

MOVING TRANSIT FORWARD

PUBLIC INFORMATION CENTRE #1: EVENT SUMMARY

CASABLANCA BOULEVARD

North Service Road To Main Street And Go Station Access

AND

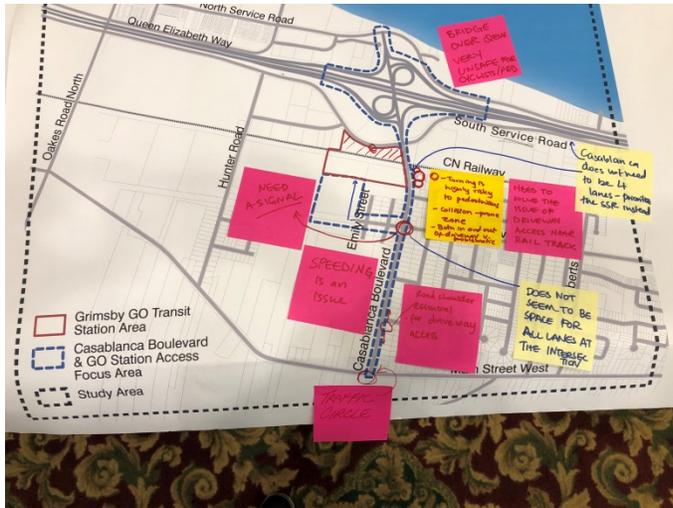
LIVINGSTON AVENUE EXTENSION

West Of Emily Street To Main Street

WEDNESDAY JUNE 20TH, 5 PM TO 8 PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO



Images of community comments on the Study Area maps

The first Public Information Centre was held for both the **Casablanca Boulevard and GO Access Environmental Assessment** and the **Livingston Avenue Extension Environmental Assessment** on June 20th, 2018 at the Casablanca Winery Inn and Spa in Grimsby. The two EA projects are being conducted concurrently, as the transportation assessment for the complete Study Area that includes both EA projects aims to provide a holistic approach to modelling future traffic and network operations and proactively identifying issues that will arise into 2041.

A total of 70 people signed in to the event, and 13 comment forms were received. A number of comments were also received via verbal feedback to members of the project team, and as part of the Question & Answer session that was held following the presentation from the consulting team Project Manager, Paul Macleod. The following sections summarize these comments based on the particular EA Project they pertain to. This document provides a summary of the event and the key concerns and opportunities discussed with the community.

Comments Heard

Casablanca Boulevard/GO Station Access EA:

- Existing speeding concerns were a key issue along the corridor particularly north of Livingston Avenue, with a need noted for traffic calming.
- Driveway accesses particularly for the 4-5 properties directly south of the CN Rail (east side of Casablanca) a major concern at present.
- Desire to see active transportation connections, with some concern about integration and safety.

- Drainage issues on both sides of the corridor are to be investigated as part of the EA process.
- Support for a widening to three lanes (center turning lane) south of Livingston Avenue.
- Concern about the design of the intersection of Livingston Ave and Casablanca Boulevard – including the size of intersection, safety and queueing.
- Agreement with the problems and opportunities identified on the PIC boards.
- Safety an issue for cyclists and pedestrians, especially crossing the QEW.
- Traffic problem (heavy volumes) at Main Street West / Casablanca Boulevard intersection during tourist season and when QEW is congested.
- Most concerns related to property owner adjacent to corridor understanding what, if any, property impacts would be realized. Noise was a particular concern given the potential significant increase in traffic along Casablanca Boulevard.
- The potential implementation of a Rail Grade separation at the CN Rail crossing was viewed with concern for homeowners living adjacent to the Rail corridor whose backyards and driveways would be impacted. Some residents felt it would be needed given the wait times at the crossing.
- Concern that a sidewalk or active transportation route could present a safety hazard given the number of driveways accessing directly onto Casablanca Boulevard.
- Active mode connections across QEW and to future GO Station positively received.
- The consideration of a right-hand turning lane travelling eastbound on Casablanca Boulevard onto Livingston Avenue was suggested.
- Many agreed that improvements to the corridor are needed (to improve operations, design, and potentially widening the corridor).

Livingston Avenue EA/East-West Connection:

- Concerns were raised about conservation of the 'Irish Grove' woodlot located along the Livingston Avenue Right-of-Way. Main Street West and South Service Road were supported as alternative east-west connections to be considered for improvement to support the transportation network.
- The status of the 'Irish Grove' woodlot as a Specialty Crop area under the Growth Plan for the Greater Golden Horseshoe (2017) provides protections to restrict development including infrastructure, except where no reasonable alternative can be found to support a key need.
- Support was expressed for an east-west connection and for completion of the Livingston Avenue corridor, feeling that Main St. West is becoming more congested and will continue to fill up in future.
- Current speed limits and safety issues related to speeding were a key concern raised particularly along Main St. West.

- The name of the project (Livingston Avenue Extension) was suggested to be reviewed to better represent the nature of the study, which is looking at east-west connections and not only considering the Livingston Avenue extension.
- Positive feedback for a future facility only being two travel lanes with accommodation for active modes on one side (westbound side, adjacent to the Irish Grove Woodlot).
- Concern about protection of the Woodlot and homeowners if Livingston Avenue is extended, with questions about potential safety and buffering measures that would be implemented.
- The potential impacts to the Winston Neighbourhood as a result of a connection to Oakes Road was raised, with concern for potentially increased traffic in an area that is already facing speeding and traffic management issues.

GO Station Design

- Some concern that there are not enough parking spots allocated for opening day.
- Request for improved clarity on whether parking is needed south of the Rail track as part of the modelling for the study.
- Concern about location of access points on South Service Road and Casablanca Boulevard and potential for queueing/accidents.

General Comments

- The criteria that will be used to evaluate the design alternatives and select the preferred alternative were discussed, including environmental, transportation effectiveness, safety, cost, utilities, all branches of engineering, socio-economic, and so on. Suggested additional criteria/focus on criteria for evaluation of alternatives/decision-making included: pedestrian/cyclist safety (make more prominent), noise, societal impacts including lifestyle disruptions and safety, cultural heritage preservation.
- Concern about the linking of the two EA projects and concern about the ability to fully engage the community in decision making particularly on the Livingston Avenue Extension.
- Concern that the space at the intersection of Casablanca Boulevard and Livingston Avenue seems too limited to support the number of lanes being suggested to meet at this point, namely 4 lanes transitioning to 3 lanes south of Livingston Avenue travelling north-south and 2 lanes continuous travelling east-west.
- The implications of the Provincial Elections and potential that service of GO Train to Grimsby may be reviewed was raised as a concern.
- Confirmation that a noise study is being completed was requested and provided

- Note from a community member that the ongoing results of concurrent environmental studies being initiated by the Region related to agriculture and other natural heritage aspects should be included in the EA considerations.
- Information on the cost of the project was requested, with a high level summary provided indicating that both EAs are being completed for approximately \$1 Million and the Livingston Avenue component representing approximately 25% of this cost.
- The importance of community input and a transparent process was highlighted by concerns about providing an impartial process to decision-making.

The comments and feedback received will be utilized to refine the alternative solutions and develop the criteria for assessing the alternative designs as the project moves forward. To submit a comment, please contact:

Carolyn Ryall
Director, Transportation Services
Niagara Region
905-980-6000 ext 3620
carolyn.ryall@niagararegion.ca

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4447 ext 2317
pmacleod@dillon.ca