

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. 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.