

RAILWAY COMMUNITY ADVISORY PANEL

June 12, 2019 – 1:00 p.m.
Committee Room 2, City Hall

AGENDA

1.0 ADDITIONS TO AGENDA

2.0 ADOPTION OF MINUTES

2.1 Adoption of the February 13, 2019 Minutes Page 2

3.0 PRESENTATIONS

3.1 HUB New Westminster Presentation re BC Parkway Page 8

3.2 Bosa Pier West Development Presentation

4.0 UNFINISHED BUSINESS

4.1 Annacis Loop

5.0 NEW BUSINESS

5.1 Look, Listen, Live Decal

6.0 STANDING REPORTS AND INFORMATION

6.1 City Rail Projects Update Page 10

6.2 Railway Projects:
a) **SRY Update**
b) **CN Update**
c) **CP Update**
d) **BNSF Update**

7.0 CORRESPONDENCE

8.0 NEXT MEETING

Wednesday, September 18, 2019 at 1:00 p.m. in Committee Room 2

9.0 ADJOURNMENT

RAILWAY COMMUNITY ADVISORY PANEL

February 13, 2019 – 1:00 p.m.
Committee Room 2, City Hall

MINUTES

VOTING MEMBERS PRESENT:

Councillor Chuck Puchmayr	- Co-Chair
Mike LoVecchio	- Canadian Pacific (CP) Rail Representative
Emily Mak	- Southern Railway (SRY)
Rod McIvor	- Community Member
Aaron Skogland	- Community Member
Nathan Woods	- Community Member
Joslyn Young	- Co-Chair, Canadian National (CN) Rail Representative

VOTING MEMBERS ABSENT:

Stephen Semenick	- BNSF Railway Representative
------------------	-------------------------------

STAFF:

Tim Armstrong	- Fire Chief (Left at 1:36 p.m.)
Roger Emanuels	- Manager, Design and Construction
Lisa Leblanc	- Manager, Transportation
Heather Corbett	- Committee Clerk

Meeting called to order at 1:06 p.m.

1.0 PRESENTATIONS

1.1 Committee Orientation and Oaths of Office

Heather Corbett, Committee Clerk, led a round of introductions and provided a PowerPoint orientation presentation, reviewing the following documents:

- Railway Community Advisory Panel (RCAP) Terms of Reference;
- Committee Rules of Conduct;
- City of New Westminster (CNW) Respectful Workplace Policy;
- CNW Social Media Policy; and,
- Freedom of Information Permission Forms.

Ms. Corbett administered the Oath of Office to all members of the RCAP present.

2.0 ADDITIONS TO AGENDA

MOVED and SECONDED

THAT the agenda for the February 13, 2019 meeting be amended to include the following two items:

5.2 *Operation Grey Fox;*

5.3 *Update on Emergency Exercise on October 3, 2018 at SRY Railyards; and,*

THAT the agenda for the February 13, 2019 meeting be adopted as amended.

CARRIED.

All members of the Panel present voted in favour of the motion.

3.0 ADOPTION OF MINUTES

3.1 Adoption of the September 5, 2018 Minutes

MOVED and SECONDED

THAT the minutes of the September 5, 2018 meeting be adopted as presented.

CARRIED.

All members of the Panel present voted in favour of the motion.

4.0 UNFINISHED BUSINESS

There were no items

5.0 NEW BUSINESS

5.1 Appointment of Co-Chair from Railways

Heather Corbett, Committee Clerk, noted that the Committee Terms of Reference specify that the Co-Chair of the Committee rotates among the Railways with every two-year term.

MOVED and SECONDED

THAT Joslyn Young, CN Representative, be appointed as the Co-Chair of the Railway Community Advisory Panel.

CARRIED.

All members of the Panel present voted in favour of the motion.

5.2 Operation Grey Fox

Tim Armstrong, Fire Chief, provided the Panel with information about Operation Grey Fox, which is a cross-border working group looking at the transportation of dangerous goods across boundaries, in conjunction with Fire Services on both sides of the border, Canada Border Services and US Customs. The working group is collaborating on movement of goods across the border and coordination of apparatus and staff in the event of an emergency, such as an earthquake.

Chief Armstrong noted that the group is in the planning stages of an exercise to take place in October, which is funded by Homeland Security and Whatcom County Emergency Management, and invited the railways to take part, if interested.

5.3 Update on Emergency Exercise on October 3, 2018 at SRY railyards

Tim Armstrong, Fire Chief, provided the Panel with information about an emergency exercise that took place at the SRY railyards in October 2018, simulating a chlorine tanker leak, noting that the exercise was very successful and was a good opportunity to work with partner agencies and the railway.

In response to questions from the Panel, Chief Armstrong provided the following information:

- The exercises are conducted periodically and the Fire Service uses specific software to provide credentials for people involved in the exercises;
- In terms of consultation with First Nations on emergency procedures in the region, the City's Emergency Advisory Committee (EAC) has a First Nations representative on the committee and the City has recently hired a consultant to advise on reconciliation with First Nation communities;
- The community was advised that the exercise was taking place through communication with residents via the media and Residents' Associations in the area, as well as on-site signage on the day of the exercise.

MOVED and SECONDED

That the Railway Community Advisory Panel recommend that Council direct the reconciliation consultant to look at emergency operation coordination and communication with First Nation communities along emergency response routes.

CARRIED.

All members of the Panel present voted in favour of the motion.

6.0 STANDING REPORTS AND INFORMATION

6.1 Whistle Cessation and Crossing Upgrade Update

Roger Emanuels, Manager, Design and Construction, summarized the February 13, 2019 staff report which detailed the status of each railway crossing in the City, noting that the contents of the report are also listed on the City's website.

In response to questions from the Committee, Mr. Emanuels provided the following information:

- SRY and the City's Manager of Legal Services are fine tuning the wording of the Quayside Drive crossing agreement, with respect to liability;
- The delay of the Quayside Drive crossing approval is due to the BC Safety Authority, which is reviewing technical documentation;

- The BC Safety Authority is an independent agency, incorporated under the Safety Authority Act, which has authority over whistle cessation for provincial railways and would forward their recommendation to the provincial Ministry of Transport and Infrastructure for final approval;
- The Port Royal crossing documentation is also with the BC Safety Authority awaiting approval from their Professional Engineer;
- The 20th Street crossing will be discussed at a meeting in March between the Railways and Transport Canada in order to discuss the designation of the crossing (public vs Private), and what approvals would be needed for cessation;

In reference to the 20th Street crossing, Emily Mak, SRY Representative, noted that the crossing is currently operating under partial cessation whenever the Fraser River Pile Driving (FRPD) gate is closed, and if the gate is ever open after 22:00, SRY crews communicate this to Ms. Mak, so that it can be reported back for FRPD to investigate.

In regards to the Downtown crossings, the panel members discussed the scheduling of a “walkaround” between the railways and Bosa Developments in order to monitor the corridor for compliance while construction is proceeding.

In regards to the proposed Annacis Island Loop connection discussed in the staff report, the Panel made the following comments:

- With a new group of mayors in the region, there may be more traction for this project;
- The loop track would mean increased through-traffic movement and improved efficiency; and,
- A letter, and possible tour, from the City to Metro Vancouver to request that staff work together and identify the issues may be beneficial to demonstrate the benefits of the proposed loop track.

6.2 City Projects:

a) Brunette Fraser Greenway, Braid Street Section Update

Roger Emanuels, Manager, Design and Construction, provided an update on the Brunette Fraser Greenway noting the following information:

- Phase Two is underway, which includes construction of the watermain, which has been awarded and is on schedule; and,
- Construction of the multi-use pathway would commence in August, given that approval is received from BNSF, CP and CN.

b) Bosa Pier West Development

This item was discussed under Item 6.1, and the Panel further noted that it would be important to ensure that the construction would have no effect on cessation and that relevant permits are in place for construction of the Sixth Street overpass over the railway tracks.

6.3 Railway Projects:

a) Southern Rail (SRY) Update

Emily Mak, SRY Representative, provided an update on Operation Life Saver, which is a program designed by SRY to provide education and deliver rail safety talks at Queen Elizabeth Elementary School and schools in Surrey.

b) Canadian National (CN) Rail Update

Joslyn Young, CN Representative, provided the following update:

- CN's 100th Anniversary is in 2019, and they are hoping to bring the CN 100 village train, which is an immersive, museum-like experience, to the PNE; and,
- Capital infrastructure work would occur primarily in Burnaby and Vancouver in 2019.

c) Canadian Pacific (CP) Rail Update

Mike LoVecchio, CP Representative, provided the following update:

- CP has been working to upgrade and qualify staff in incident command training and is adopting ICS language, with the goal of establishing a unified command centre which guarantees coordinated information sharing between multiple agencies; and,
- A significant derailment occurred on a CP line on February 4, 2019 and numerous investigations are underway, both internally and externally.

d) BNSF Update

No update was provided.

7.0 CORRESPONDENCE

7.1 Email from Karen Demers re Train horns (October 21, 2018)

7.2 Email from Kellie Nielsen and Staff response re Train horns (December 17, 2018)

Committee members noted the following in discussion:

- This incident was not reported to CP's incident line at the time or since, which indicates that it was likely a one-time occurrence.

MOVED and SECONDED

THAT the correspondence items be received for information.

CARRIED.

All members of the Panel present voted in favour of the motion.

9.0 NEXT MEETING

The next meeting of the RCAP is scheduled for Wednesday, April 10, 2019 at 1:00 p.m. in Committee Room 2, at City Hall.

10.0 ADJOURNMENT

ON MOTION, The meeting concluded at 2:37 p.m.

Councillor Chuck Puchmayr
Co-Chair

Heather Corbett
Committee Clerk

**Presentation to Railway Community Advisory Panel
June 12th New Westminster City Hall**

Presenters:

Garey Carlson	Co-Chair of HUB New Westminster
Shirle Schweers	Member of HUB New Westminster
Robert Wong	Member of HUB New Westminster and the New Westminster ACTBiPed Committee (Civic Advisory Committee for Transit, Bicycles and Pedestrians)
Reena Meijer Drees	Member of New Westminster Walkers Caucus (Pedestrian Advocacy Group)
Mary Wilson	Member of New Westminster Walkers Caucus (Pedestrian Advocacy Group)

Introduction

HUB Cycling is a charitable not for profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver, while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has 40,000 contacts and has educated thousands of people, motivated thousands more, and championed improvements through #ungapthemap to create a connected cycling network. HUB Cycling's mission is to get more people cycling more often.

HUB New Westminster recently had over 40 people sign up at the two New Westminster Bike to Work Week Celebration Stations (week of May 26) indicating that they were concerned with the unsafe portion of the route in front of 1600 Stewardson Way and wanted more information about this safety issue.

Walkers' Caucus is a local citizens' group dedicated to being a voice for pedestrians. Caucus members work to improve conditions for all those who get around the city on foot, with the goal of fostering a safe and attractive community for anyone who walks.

The BC Parkway is a cycling and pedestrian route that follows the Expo sky train line from Vancouver to Surrey. It is a wonderful and integral regional connection for active transportation users. Those of us who use the BC Parkway, understand the value and importance of a network such as this. It connects communities, gets people out of their cars and allows users to have a different experience with the neighborhoods and landscapes.

Goal:

To create awareness about a very serious safety issue on a section of the B.C. Parkway, which is well used by cyclists and pedestrians. This section is located in the City of New Westminster along the North property line of 1600 Stewardson Way (PID 006-639-313), between 5th Avenue and 14th Street. This is a 1-block stretch on the B.C. Parkway path that links several communities. (Refer to exhibits)

Safety Concerns:

1. Narrow sidewalk with room for only 1 cyclist/pedestrian at a time, in particular adjacent to the sky train columns.
2. The sidewalk is located on a stretch of Stewardson that is an active truck route.
3. The high volume of traffic often travels at speeds well above the posted 50 KPH limit.

4. Any form of an accident could result in a fatality, as this situation is similar to the Stanley Park Causeway section where a cyclist was killed when she fell off the sidewalk into traffic.

Stakeholders:

1. City of New Westminster - responsible for the maintenance and upkeep of the BC Parkway and sidewalk at this location.
2. Southern Railway - owns 1600 Stewardson Way – PID 006-636-313
3. Translink – owns and operates sky train and manages branding for the BC Parkway. They have also expressed interest in improving this section of the BC Parkway.
4. Ministry of Transportation and Infrastructure (MoTI) – currently constructing the new pedestrian overpass that will increase the pedestrian/cycling volume traveling on this unsafe section of the BC Parkway.
5. All members of the public who use this pathway as part of their commute.

Solutions:

1. Immediate Improvement Suggestion

Cut back any vegetation within 12” of the sidewalk, including any growing on the North face of the sky train columns and continue to maintain this improvement.

2. In-term Improvement Suggestion

Install a barrier / railing on the edge of the sidewalk between the traffic and the cyclists / pedestrians. This is not an ideal long-term solution as it takes up space in an already narrow stretch of the sidewalk.

3. Permanent Improvement Suggestion

Construct a separated multi-use path (MUP) to eliminate conflicts with motor vehicle and to make the route feel safer, thereby increasing the volume of pedestrians and cyclists.

How can HUB and other concerned citizens support a plan to create a safer route for everyone?

Questions?

We are happy to answer questions, if you have some. Any questions that come up at a later date should be sent to gareycarlson@yahoo.com Thank you for your time today and we look forward to working with you to address this issue.

DISCUSSION

New Westminster has a total of 22 railway crossings in the City; 12 on the mainland and 10 in Queensborough. The City is currently focusing on 13 at-grade crossings to obtain whistle cessation.

Status of Grade Crossings

The crossings have been separated into three areas based on the feasibility of achieving cessation and the safety audits completed at each crossing. These crossings are depicted in figure 1, below.

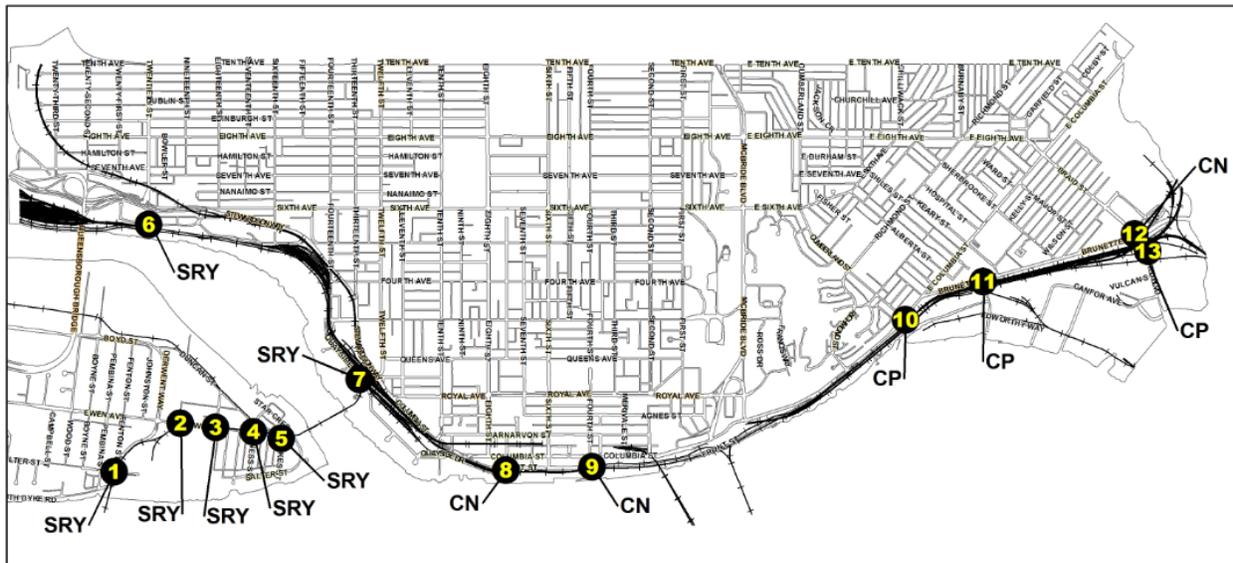


Figure 1: Location of Grade Level Public Crossings in the City of New Westminster

The following provides a status update by area and identifies each public crossing by their location and individual crossing number as outlined in figure 1.

Queensborough & West End Crossings

There are seven crossings located in the Queensborough & West End area of the City. All of these crossings are owned and/or operated by Southern Railway (SRY). The City has completed safety audits at these crossing and SRY has agreed to undertake the design works to install the required controls at these crossings to attain whistle cessation.

1. Derwent Way and Salter Street

Expected Completion: TBD

This crossing will require major improvement work to change the existing road alignment in order to create enough area for an automatic signal system to be installed. The City is

currently reviewing the costs to determine the feasibility of moving forward with the improvement work, based on available funding in the City's capital works program.

2. Ewen Avenue and Stanley Street

Expected Completion: TBD

This crossing faces several constraints due to the close proximity of multiple Metro Vancouver subsurface utilities and the rail line along Ewen Avenue. Major improvement work is required to re-align Ewen Avenue and possible upgrading of the Metro Vancouver utilities in order to create enough area for an automatic signal system to be installed. Such major improvement work will need to be in phases and implemented over multiple years.

In the interim, safety issues are being addressed with pavement marking and signage upgrades, which are anticipated to be performed in summer 2019.

3. Ewen Avenue and Mercer Street

Expected Completion: TBD

This crossing faces several constraints due to the close proximity of multiple Metro Vancouver subsurface utilities and the rail line along Ewen Avenue. Major improvement work is required to re-align Ewen Avenue and possible upgrading of the Metro Vancouver utilities in order to create enough area for an automatic signal system to be installed. The crossing is being reviewed as part of the Platform Development occurring on Duncan Street, which may allow for the removal of some of the private driveways that cross Ewen Avenue as these driveway crossings are also an impediment to obtaining whistle cessation in the future. Such major improvement work will need to be in phases and implemented over multiple years.

4. Ewen Avenue and Furness Street

Expected Completion: TBD

This crossing faces several constraints due to the close proximity of multiple Metro Vancouver subsurface utilities and the rail line along Ewen Avenue. Major improvement work is required to create enough area for an automatic signal system to be installed. Due to the configuration of the intersection, the City is looking at an option to place the signal system over top of the Metro Vancouver main. If this cannot be done, then it will be necessary to re-align roads in a manner similar to the work required at the other crossings along Ewen Avenue.

5. Ewen Avenue at Brookes Street/Port Royal

Expected Completion: TBD

The pedestrian barriers were installed but the crossing is still in the process of being reviewed for compliance with whistle cessation requirements. An operating notice to railways to cease whistling at the crossing was issued prematurely before all regulatory

requirements were satisfied. Additional steps in the regulatory process need to be followed in terms of compliance of the crossing in order to ensure public safety.

6. Twentieth Street

Expected Completion: Partial Completion

A manually-operated gate has been installed at the crossing, which enables SRY to cease whistling between the hours of 22:00 to 06:00 when the gate is closed and locked and SRY's train movement is on the CP Marpole Spur Line. However, the federally-regulated railways that cross 20th Street will only adhere to full-time cessation, which cannot be achieved with a manual gate, and the overnight partial whistle cessation does not apply on the rail line operated by CN at this crossing. The City is exploring the possibility of privatizing this crossing as railways are not required to whistle at private crossings.

7. Quayside Drive

Expected Completion: Construction Complete

Comments: The provincial railway safety regulatory commenced its review in late 2018 of the crossing for compliance with the regulatory requirements for achieving whistle cessation. Since then, the City has been coordinating with SRY on completing the work necessary for regulatory compliance.

The City's contractor has commenced work on the permanent civil works at the crossing. These works include fencing to replace the current temporary orange fencing along Quayside Drive west of the crossing. Outstanding work includes the trimming and removal of some trees and hedges on the adjacent private property that is necessary to provide the required sightlines at the crossing. Once all work has been completed, the provincial railway safety regulator will inspect the works for compliance with the regulations to determine eligibility for whistle cessation. Once approved, railways will be permitted to cease whistling.

Downtown Crossings

There are two crossings located in the Downtown area of the City.

8. Begbie and Front Streets

Expected Completion: Complete

9. Front Street at Fourth Street

Expected Completion: Complete

Cessation is in place at the Front Street crossings and the City and the Railways will continue to monitor and maintain conditions that support this initiative.

City Staff met with CN on March 8, 2019 and it was determined that CNW and CN Staff will inspect the CN crossings annually. The 2019 inspection is expected to occur in July 2019.

The City reached out to CP with respect to a similar monitoring and inspection program and is still awaiting comments.

Sapperton Crossings

There has been no significant progress with relation to the whistle cessation initiative at the Sapperton Crossing's but it should be mentioned that the CP track at the Braid Street Rail Crossing was upgraded in December 2018 and that CN upgraded the crossing surface at the Cumberland Crossing in November 2018.

The City has just completed the installation of a new watermain running along Braid Street from Brunette Avenue to Canfor Avenue. Which required permits from CP, CN and BNSF for the pipe installation.

The City anticipates having work commence on the Braid Street multi-use pathway in 2019 but is still awaiting approval from CN and BNSF. CP has provided permitting for this work to be undertaken. The multi-use pathway, partially funded by TransLink and Transport Canada, will provide a safe crossing surface for pedestrians and cyclists accessing the Braid Industrial Park.

10. Cumberland Street and Columbia Street

Expected Completion: TBD

Work at this crossing is not anticipated to occur until 2020, which is when Metro Vancouver's Sapperton Pump Station Construction is anticipated to be complete. In addition, the City is currently awaiting comments from the Railways with respect to an amended safety audit to identify the required upgrades.

CN Rail temporarily upgraded the crossing surface in November 2018.

11. Spruce Street and Brunette Avenue

Expected Completion: TBD

The Safety audit at this location identified a number of complex safety issues with respect to pedestrian trespass into the rail right of way from the Sapperton Skytrain Station. The City is continuing to explore options to provide an elevator from the SkyTrain station which will eliminate the trespass into the rail corridor. Land acquisition is required to facilitate this option and as such a date of cessation at this crossing is unavailable at this time.

CP has just completed weekend work at the Spruce Street crossing to address emergency repairs to the rails and crossing surface.

12. Braid Street & Brunette Avenue (CP)

Expected Completion: TBD

Due to traffic congestion and access issues along the corridor, cessation will not be possible until these issues can be addressed. Solutions to these issues are being looked at in conjunction with possible major highway improvements as part of the future Brunette Interchange. The schedule for the Brunette Interchange has not yet been determined.

Upgrades to the crossing surface were undertaken in December 2018. The City is also working to complete the final phase of the Braid Street Greenway.

13. Braid Street & Brunette Avenue (CN/BNSF)

Expected Completion: TBD

A number of complex safety issues were identified in the safety audit for this crossing as there are multiple tracks which involve shunting operations. Similar to the CP crossing, high traffic volumes cause traffic to que across these tracks. Solutions to these issues are being looked at in conjunction with possible major highway improvements as part of the future Brunette Interchange. The schedule for the Brunette Interchange has not yet been determined.

CN is expected to replace the rail crossing surface this year, and the City will be working to complete the final phase of the Braid Street Greenway.

Additional Works

Braid Street Multi-use Pathway (MUP) Construction

The City has received a Transport Canada Rail Safety Improvement Program Federal Grant for the installation of a Multi-use Pathway on the North Side of Braid Street east of Brunette Avenue.

The City anticipates having the Braid Street MUP work tendered in August 2019 with construction to commence in Fall 2019, provisional to Railway approval. To date, the City has received approval and estimates from CP Rail and provisional approval from CN Rail. The City is still waiting on signal design, construction and maintenance agreements and estimates from CN Rail.

The City has involved Transport Canada to aid in liaising with BNSF in order to obtain approvals for the BNSF track crossing works as well as to address some property issues to do with this construction.

Rail Crossing Upgrades

The City has been working on prioritizing upgrades to all public and private crossings throughout the City to ensure that we are in compliance with the Grade Crossing Standards by Transport Canada's 2021 deadline. The City has reached out to CN, CP, BNSF and SRY inquiring on any scheduled crossing upgrades for 2019 and 2020 so that work can be done in unison.

In 2018, upgrades were undertaken at CN's Front Street and Fourth Street crossing as well as at CP's Braid Street Crossing. CN also upgraded their track at the Cumberland Street Crossing and in June 2019 upgraded the track at the Spruce Street Crossing.

The City is currently working on a RFP which is expected to close in July 2019. The scope of work includes an update to all Rail Crossing Safety Assessments and to identify non-compliance issues as identified in Transport Canada's Grade Crossing Regulations and Standards.

Railway FAQ Webpage

The City is continuing to work on revamping the City's Railway page on the website to better reflect questions that are received from the public. We are exploring the possibility of using a storyboard platform through ArcGis and expect to bring forward a sample of the webpage at a future RCAP meeting.

Operation Life Saver

The City, SRY and Operation Life Saver Canada visited Queen Elizabeth Elementary School on March 12, 2019 and gave a joint presentation on rail safety. The presentation was aimed at raising awareness and importance of rail safety in the community.

A letter has also been sent to Ecole Qayqayt Elementary School, as the SRY corridor comes within the catchment areas of these schools. To date, we have not received communication back from the school.

Annacis Loop Connection

There is no update on this initiative from the last meeting.

Quayside Drive Fencing Replacement

The City is working closely with CN Rail on an initiative to replace the fencing along Quayside Drive from Begbie Street to the Third Avenue Overpass.