

Community Engagement

The Future of Transportation in Pitt Meadows



June 18–July 13, 2018

Discussion Guide

haveyoursaypittmeadows.ca

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

Transportation has been an important issue for the City of Pitt Meadows over the past few decades.

Our community's central location and the growth in neighbouring communities have brought many benefits as well as challenges. In addition, the historic location of the Canadian Pacific bisecting our community and the increase of rail traffic that facilitates the movement of goods across our nation has further impacted our residents' ability to move freely within municipal boundaries.

Transportation has been an ongoing priority of this Council during this term, working directly with senior levels of government. It is exciting to be bringing this forward for public participation after all the hard work by my colleagues and myself, and we are committed to involving our Katzie First Nation partners on these initiatives. We want to hear from you about transportation and the proposed infrastructure improvements in our community.

By engaging with citizens and working together, Council believes we will ensure that quality of life for our residents remains the focal point throughout all discussions and future decisions.

To guide our discussions, Council has adopted a clear set of Principles and Interests about these issues, which you will see on the next page. Thank you for participating in discussing these critical issues in our community—I look forward to hearing from you.



A stylized, handwritten signature in black ink, consisting of a large 'S' followed by a 'Z'.

Mayor John Becker

Statements of Principle

1. Pitt Meadows does not have the financial capacity to contribute to the capital costs, maintenance costs or future replacement costs of any additional transportation infrastructure related to the regional movement of goods, people and services.
2. The quality of life for the residents of Pitt Meadows should not be negatively affected.
3. Gateway Transportation Collaboration Forum improvements must be consistent with Pitt Meadows' Official Community Plan, zoning, bylaws, etc.
4. Senior governments and agencies must be inclusive of Pitt Meadows and transparent with their planning.
5. Katzie First Nation and affected stakeholders and businesses need to be part of the planning process and their concerns identified.
6. All processes need to adhere to the City's recently adopted Civic Engagement framework, policy and practices.
7. No transportation infrastructure should proceed without the agreement of Pitt Meadows.
8. Lougheed Highway traffic congestion must be resolved as part of the transportation improvements.

Statements of Interests

1. Residents need improved connectivity. Transportation congestion within Pitt Meadows needs to be reduced.
2. Residents need rail activity mitigation throughout the rail corridor and through the city on both sides of the tracks including but not limited to noise, smell, sight and vibration.
3. Residents need to be assured that CP will participate in emergency response plans and respond to all rail emergencies.
4. All construction within the city, Lougheed Highway improvements and CP rail yard improvements must connect to city infrastructure including the Pitt Meadows Regional Airport and Golden Ears Business Park.
5. Improvements to Kennedy Road CP rail yard truck access and egress needs to happen.
6. Any land loss suffered by private property owners need to be addressed either through new lands or fair financial compensation.
7. Limiting loss of agricultural land is a priority for Pitt Meadows.
8. Gateways into the City must be designed and incorporated into any infrastructure project that interfaces with Lougheed Highway leading into the northern and southern parts of the City.
9. Heritage values must be protected.
10. Pitt Meadows businesses need improved truck routes.
11. Rail crossing must be integrated into road improvements.
12. Pedestrian and bicycle access maintained.

Have your say.

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

Public Open House

Drop-in format, no RSVP required.

Monday, June 25

4:00 p.m. – 8:00 p.m.

Pitt Meadows Heritage Hall
12460 Harris Road

Small Group Meeting

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

Monday, June 25

1:00 p.m. – 3:00 p.m.

Pitt Meadows Heritage Hall
12460 Harris Road

This discussion guide provides you with information about the purpose of the engagement process and how you can get involved. Open house display boards will be available at haveyoursaypittmeadows.ca on June 25, 2018, along with a link to a feedback form that can be completed electronically or dropped off to city hall.

Learn more and provide your input by:

- › Attending the small group meeting or dropping by the open house to speak with representatives from the City of Pitt Meadows, TransLink, the Vancouver Fraser Port Authority, Canadian Pacific, and the Ministry of Transportation and Infrastructure (see *meeting schedule*)
- › Reading this discussion guide and the open house display boards (*available June 25*)
- › Completing a feedback form at haveyoursaypittmeadows.ca (*available June 25*)
- › Asking a question or emailing your feedback to transportationengagement@pittmeadows.bc.ca

We ask that you please provide your feedback by Friday, July 13, 2018.

Why is the City of Pitt Meadows hosting this engagement?

An efficient and safe transportation system is key to keeping our growing community livable.

There are a number of organizations that have a role in various aspects of transportation planning and investment in our community. Through this engagement process, the City of Pitt Meadows is bringing some of them together so that you can learn more about various initiatives under consideration or development, all in one place.

Each of these initiatives are at a different stage of development, and not all are planned to happen in the same time frame. We wanted to make sure you had a chance to learn about each of the initiatives.

How will input be used?

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

A summary report, summarizing key themes from this engagement process, will be produced, provided to all engagement participants, and posted on the engagement website.

What are the initiatives that are part of this engagement process?

Starting on page 8 of this guide, you'll learn about the following initiatives being proposed by these organizations:

TransLink

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

Vancouver Fraser Port Authority / Canadian Pacific

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

Ministry of Transportation and Infrastructure

- › Planning for future improvements to Lougheed Highway

City of Pitt Meadows

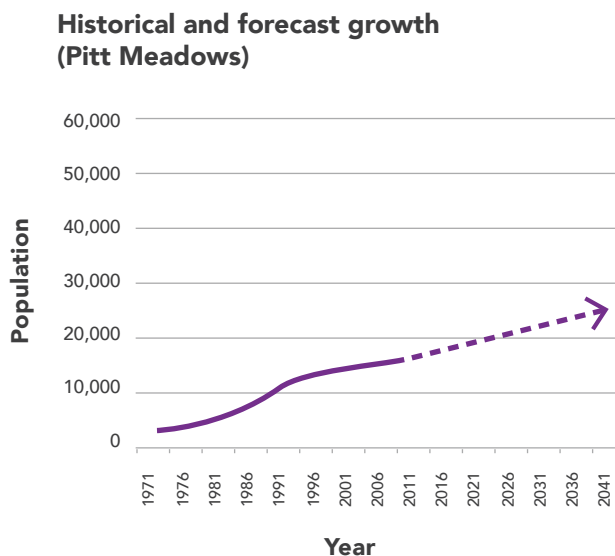
- › Planning for potential future local connections:
 - › North Lougheed Connector
 - › Kennedy-McTavish Connector
 - › Allen Way-McTavish Connector

This discussion guide provides an overview of the first three initiatives. Additional information about these initiatives will be produced and presented by each organization at the June 25 open house. Open house display boards produced by each organization will be available at haveyoursaypittmeadows.ca on Monday, June 25.

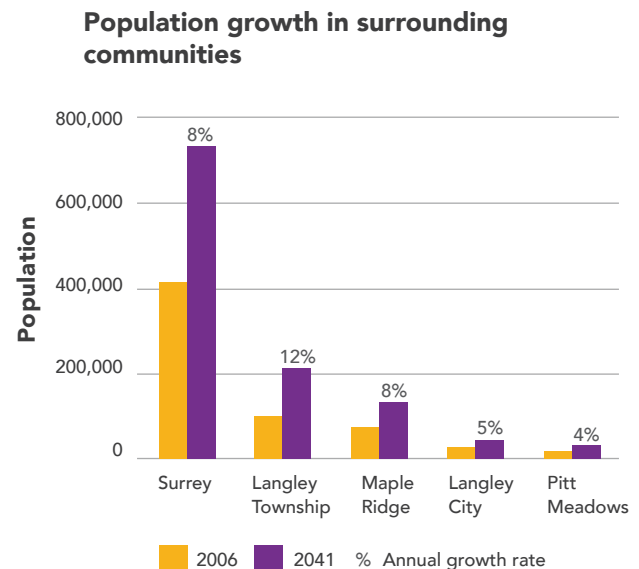
Background

Pitt Meadows and Surrounding Communities are Growing

The City of Pitt Meadows is a vibrant and growing municipality of approximately 19,000 residents. Although we have one of the smallest populations of municipalities in Metro Vancouver, significant commercial and industrial development means our community is growing. As a highly attractive place for families, visitors, and businesses, the population of Pitt Meadows is expected to grow to 24,000 residents by 2041. Pitt Meadows is also surrounded by some of the highest growth communities in the Metro Vancouver region, including the City of Surrey, the Township of Langley and the City of Maple Ridge.



Source: BC Stats & Regional Transportation Model



Source: Metro Vancouver Growth Strategy

Transportation in the City of Pitt Meadows

There is a need to promote a balanced and sustainable transportation system to accommodate increased growth both locally and regionally. Pitt Meadows' transportation system provides residents with attractive and convenient mobility choices with an emphasis on walking, cycling and transit in order to reduce automobile dependency, encourage economic development and tourism opportunities, promote healthy lifestyles, and protect the natural environment. The benefits of long-term transportation planning go far beyond simply the provision of roads, public transit, bicycle routes and pedestrian facilities. Transportation is an important part of achieving community goals and objectives related to the environment, economy and health.

Here's a breakdown of the key modes of transportation in our city:



Transit

Transit service in Pitt Meadows includes buses and West Coast Express service, with over 50 bus stops and one West Coast Express station. The City's public transit services are largely centred around the Pitt Meadows West Coast Express Station in the City's urban core, with rural areas north and west of the core not served by public transit.



Active transportation (walking and cycling)

Pitt Meadows boasts an extensive network for pedestrians and cyclists, including sidewalks, trails, and bicycle lanes. The majority of roads in the Pitt Meadows' core have a sidewalk on at least one side of the street. The City promotes a pedestrian-friendly Town Centre with safe and convenient pedestrian connections that complement the higher densities and mixed-use development of the area. The bicycle network in Pitt Meadows consists of on- and off-street facilities, including 36 km of bike lanes, and connects to adjacent municipalities and Metro Vancouver's regional greenways.



Road network

The road network in Pitt Meadows is designed to support mobility for all modes of travel, including general purpose traffic, goods movement, transit, walking and cycling. There are over 125 km of roadways linking the urban and rural areas of Pitt Meadows, including 6 km of provincial highway (Lougheed Highway). This network provides key connections to adjacent communities and regional networks. The City has a designated truck route network that is designed to keep trucks out of the urban core, except for local deliveries.



Rail

The CP corridor, with rail crossings at Harris Road and Kennedy Road, and operations at the Vancouver Intermodal Facility (Rail Yard), sees a significant numbers of trains, particularly as trade through the Port of Vancouver continues to grow. These rail movements lead to delays at the Harris Road and Kennedy Road at-grade rail crossings.

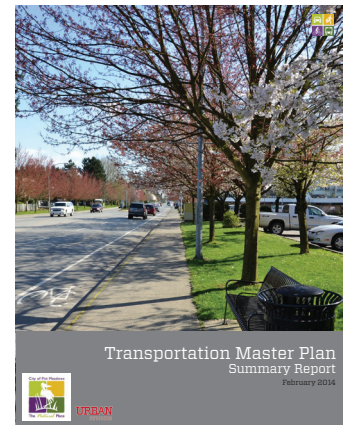
City of Pitt Meadows Transportation Master Plan

In 2014, the City of Pitt Meadows developed a new Transportation Master Plan.

The Transportation Master Plan provides the City of Pitt Meadows with a clear roadmap to manage local transportation movements and connections, as well as the impacts of regional traffic. It also provides guidance on managing current and future transportation demands in Pitt Meadows into the long-term, and the necessary planning and investments that will make transit, walking, and cycling accessible and attractive forms of transportation while facilitating efficient people and goods movement on the road network.

The Transportation Master Plan builds on the City's 2012 Pedestrian and Cycling Master Plan, and will be integrated with other related current studies, including a Parking Strategy and the Official Community Plan Update. The Transportation Master Plan is scheduled for review in 2019/2020 following the update to the Official Community Plan.

Most of the initiatives included in this discussion guide are contemplated in the Transportation Master Plan.



To read the 2014 City of Pitt Meadows' Transportation Master Plan, please visit pittmeadows.bc.ca

Transportation initiatives in Pitt Meadows

Over the following pages, you'll find descriptions of the transportation initiatives proposed for Pitt Meadows that may move forward over the coming decade.

As mentioned earlier, this guide provides context about initiatives proposed by TransLink, the Vancouver Fraser Port Authority, Canadian Pacific and the Ministry of Transportation and Infrastructure from the City of Pitt Meadows' perspective. The details of these initiatives will be found in the June 25 Open House display board materials presented by each organization.

TransLink

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

In April and May 2018, TransLink provided an opportunity for our community to give input into the Lougheed B-Line and Maple Ridge-Pitt Meadows Area Transport Plan, and is not seeking specific input during this engagement. If you have comments you would like to provide to TransLink after viewing the display boards, please provide them in the additional comments section of the feedback form.

New Lougheed Highway B-Line

TransLink is currently planning for a new Lougheed Highway B-Line, with implementation planned in late 2019. This new bus service would improve travel times and reliability for transit riders, and provide faster service between Coquitlam and Maple Ridge, with a stop at Harris Road. A potential future stop is identified at Meadowtown.

Maple Ridge-Pitt Meadows Area Transport Plan

The Maple Ridge-Pitt Meadows Area Transport Plan planning process involves a comprehensive review of the transportation network in Maple Ridge and Pitt Meadows, including improving transit, improving regional cycling connections, making walking to transit safer and more enjoyable, and considering goods movement and regional roadways.

The planning process considers customer experience, current and projected land use and development, transportation and ridership data, and feedback from the public, stakeholders and local governments.

The Area Transport Plan is a planning process that includes a thorough analysis of current transportation challenges, an assessment of community values and expectations, and ultimately the identification and prioritization of various strategies and actions.

This process will be guided by ongoing stakeholder and public consultation. Additional opportunities for input regarding the Area Transport Plan will be provided in early 2019.

The Area Transport Plan process is taking place in close coordination with planning for the Lougheed Highway B-Line.

Please see the TransLink display boards for more information. These display boards will be available at haveyoursaypittmeadows.ca on June 25.



ENGAGEMENT TOPIC

Vancouver Fraser Port Authority / Canadian Pacific

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

Federal funding announced for rail improvements in Pitt Meadows

On May 17, 2018, the Honourable Marc Garneau, Minister of Transport, announced a federal funding contribution of \$55.8 million towards rail infrastructure in Metro Vancouver, including the following projects in Pitt Meadows:

- › 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 City views this funding announcement as a positive step forward for Pitt Meadows, as our community is home to some of the busiest rail crossings in the region. However, we want to make sure that your priorities, considerations and concerns are considered in the design and construction of these projects.

The City has communicated to the port authority and CP that we are not in a financial position to contribute towards these projects.

Trade is growing and so are rail movements

The segment of CP rail track between Harris Road and Kennedy Road is one of the busiest segments of CP's network in British Columbia.

In 2015, an average of 40 trains crossed at-grade at Kennedy Road each day, with an average of 38 trains crossing Harris Road each day. As trade through the Port of Vancouver continues to grow, these numbers are anticipated to increase. By 2030, the Vancouver Fraser Port Authority and CP forecast that there will be an average of 63 trains crossing at Kennedy Road and 66 trains crossing at Harris Road each day.

Because the number of vehicle trips in Pitt Meadows is also anticipated to increase, and because trains will get longer, without any change to the existing at-grade crossings, delays to first responders, drivers, pedestrians, cyclists and transit users from trains crossing these streets would significantly increase.

We need your input

During this round of engagement, the port authority and CP are presenting information about rail improvements, the proposed overpass at Kennedy Road and underpass at Harris Road, and are seeking your input about what considerations are most important to you as these projects are developed.

Please see the Vancouver Fraser Port Authority and Canadian Pacific display boards for more information and then complete the feedback form at haveyoursaypittmeadows.ca.



ENGAGEMENT TOPIC

Ministry of Transportation and Infrastructure

› Planning for improvements to Highway 7 (Lougheed Highway)

The City of Pitt Meadows has been working with the Ministry of Transportation and Infrastructure to determine potential future investments to improve the reliability, safety and traffic flow along Highway 7.

Highway 7 currently sees about 71,500 vehicles each day, split evenly between westbound and eastbound. The two most congested intersections along Highway 7 within Pitt Meadows are the signalized intersections at Old Dewdney Trunk Road/Kennedy Road and Harris Road.

The Ministry has identified several categories of priorities to be addressed in future planning for the Highway 7 corridor:

- › Improving safety
- › Reducing congestion
- › Supporting transit, pedestrian and cycling movements
- › Facilitating goods movement

We need your input

During this engagement period, the Ministry is presenting information about current and forecasted traffic counts and flows along Lougheed Highway, priorities for future improvements, and potential strategies to reduce congestion at key intersections.

The Ministry is seeking your input about priorities and the potential strategies to be considered in planning for future improvements to Lougheed Highway.

Please see the Ministry of Transportation and Infrastructure display boards for more information and then complete the feedback form at haveyoursaypittmeadows.ca.



Current Improvements – Harris Road Right Turn Improvements

The Province of B.C. and Government of Canada are currently investing \$6.2 million in an extension to the eastbound turning lane at Harris Road, which will be complete by spring 2019. This will create an auxiliary lane between Allen Way and Harris Road, so that commercial vehicles can merge safely with highway traffic.

City of Pitt Meadows

› Planning for potential future local connections

The City of Pitt Meadows has identified potential future local road connections that would provide access to key areas of the city.

Recognizing that these improvements are longer-term, we're seeking your input about whether you think they are worth continuing to pursue, and, if so, what considerations are most important to you as we undertake planning for their development.

We need your input

Please complete the feedback form at haveyoursaypittmeadows.ca.



1. North Lougheed Connector

The City's Official Community Plan identifies a potential future roadway connection from Pitt Meadows to Golden Ears Way in Maple Ridge, via the North Lougheed Connector.

With future commercial development anticipated on the north side of Lougheed Highway, between Harris Road and Meadows Garden Way, the North Lougheed Connector would be required to service this area, since access from the new development to Lougheed Highway would be limited.

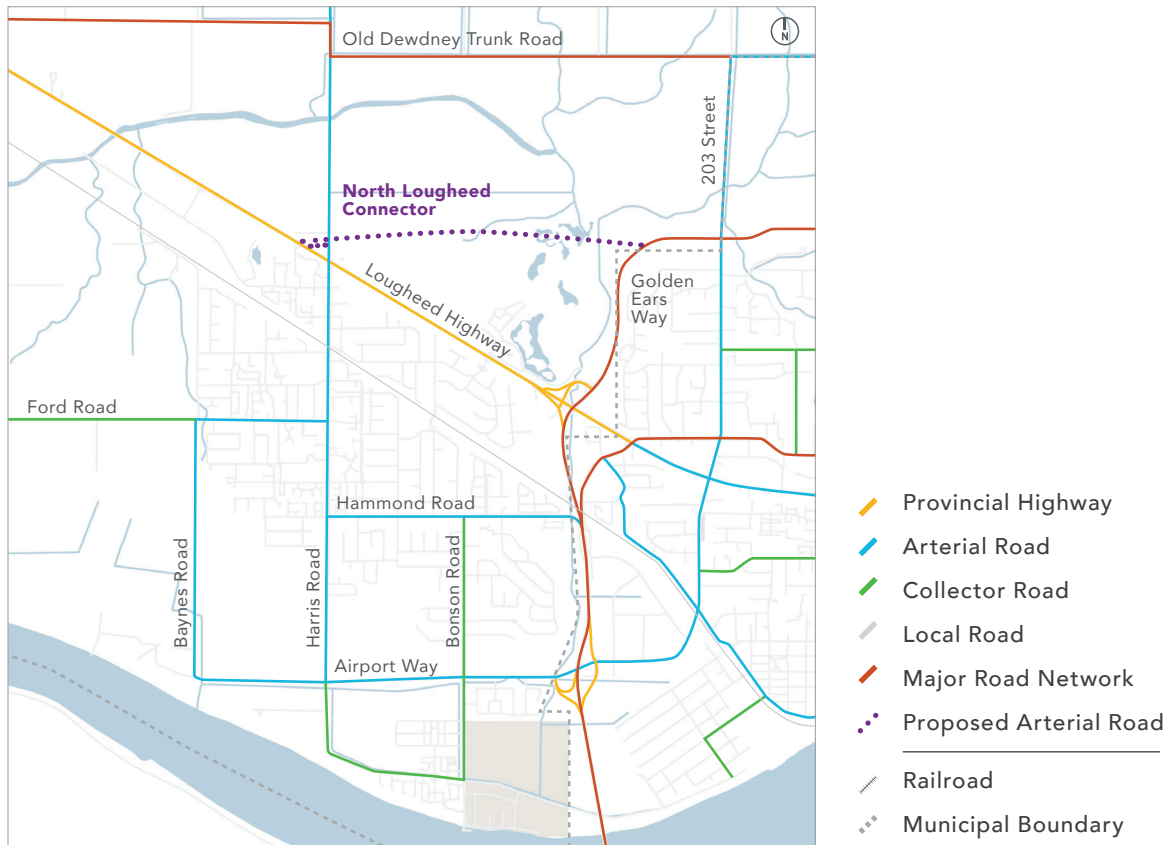
The additional traffic on the North Lougheed Connector would also require intersection improvements where the Connector meets Harris Road (north of Lougheed Highway). In particular, an interchange at Harris Road

and Lougheed Highway would be required to facilitate the movement of traffic between Lougheed Highway and the North Lougheed Connector.

If built, the North Lougheed Connector would serve the future anticipated commercial development on the north side of Lougheed Highway. It would also connect the Golden Ears Way and Abernethy Connector in Maple Ridge directly to Lougheed Highway west of Harris Road, reducing traffic volumes on Old Dewdney Trunk Road.

The proposed North Lougheed Connector would facilitate east-west movement between Pitt Meadows and Maple Ridge, influencing both commuter and goods movement traffic.

Proposed North Lougheed Connector Alignment



City of Pitt Meadows Transportation Master Plan, 2014

2a. Kennedy-McTavish Connector

The City's Official Community Plan identifies a proposed road connecting Kennedy Road to Ford Road, with a connection via McTavish Road.

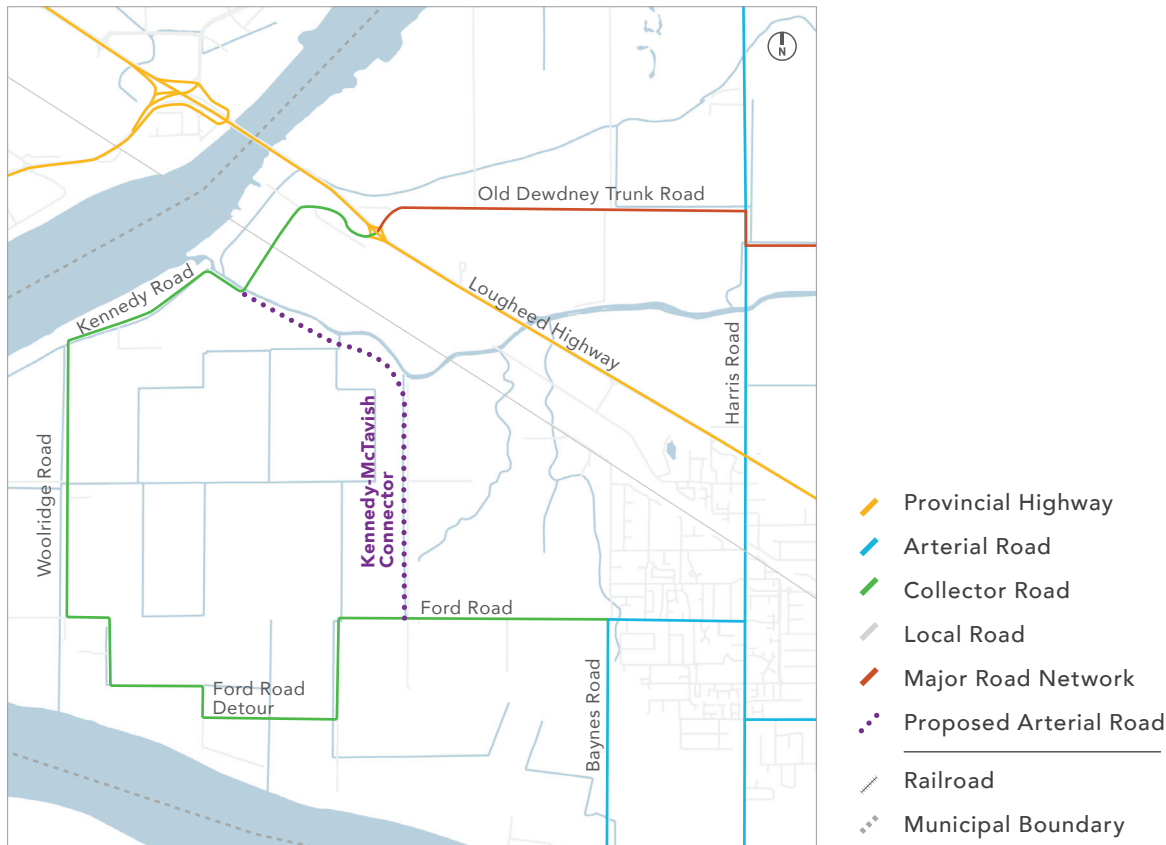
The Kennedy-McTavish Connector would create an alternative route through the southwest quadrant of Pitt Meadows, and would have significant benefits to traffic flow, including through its role as a truck route. The Kennedy-McTavish Connector is envisioned as a two-lane road (one lane in each direction). Currently, truck traffic associated with the industrial uses along Lougheed Highway and other areas use Kennedy Road, Woolridge Road and Ford Road Detour.

The Kennedy-McTavish Connector would provide a much more direct connection between the Pitt River Bridge, Vancouver Intermodal Facility, Pitt Meadows Regional Airport, and industrial areas, and therefore has significant benefits for the truck network.

With this Connector in place, the current route used on Kennedy Road, Woolridge Road and Ford Road Detour would no longer need to be designated as a truck route. Traffic modelling demonstrates that the Kennedy-McTavish Connector would divert vehicle trips off of the Kennedy-Woolridge-Ford Detour route.

We are currently working with the Vancouver Fraser Port Authority and CP to determine whether there are any opportunities to integrate the Kennedy-McTavish Connector in the design of grade separation at Kennedy Road.

Proposed Kennedy-McTavish Connector Alignment



City of Pitt Meadows Transportation Master Plan, 2014

2b. Allen Way-McTavish Connector

A potential alternative to the Kennedy-McTavish Connector could be a connection from Allen Way to McTavish Road via Green Road.

The Allen Way-McTavish Connector would also provide a more direct connection between the Pitt Meadows Regional Airport, Golden Ears Business Park and the Golden Ears Bridge. It would provide benefits to the truck network, and would remove the need for Kennedy Road, Woolridge Road and Ford Road Detour to be designated as a truck route.

Development of the Allen Way-McTavish Connector would require an overpass to clear the CP rail yard at Allen Way.

Unlike the Kennedy-McTavish Connector, there would likely not be an opportunity to integrate the Allen Way-McTavish Connector in the design and construction of grade separation at Kennedy Road.

Allen Way-McTavish Connector Concept



We want to hear from you.

Provide your input by:

- › Completing a feedback form at **haveyoursaypittmeadows.ca**
(available June 25)
- › Asking a question or emailing your feedback to **transportationengagement@pittmeadows.bc.ca**

**We ask that you please provide your feedback by
Friday, July 13, 2018.**



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