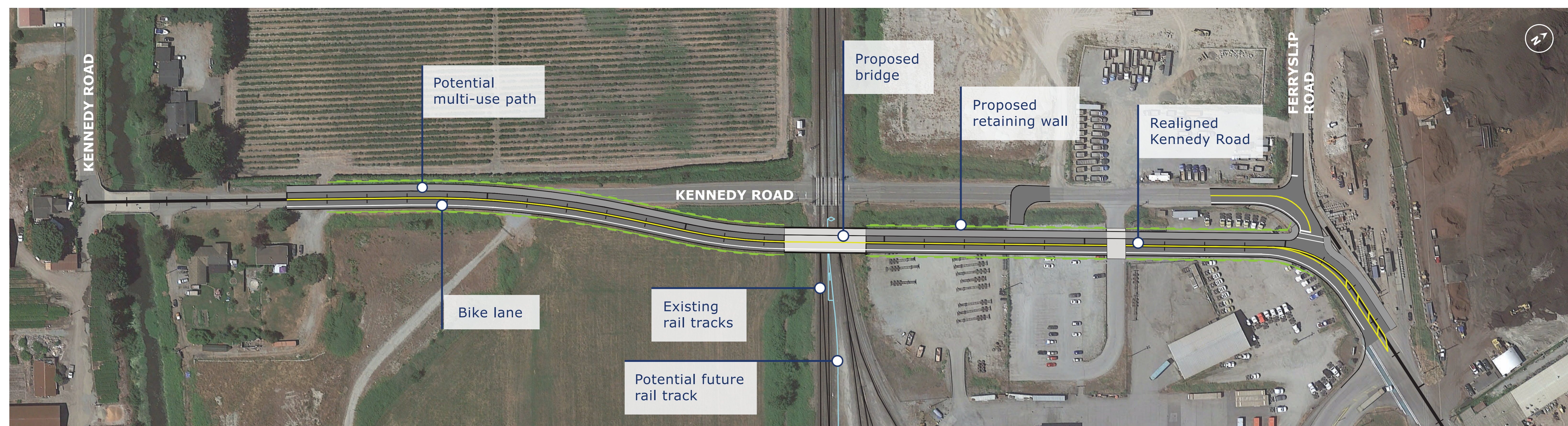
The Kennedy Road Overpass concept is proposed as a two-lane overpass that would replace the existing at-grade rail crossing.

As proposed, the overpass would have the following features and benefits:

- » Kennedy Road would be raised to travel above the railway tracks
- » Overpass could include an elevated multi-use path for cyclists and pedestrians
- » Complete separation from railway tracks would eliminate train-related delays
- » Removal of at-grade crossing would eliminate need for train whistling
- » Realigned Kennedy Road could provide improved connections to Lougheed Highway (Highway 7)
- » Address queuing of trucks into CP yard
- » Potential for integration with City of Pitt Meadows transportation priorities

### WHAT OTHER OPTIONS HAVE BEEN CONSIDERED?

An underpass (lowering Kennedy Road underneath the railroad tracks) was considered. However, this option has not been carried forward due to anticipated higher construction costs and requirements for ongoing maintenance, especially since the water table in the area is high due to the location close to the Pitt River.





# Kennedy Road Overpass

## Preliminary Concept

The images below show the existing at-grade crossing and a conceptual artist's rendering of what an overpass at Kennedy Road could look like.



*Current aerial view of the Kennedy Road crossing.*



*Conceptual artist's rendering of an overpass at Kennedy Road.*



# Harris Road Underpass

## Preliminary Concept

The Harris Road Underpass concept is proposed as a four-lane underpass that would replace the existing at-grade rail crossing.

As proposed, the underpass would have the following features and considerations:

- » Harris Road would be lowered to travel beneath the railway tracks
- » Underpass would include facility for cyclists and pedestrians
- » Complete separation from railway tracks would eliminate train-related delays for drivers, cyclists and pedestrians
- » Two heritage buildings along Harris Road may need to be relocated
- » Construction staging would need to be considered to allow traffic to continue to flow on Harris Road during construction

### WHAT OTHER OPTIONS COULD BE CONSIDERED?

- » **Overpass**  
An overpass would also serve trade-related objectives.
- » **Closing Harris Road to vehicle traffic**  
Closing Harris Road to vehicle traffic would not conflict with the project's trade-related objectives but would have an impact on the municipal road network.

Should the community want us to explore either of these options, additional work would need to be done to understand considerations of each, such as potential visual, access and other impacts to properties along Harris Road.





# Harris Road Underpass

## Preliminary Concept

The images below show the existing at-grade crossing and a conceptual artist's rendering of what an underpass at Harris Road could look like.



*Current view of the Harris Road crossing.*



*Conceptual artist's rendering of an underpass at Harris Road.*