

Phase two engagement, part one: July 7-28, 2020

What we've heard to date and what we've done

In the fall of 2019, the port authority, in partnership with CP and the City of Pitt Meadows, completed the first phase of public engagement. During that phase, we asked for feedback to develop a set of guiding principles for the project; understand your priorities for improvements to the public space around the Kennedy Road overpass and Harris Road underpass, including walking and cycling connections; and inform a traffic management strategy for the construction period. More than 380 community members completed the online questionnaire and about 200 people attended the open house.

The full engagement summary from the first phase of public engagement can be found at portvancouver.com/pittmeadowsroadandrail. All the feedback received in the first phase of engagement was used to inform the planning and design of the project. The information we're sharing with you as part of this engagement has been informed by your feedback, along with technical analysis, feasibility and project budget.

This table reflects what we heard from residents and stakeholders to date related to the Kennedy Road overpass and how we are acting on that feedback.

What we heard	What we have done
General project feedback:	
Be mindful of the impact to businesses.	We have been working directly with the businesses in this area to discuss the proposed design and to plan for construction.
The City does not have the capacity to contribute to the capital costs of the project.	The port authority, City and CP agreed that all capital costs associated with the project (including the relocation of the Hoffmann and Son Machine Shop and the Old General Store) will be paid for by the three funding partners (see page 8 for funding partners). In return, the City will own and maintain the Kennedy Road overpass and the public-serving portions of the Harris Road underpass (not the structure supporting rail tracks).
For the design of the Kennedy Road overpass, we heard:	
Consider designs that maintain and improve access for recreation activities that occur along the dikes near the Kennedy Road crossing, where cycling and horseback riding is common.	The project design has progressed with consideration for how connections can be made for pedestrians and cyclists along and adjacent to Kennedy Road near the existing railway crossing.
Address concerns about managing traffic during and after construction.	The project design has progressed, taking into consideration a detour for vehicles around the construction site throughout the construction phase.



What we heard	What we have done
For the design of Harris Road underpass, we heard:	
Address concerns about noise and vibration from existing and future expansion of CP operations, and the need to explore opportunities to mitigate this as part of the project.	We have been studying the current noise levels and modelling future noise levels. The results of the study, along with the design of the Harris Road underpass, track configuration and budget will inform noise mitigation options. We are currently progressing this work.
Address concerns about managing traffic during and after construction.	The project design has progressed, taking into consideration a detour for vehicles around the construction site throughout the construction phase.
The underpass should enhance safety for people walking and cycling by including wider sidewalks and separation for pedestrians, cyclists and vehicles. It should also feel safe for everyone—including women, children and people with mobility challenges.	We are working on a draft design that will include enhanced safety for people walking and cycling, and consider how we can ensure it feels safe for all users.
Create opportunities for community enhancement and beautification as part of Harris Road underpass, including Indigenous artwork, pedestrian and cycling facilities, landscaping, and improved access to businesses on Harris Road.	We have been working with an urban design firm to develop opportunities for the area based on feedback from the public during the first phase of engagement. We are also consulting with Katzie First Nation and other local Indigenous groups to identify what opportunities they may see through this project.
Explore ways to maintain or enhance the historical characteristics of Harris Road.	
Engage early and often with the Pitt Meadows Heritage and Museum Society about relocating the Hoffman and Son Machine Shop.	The port authority has been in discussion with the Pitt Meadows Heritage and Museum Society and the City of Pitt Meadows to identify the best possible sites for the buildings. We have developed a letter of commitment that outlines how we will work together, including confirmation that the port authority will fund the move so the project does not cause undue burden to the society.