MOVING TRANSIT FORWARD

WELCOME!

PUBLIC INFORMATION CENTRE

CASABLANCA BOULEVARD

NORTH SERVICE ROAD TO MAIN STREET WEST AND GO STATION ACCESS

WEDNESDAY JANUARY 16, 2019

5:30PM - 8:30PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

MOVING TRANSIT FORWARD

CONTENTS

MOVING TRANSIT FORWARD

1

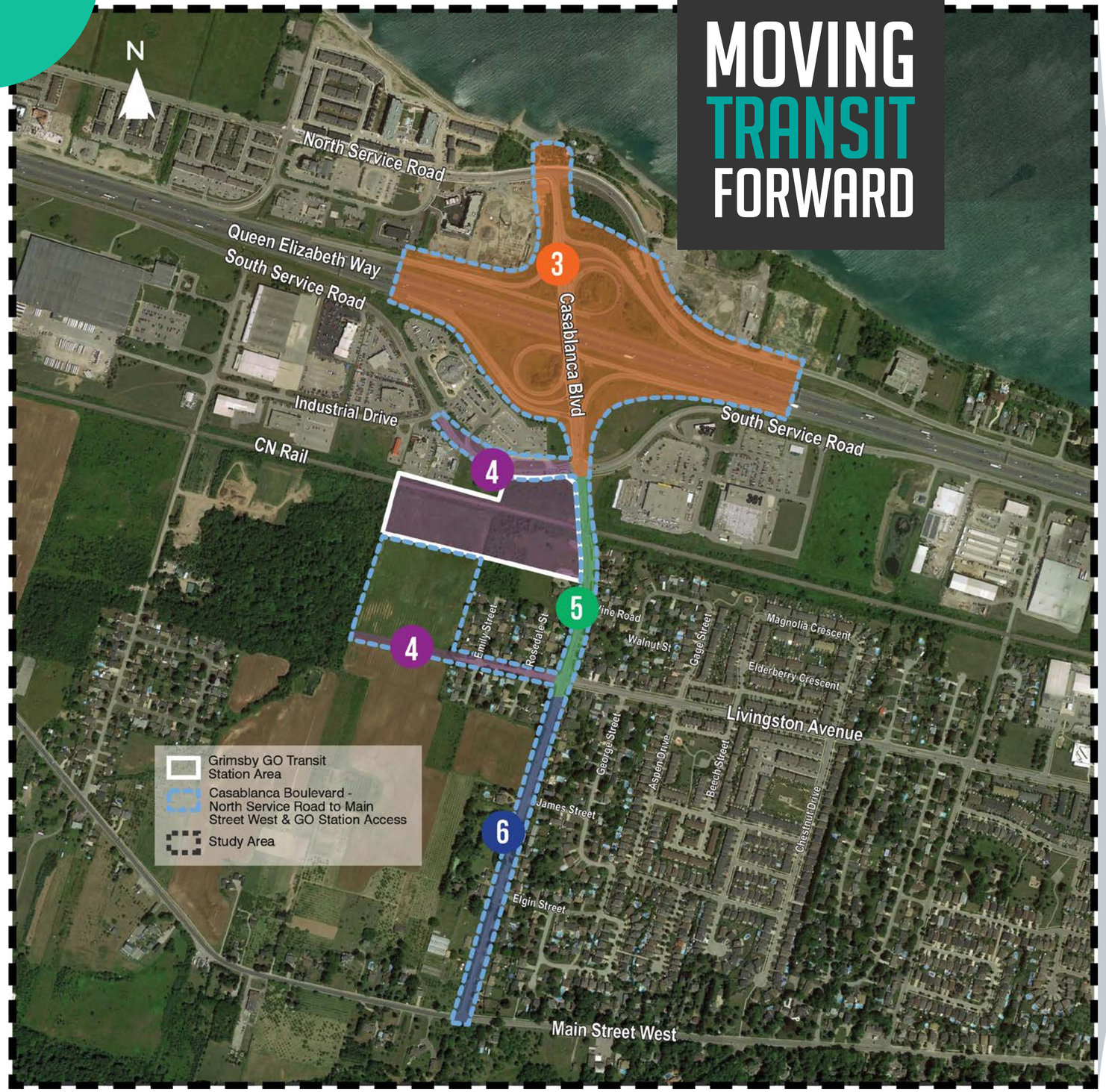
INFO STATION

Welcome & Project Overview

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

MOVING TRANSIT FORWARD



OVERVIEW OF TONIGHT'S INFORMATION STATIONS

1. EVENT & PROJECT OVERVIEW
2. EXISTING & FUTURE CONDITIONS
3. QEW INTERCHANGE
4. GO STATION & ACCESS POINTS
5. CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE
6. CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST
7. THE WAY FORWARD
8. NEXT STEPS

MOVING TRANSIT FORWARD

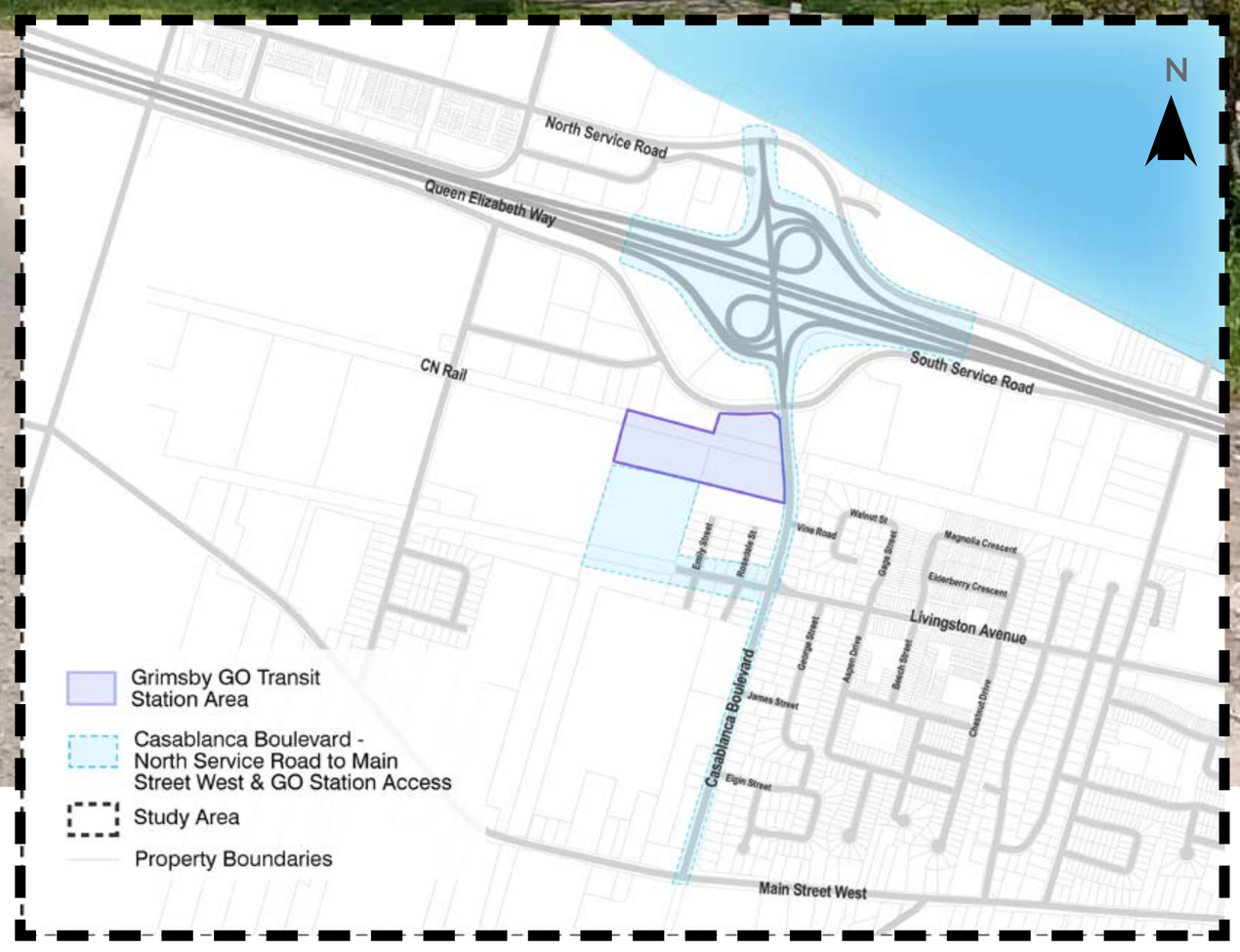


FIGURE 1: CASABLANCA BOULEVARD AND GO STATION ACCESS - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

ABOUT THE STUDY

The Region of Niagara is conducting a Municipal Class Environmental Assessment (EA) to confirm the improvements required for Casablanca Boulevard (from North Service Road to Main Street West) and ways to provide access to the GO Transit Station via South Service Road and Livingston Avenue. The GO Transit Station is set to open in 2021.

Defining the Problem:

Improvements to the Casablanca Boulevard corridor are needed to address traffic operations, access and capacity issues related to the planned new GO Transit Station and development activity in the Study Area. The improved transportation corridor will support the planned GO Rail station, serve the needs of the transportation system for the surrounding area, and support area growth to 2041. The project also provides an opportunity to support the Region's active transportation objectives through the provision of pedestrian and cycling facilities.

This Public Information Centre presents the assessment of existing traffic conditions in the Study Area, as well as the alternative solutions and potential preferred alternative for changes to Casablanca Boulevard, South Service Road, and the segment of Livingston Avenue within the blue focus area shown in Figure 1 above.

We invite you to share your thoughts, ideas and concerns about the information presented. Feedback from the community and stakeholders will be considered in finalizing the evaluation and design of the preferred alternative, so tell us what matters to you!

TIMELINE & PROCESS

GETTING STARTED

Review available data and conduct field studies as needed to document existing conditions in the Study Area.

NOTICE OF COMMENCEMENT

SPRING 2018

EXPLORING THE OPTIONS

Consider ways to

1. Improve Casablanca Boulevard and
2. Enhance access to the GO station

PUBLIC INFORMATION CENTRE #1

SPRING/SUMMER 2018

THE RIGHT WAY FORWARD

Evaluate alternatives and select the recommended way forward to satisfy the needs of the community into the future. Identify mitigation measures to address potential impacts.

STAKEHOLDER WORKSHOP & ONLINE SURVEY

FALL 2018

WE ARE HERE

PUBLIC INFORMATION CENTRE #2 & ONLINE SURVEY

FALL 2018 (SURVEY)

WINTER 2019 (PIC #2)

DESIGNING THE WAY FORWARD

Complete a report and satisfy the documentation requirements of the Municipal Class Environmental Assessment process. Complete detailed design of the recommended alternative for the Casablanca Boulevard and GO Station Access project, and develop a staging and traffic management plan.

ENVIRONMENTAL STUDY REPORT FILING

WINTER 2019

PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY

SPRING 2019

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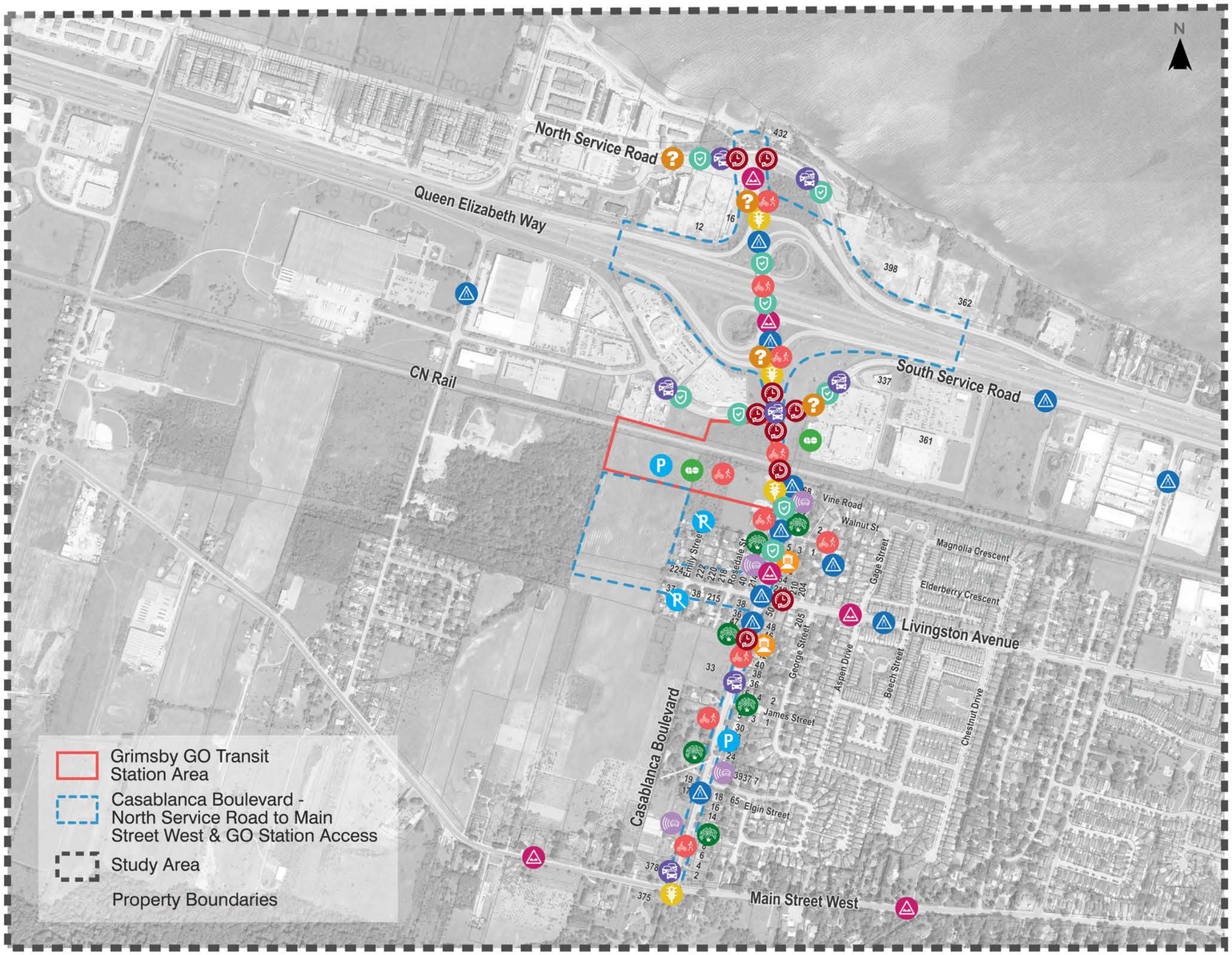
Niagara Region

WHAT WE HAVE HEARD

Public consultation has provided insights into issues and opportunities for the study area. Below is a summary of some of the key themes identified from public consultation to date.

MOVING TRANSIT FORWARD

LOCATION OF COMMENTS WITHIN STUDY AREA



COMMUNICATION CHANNELS

Events

- **Public Information Centre #1: June 20th, 2018**
- Notifications:

Notice – Hand Delivery to Residents and Businesses

Newspaper Notices

Stakeholder Email Blast

- **Stakeholder Workshop with Property Owners: September 27th, 2018**
- Notifications: Hand Delivery to Residents along Casablanca Boulevard
- **Public Information Centre #2: THIS EVENT**
- Notifications:

Notice – Hand Delivery to Residents and Businesses

Newspaper Notices

Stakeholder Email Blast

- **Public Information Centre #3: Spring 2019**

Surveys

- Online Survey #1: September - October 2018
- Online Survey #2: October - December 2018

Website and Email

- Mailing List and Email Correspondence
- Project Website

Agency Meetings

- Town of Grimsby
- Ministry of Transportation
- Metrolinx
- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Utility Providers

PUBLIC COMMENTS

Safety

Driveway Access

Traffic speeds

Noise

Road Configuration

Delays

GO Transit Station

Traffic Signals

Active Transportation

Traffic Volumes

Wayfinding

Vegetation & Drainage

Parking

For information on how these comments have been addressed, please tour the focus area stations.

MOVING TRANSIT FORWARD

2

INFO STATION

Existing & Future Conditions

MOVING TRANSIT FORWARD

EXISTING CONDITIONS

The Casablanca Boulevard roadway corridor includes both urban (residential) and rural (agricultural) adjacent land uses. Other notable features that have been considered in the EA include the QEW interchange, intersection with South Service Road and at Livingston Avenue, and a CN Rail crossing. The roadway is rural with ditches for storm drainage. A sidewalk exists on the east side of the corridor. Baseline condition studies that have been completed include the following:

- Transportation Network and Operations Assessment
- Traffic and Safety Assessment
- Infrastructure Inventory (including utilities and stormwater management)
- Natural Heritage Field Surveys & Assessment
- Cultural Heritage & Archaeology Assessment
- Socio-Economic Inventory
- Air Quality Assessment
- Noise Assessment
- Railway Grade Separation Study
- Geotechnical and Soils Investigation

FUTURE CONDITIONS

In order to plan for the future development and traffic conditions in the area, a series of studies were undertaken, including:

- Transportation Modeling for 2021 and 2041
- Drainage Analysis for 2041
- Air Quality Assessment
- Noise Assessment for 2021 and 2031

NATURAL HERITAGE

The Casablanca Boulevard corridor has drainage ditches running north to south, which are occasionally filled during rainy periods and usually have some amount of water flowing through them. No fish were identified, and the drainage ditches do not provide suitable fish habitat. Lands along Casablanca Boulevard and South Service Road within the study area contain no significant terrestrial habitat areas.

West of Emily Street along Livingston Avenue, the lands owned by the Region and designated as the 'West Niagara Transit Terminal' in the Grimsby GO Transit Station Secondary Plan feature a fallow agricultural field overgrown with grasses and some shrubs.

No Species at Risk (SAR) were identified in the lands that may be impacted by the project. This will be reconfirmed prior to commencing construction.

FALLOW AGRICULTURAL LANDS - PLANNED WEST NIAGARA TRANSIT TERMINAL

SHRUBS AND LOW GROWTH AT THE INTERCHANGE (LEFT)
AND NEAR THE RAIL CORRIDOR (RIGHT)

AIR QUALITY

With future growth in the Study Area, there will be additional traffic that will cause some air quality impacts from vehicle emissions which are not directly related to the widening of Casablanca Boulevard.

Air quality impacts such as dust and air pollutants released during the construction of the proposed improvements to Casablanca Boulevard, South Service Road, and Livingston Avenue will be mitigated through best management practices implemented as a requirement of the contracting process. For more information on impact mitigation, see Information Board No. 17-18 (Info Station 7).

NOISE

A noise assessment was undertaken with modeling of the impacts of added traffic to Casablanca Boulevard and South Service Road, as well as the widening of road segments that would bring road traffic slightly closer to residences in some locations. The noise level with the introduction of the proposed improvements as well as 10 years after construction completion (2031) were investigated.

The widening of Casablanca Boulevard will create an overall change in noise levels of less than 5dB, which is the regulatory change for impact mitigation to be required.

For more information on impact mitigation during construction, see Information Board No. 17 (Info Station 7).

MOVING TRANSIT FORWARD

CULTURAL HERITAGE

The cultural heritage study identified one heritage property at 377 Main Street West within the main area of influence of the Project. No heritage properties were identified along Casablanca Boulevard.

No impacts are expected to properties with cultural heritage value as a result of the project.

ARCHAEOLOGICAL HERITAGE

A Stage 1 Archaeological Assessment conducted identified that there was no archaeological potential for Casablanca Boulevard and South Service Road as these corridors had been previously built up.

A Stage 2 investigation would need to be undertaken to confirm no archaeological potential for the segment of the corridor proposed to be extended for Livingston Avenue from just west of Emily Street to the edge of the West Niagara Transit Terminal lands (ending just prior to the Irish Grove Woodlot).

SOCIO-ECONOMIC IMPACTS

An assessment of the potential socio-economic impacts was undertaken. These impacts could include:

- Disturbances to quality of life during construction
- Increased traffic along Casablanca Boulevard during construction
- Change to a more urbanized environment along the Casablanca Boulevard corridor, changing the rural character of the existing street.

Some of the benefits of the Project could include:

- Improved safety for pedestrians and cyclists with dedicated facilities along Casablanca Boulevard, South Service Road, and Livingston Avenue west of Casablanca Boulevard
- Improved safety and access to residences along Casablanca Boulevard and businesses along South Service Road
- Improved traffic flow from the QEW interchange down to Livingston Avenue, reducing congestion and travel times.

For more information on impact mitigation, see Information Board No. 17-18 (Info Station 7).

MOVING TRANSIT FORWARD

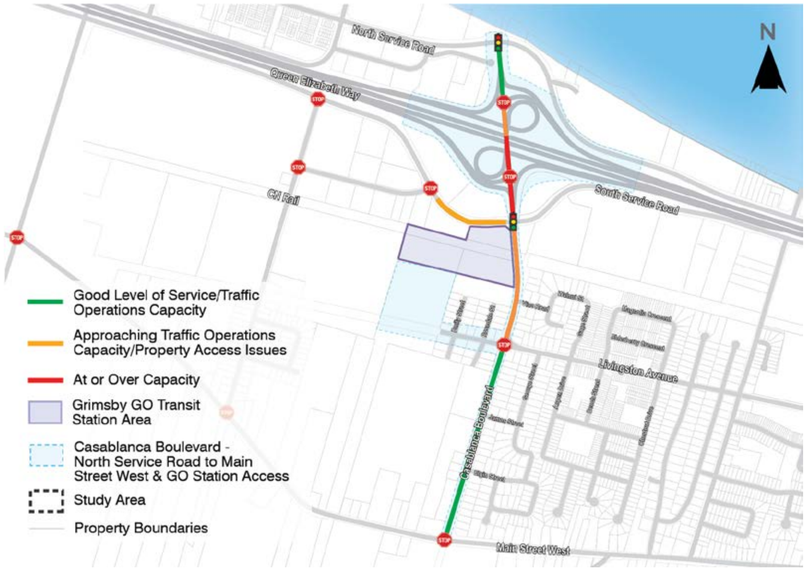
WHAT HAPPENS IF WE DO NOTHING?

This panel shows the traffic conditions on Casablanca Boulevard and South Service Road **if no improvements are made** between 2018 and 2041, with the introduction of the GO Station set for 2021.

The 2041 forecast is based on future traffic growth, related to population and employment growth within the Study Area, and regional growth outside the Study Area. In the 'Do Nothing Scenario', traffic volumes for the Study Area assumes that no new roads are constructed, and existing roads are not widened or extended.

MOVING PEOPLE THROUGH THE AREA

EXISTING CONDITIONS



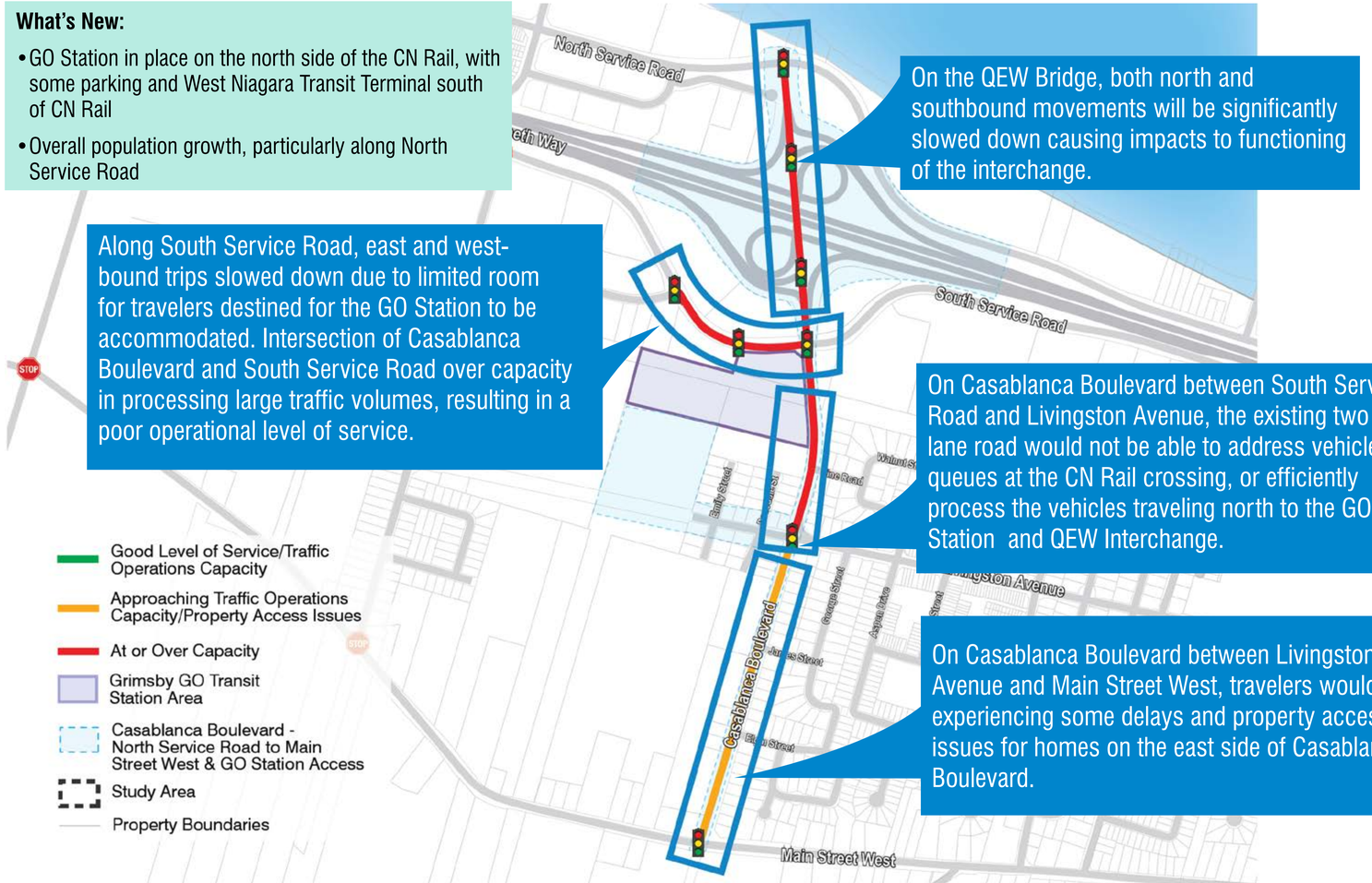
Key Observations

- Significant traffic on the Casablanca Boulevard bridge over the QEW bridge heading south towards South Service Road.
- Congestion at the intersection of Casablanca Boulevard and South Service Road, with delays during the morning and evening peak travel periods.
- Some specific issues highlighted by residents and frequent travelers through the area:
  - Long traffic queues at the CN Rail corridor during train crossing times.
  - Some delays experienced by travelers on South Service Road heading east towards Casablanca Boulevard
  - Property access issues for properties on the east side of Casablanca Boulevard
  - Queuing at the intersection of Casablanca Boulevard and Main Street West.

2041 - DO NOTHING SCENARIO

What's New:

- GO Station in place on the north side of the CN Rail, with some parking and West Niagara Transit Terminal south of CN Rail
- Overall population growth, particularly along North Service Road



Along South Service Road, east and west-bound trips slowed down due to limited room for travelers destined for the GO Station to be accommodated. Intersection of Casablanca Boulevard and South Service Road over capacity in processing large traffic volumes, resulting in a poor operational level of service.

On the QEW Bridge, both north and southbound movements will be significantly slowed down causing impacts to functioning of the interchange.

On Casablanca Boulevard between South Service Road and Livingston Avenue, the existing two lane road would not be able to address vehicle queues at the CN Rail crossing, or efficiently process the vehicles traveling north to the GO Station and QEW Interchange.

On Casablanca Boulevard between Livingston Avenue and Main Street West, travelers would be experiencing some delays and property access issues for homes on the east side of Casablanca Boulevard.

MOVING TRANSIT FORWARD

3

INFO STATION

Considering the Alternatives:

North Service Road to South Service Road

MOVING TRANSIT FORWARD

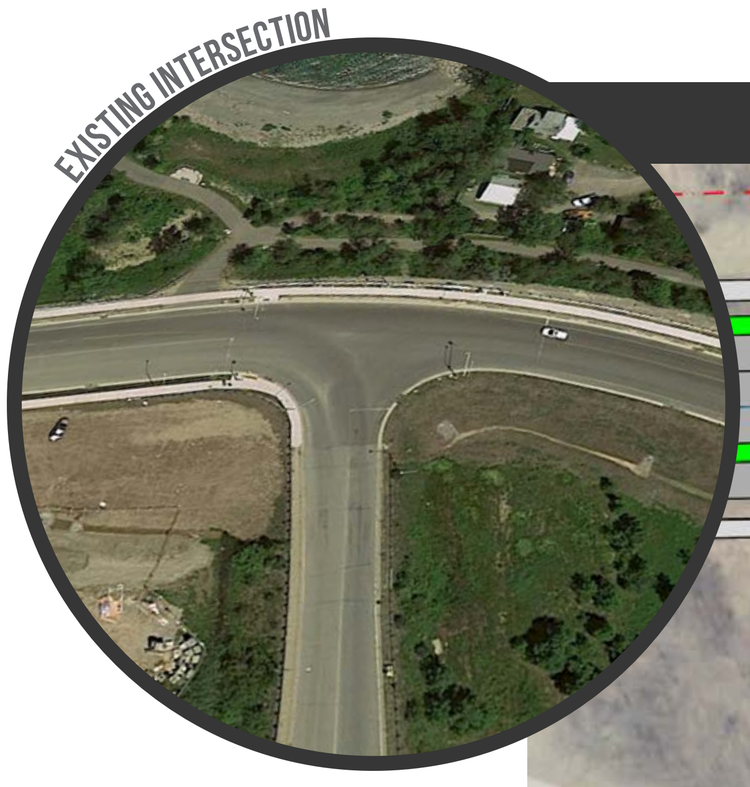
For each of the intersections in the study area, consideration was given to signalizing the intersection or providing a roundabout.

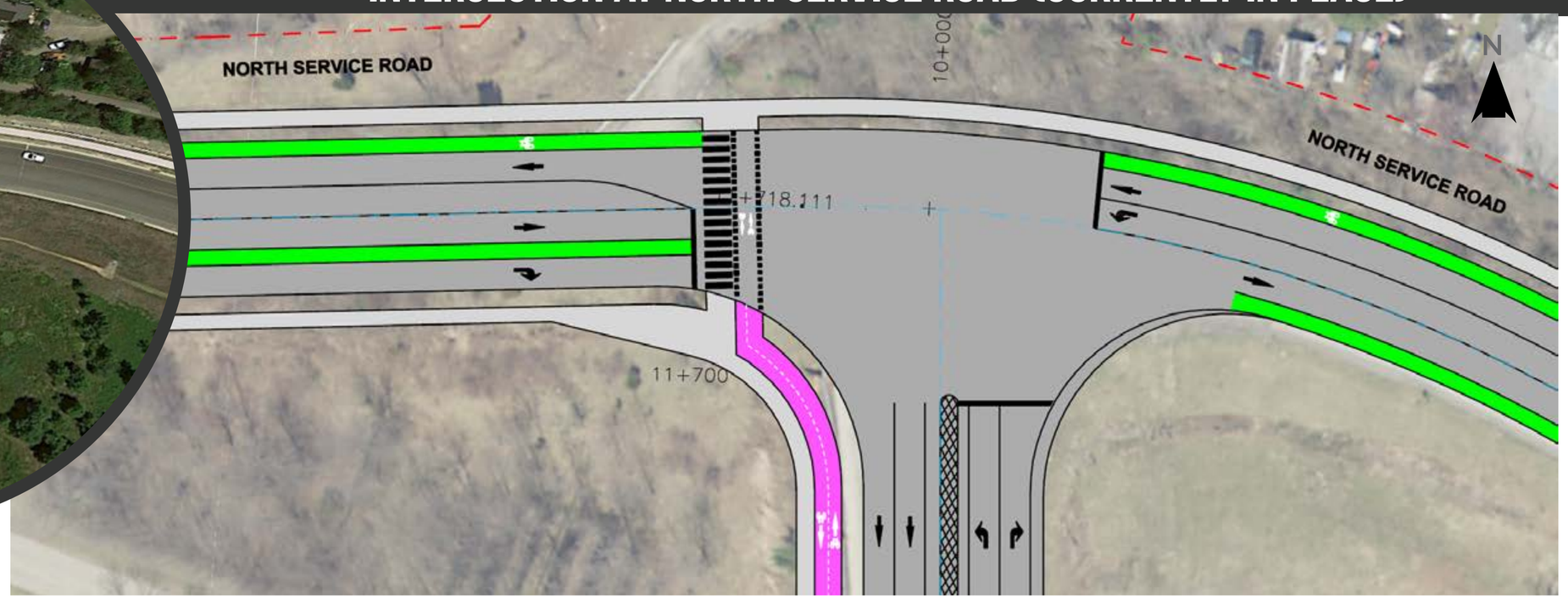
The roundabout alternatives were not carried forward due to the significant space requirements and difficulty integrating safe access for cyclists and pedestrians.

INTERSECTIONS: NORTH SERVICE ROAD & SOUTH SERVICE ROAD

INTERSECTION AT NORTH SERVICE ROAD (CURRENTLY IN PLACE)

EXISTING INTERSECTION

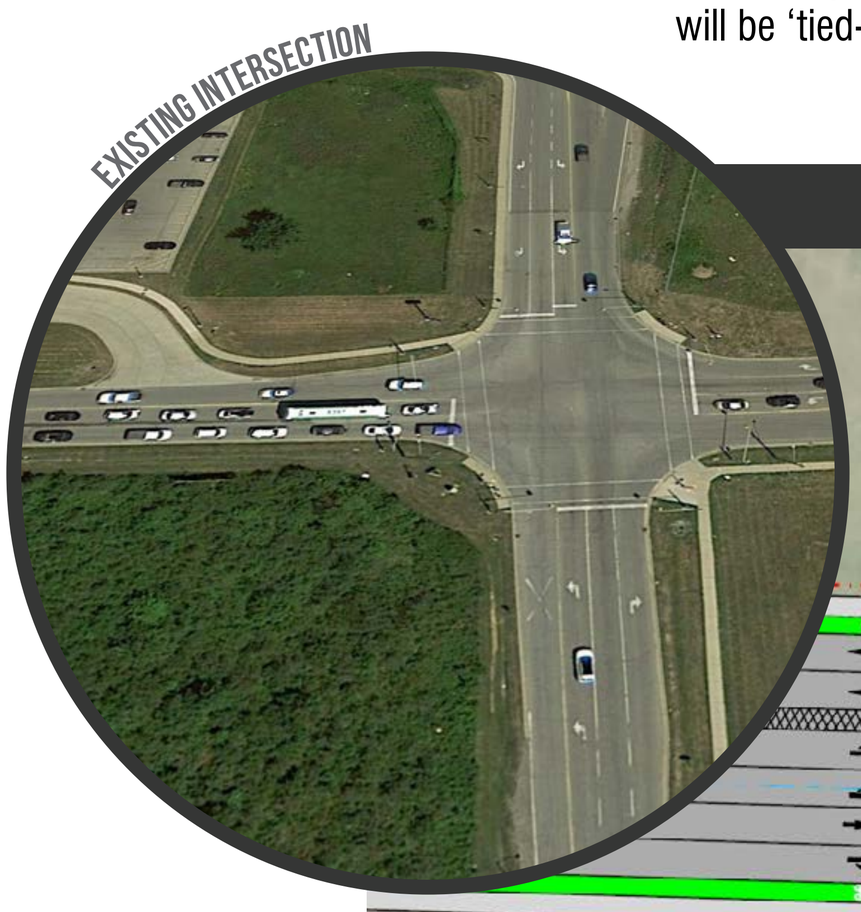


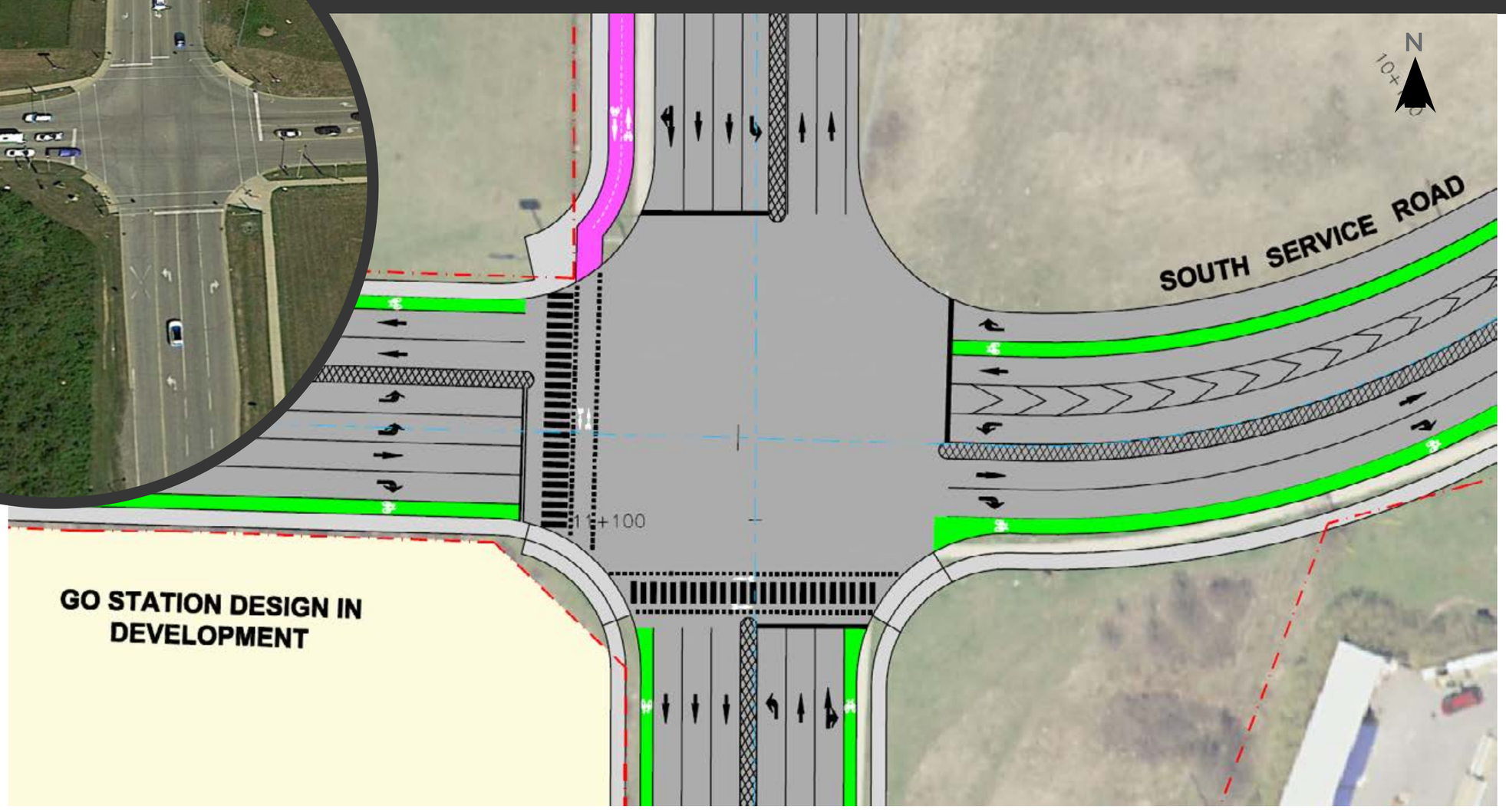


The intersection of Casablanca Boulevard and North Service Road was recently improved by the Town of Grimsby to add traffic signals and cycling lanes along North Service Road. These improvements will be 'tied-in' to the improvements being made on the QEW Interchange bridge (see Info Station 3).

PROPOSED SIGNALIZED INTERSECTION WITH SOUTH SERVICE ROAD

EXISTING INTERSECTION





The current intersection of South Service Road and Casablanca Boulevard will be expanded to provide space for cycling lanes, add two eastbound left turning lanes on South Service Road to turn north, and accommodate added travel lanes on Casablanca Boulevard.

MOVING TRANSIT FORWARD

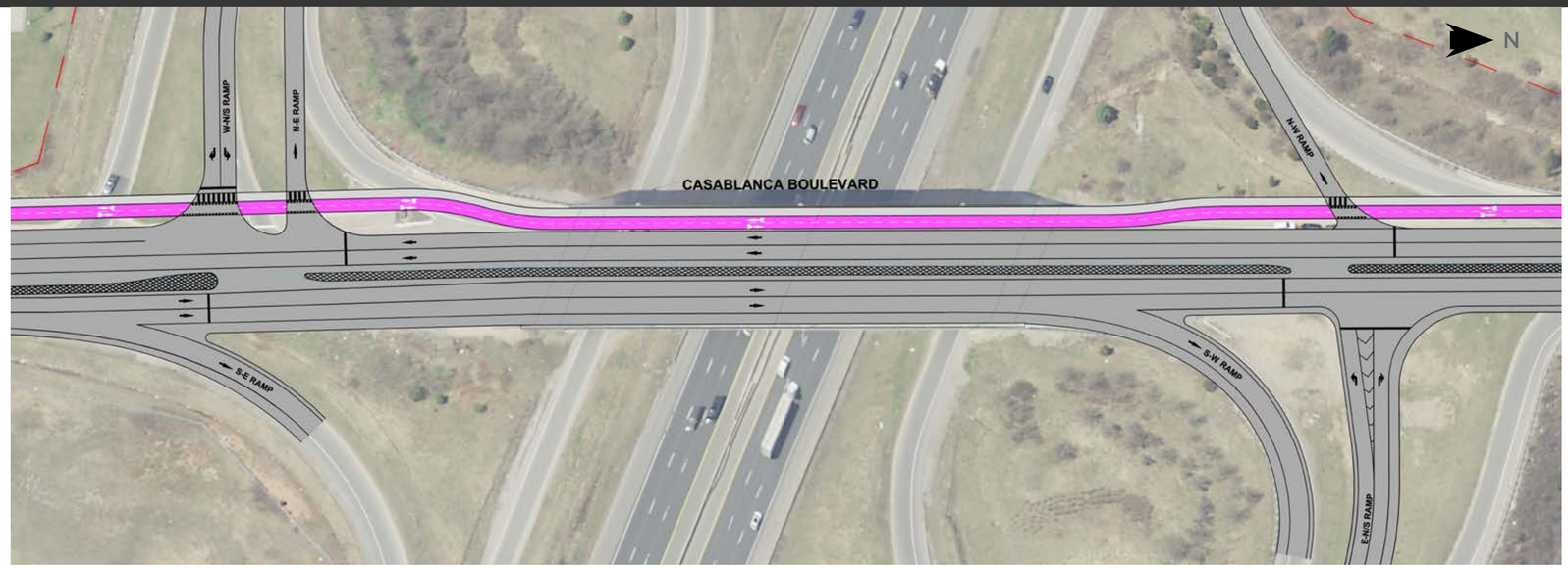
QEW INTERCHANGE ALTERNATIVES

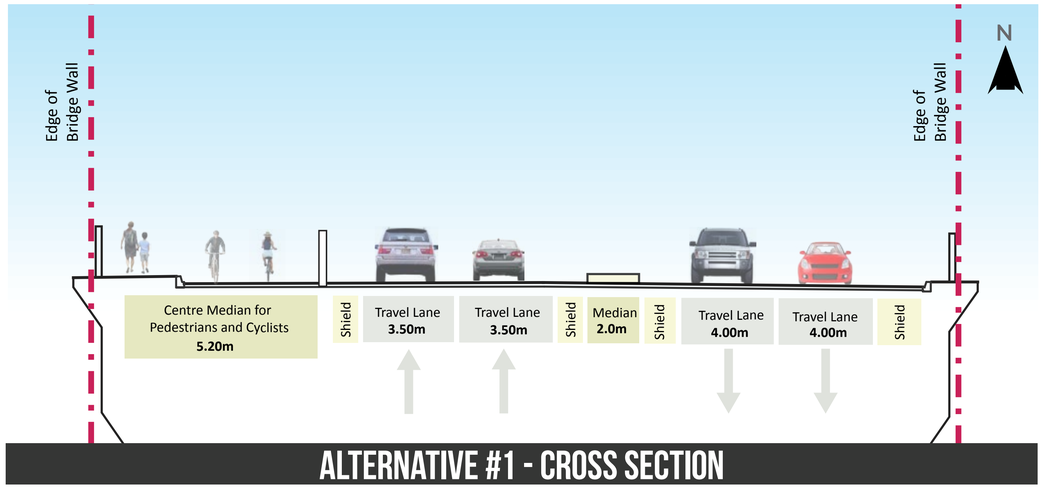
ALTERNATIVE #1:
SIGNALIZED RAMPS, WITH TRAVEL LANES, CYCLING LANES & SIDEWALKS

Alternative #1 considers improvements over the existing structure and ramp signalizations and adjustments at the interchange.

KEY IMPROVEMENTS:

- Dedicated pedestrian and cycling facilities added to a protected multi-use path on the west side of the bridge over the QEW.
- Provision of two travel lanes each way going north and southbound on the bridge.
- Signals added at the ramps exiting the QEW onto the Casablanca Boulevard bridge to improve flow and safety. The majority of the ramp intersections with Casablanca Boulevard would be modified to improve safety and access for pedestrian and cyclist crossings.





ALTERNATIVE #1 - CROSS SECTION

MOVING TRANSIT FORWARD

QEW INTERCHANGE ALTERNATIVES

ALTERNATIVE #2:

DIVERGING DIAMOND INTERCHANGE

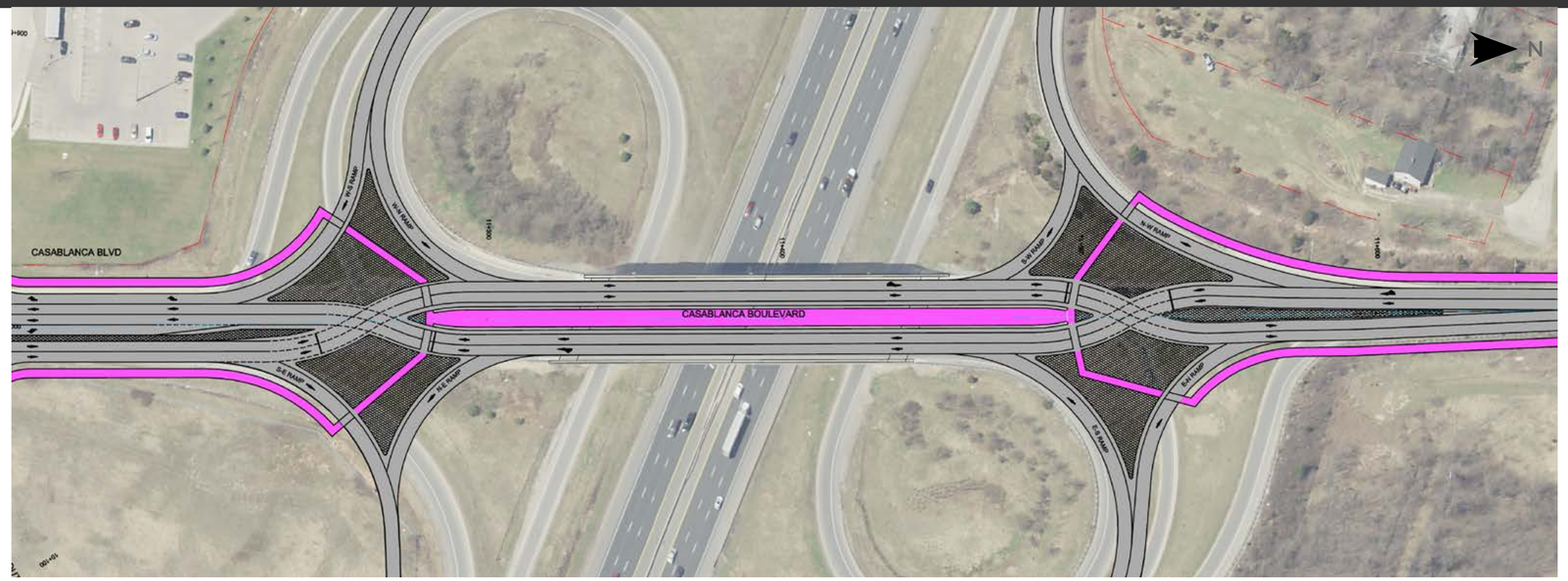
Alternative #2 considers a new configuration for the interchange to eliminate left turns, and bring pedestrians and cyclists to a protected centre multi-use path.

In a Diverging Diamond Interchange, vehicles are directed to swap direction of travel over the centre of the bridge, so northbound travelers would be on the left side and southbound travelers on the right side of the road.

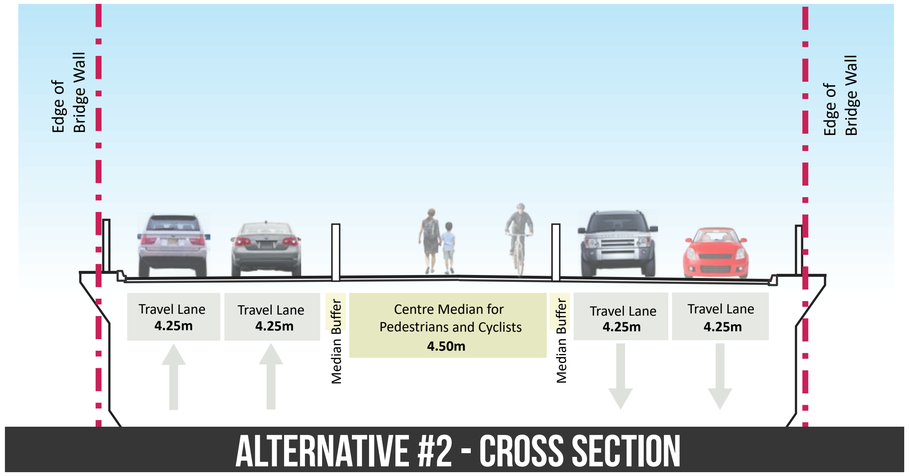
KEY IMPROVEMENTS:

- Pedestrians and cyclists directed to a protected multi-use path along the centre of the bridge over the QEW.
- Lanes of travel are 'crossed over' along the bridge so that left turns are eliminated and safety improved.

Signals added at the 'crossing over' points to provide added safety and control for motorists, cyclists and pedestrians.



SOURCE: TV GWINNETT; KIMLEY-HORN AND ASSOCIATES



ALTERNATIVE #2 - CROSS SECTION

MOVING TRANSIT FORWARD

LEGEND

- LESS PREFERRED
- EQUAL
- PREFERRED

QEW INTERCHANGE ALTERNATIVES: EVALUATION SUMMARY

CRITERIA	ALTERNATIVE 1: Ramp Signalization & Multi-Use Pathway on West Side of the Bridge	ALTERNATIVE 2: Diverging Diamond Interchange
Transportation	Both alternatives provide protected separation of pedestrians and cyclists from vehicle traffic, as well as signal control at ramps to reduce queues and improve both safety and traffic flow	
Natural Environment	Both alternatives have the same limited impact on the natural environment. The existing bridge structure is being utilized, and there are no natural heritage assets in the QEW Interchange area	
Socio-Economic Factors	Both alternatives have the same limited impact on the socio-economic environment. The existing bridge structure is being utilized, and the same amount of traffic and population growth would be supported by either alternative	
Cultural and Archaeological Heritage	There are no cultural or archaeological assets in the QEW Interchange area	
Engineering and Road Design	Construction could be completed in one calendar year's construction period; Provincial approval agency support for this alternative	Construction could potentially require two consecutive calendar year construction periods; Provincial approval agency concerns with this alternative
Cost	Less costly to implement	More costly to implement
OVERALL	**PROS:** Protected multi-use path for pedestrians and cyclists; lower cost and duration of construction; and crossings of only two unsignalized ramps on the QEW interchange. Approval agency support. **CONS:** Requires pedestrians and cyclists headed northbound to cross to the west side of Casablanca Blvd. at South Service Road	**PROS:** Protected centre multi-use path provides for a comfortable facility for pedestrians and cyclists; improved safety for motorists through fewer conflict points and no left turns. **CONS:** Crossing of four unsignalized ramps, longer and more costly construction period. Approval agency concerns..

MOVING TRANSIT FORWARD

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INFO STATION

Considering the Alternatives:

GO Station Access

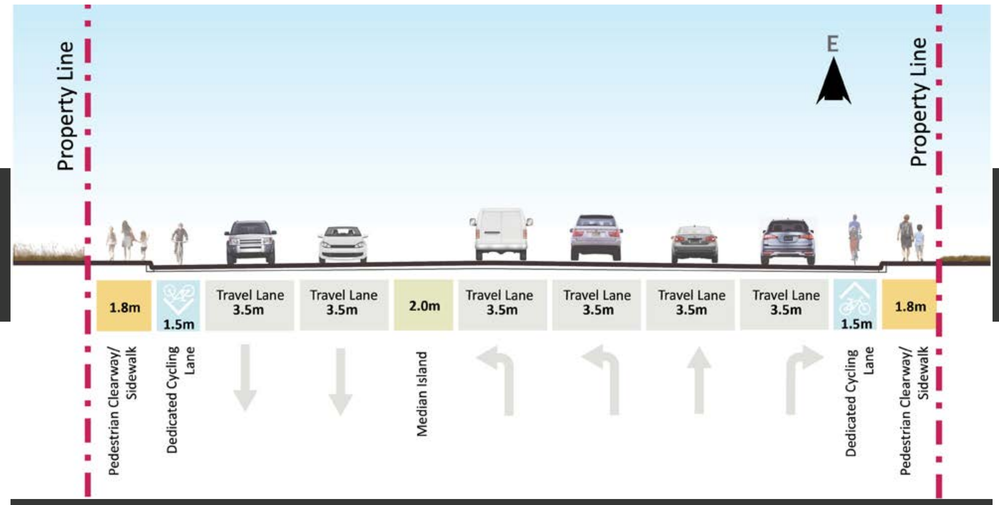
MOVING TRANSIT FORWARD

GO STATION ACCESS

SOUTH SERVICE ROAD

A staged process may be needed to accommodate the short term and long term needs of Station visitors. The final configuration will be refined through Detailed Design (spring 2019) in conjunction with Metrolinx.

Providing safe and efficient access to the GO Station is a key element of the project. On South Service Road, signals will be added at Industrial Drive and at the GO Station access point to control traffic and support safe pedestrian and cyclist crossing.



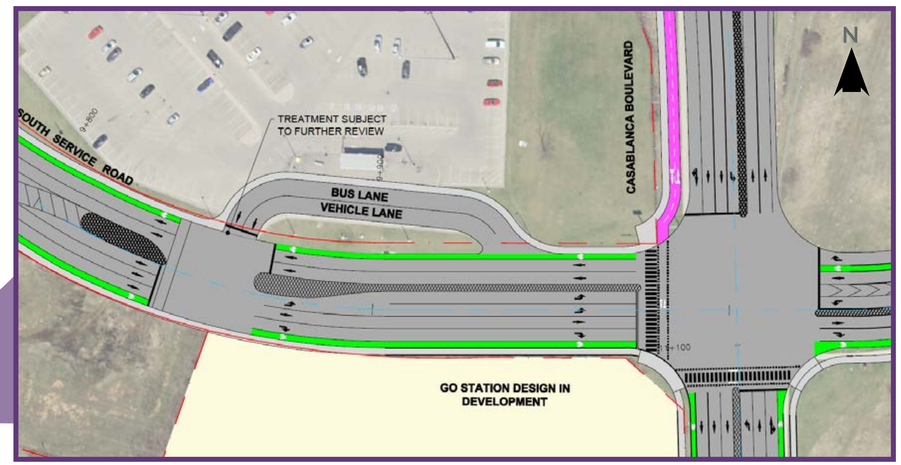
PROPOSED SOUTH SERVICE ROAD CROSS-SECTION AT THE INTERSECTION WITH CASABLANCA BOULEVARD

OPENING DAY 2021: EXISTING BUS LOOP MAINTAINED

In order to prepare for the opening of the GO Station, a signalized intersection with a dedicated left turn lane would be provided for vehicles entering the Station. It is anticipated that the existing bus loop may be maintained for GO Bus pick-up and drop-off in the short term.

FUTURE CONDITION: ON-SITE BUS SERVICE PROVIDED

In the longer term, the existing bus loop would be configured to also accommodate vehicles, and signage provided to direct motorists into the loop and then around to a signalized intersection where both buses and vehicles could enter the GO Station. This configuration eliminates any westbound left turns into the GO Station, and reduces the potential for traffic queues to affect the intersection of South Service Road and Casablanca Boulevard or the QEW Interchange.



MOVING TRANSIT FORWARD

GO STATION ACCESS

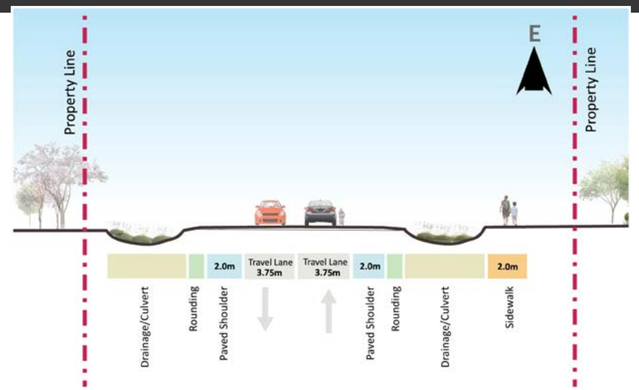
LIVINGSTON AVENUE

A south parking lot for the GO Station as well as future transit infrastructure is planned to be located on the Region-owned lands south of the CN Rail corridor.

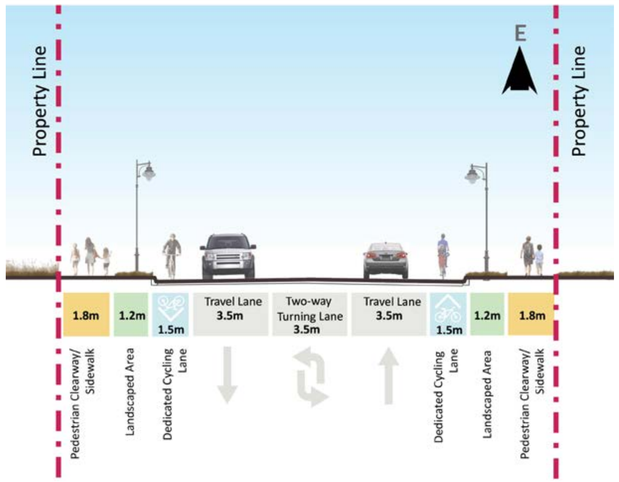
In order to provide access to this site, a short extension of Livingston Avenue is proposed within the Region's road right-of-way along the south side of the Region-owned lands, to allow for a road access or driveway to be constructed extending north from Livingston Avenue.

The existing section of Livingston Avenue west of Casablanca Boulevard is proposed to be urbanized with a centre turning lane, cycling lanes, sidewalks, and a storm sewer to manage drainage.

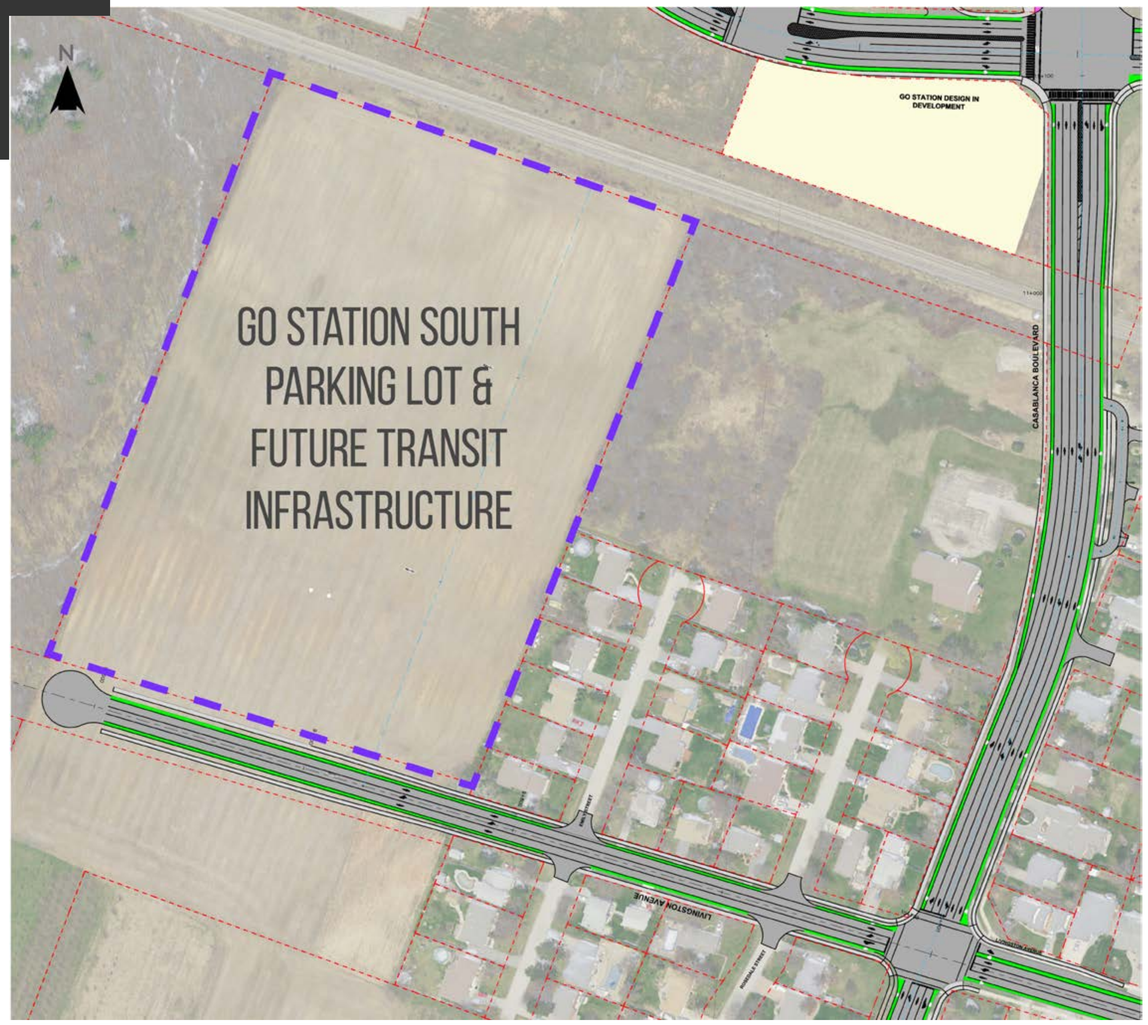
The design for the south parking lot and West Niagara Transit Terminal would be the subject of the Metrolinx Detailed Design study for the GO Station as well as a separate future study to be undertaken by the Region.



EXISTING LIVINGSTON AVENUE WEST OF CASABLANCA BOULEVARD CROSS-SECTION



PROPOSED LIVINGSTON AVENUE WEST OF CASABLANCA BOULEVARD CROSS-SECTION



LIVINGSTON AVENUE WEST OF EMILY STREET TO THE GO STATION SOUTH LOT/TRANSIT TERMINAL

Niagara Region Property

MOVING TRANSIT FORWARD

5

INFO STATION

The Way Forward:

South Service Road to Livingston Avenue

MOVING TRANSIT FORWARD

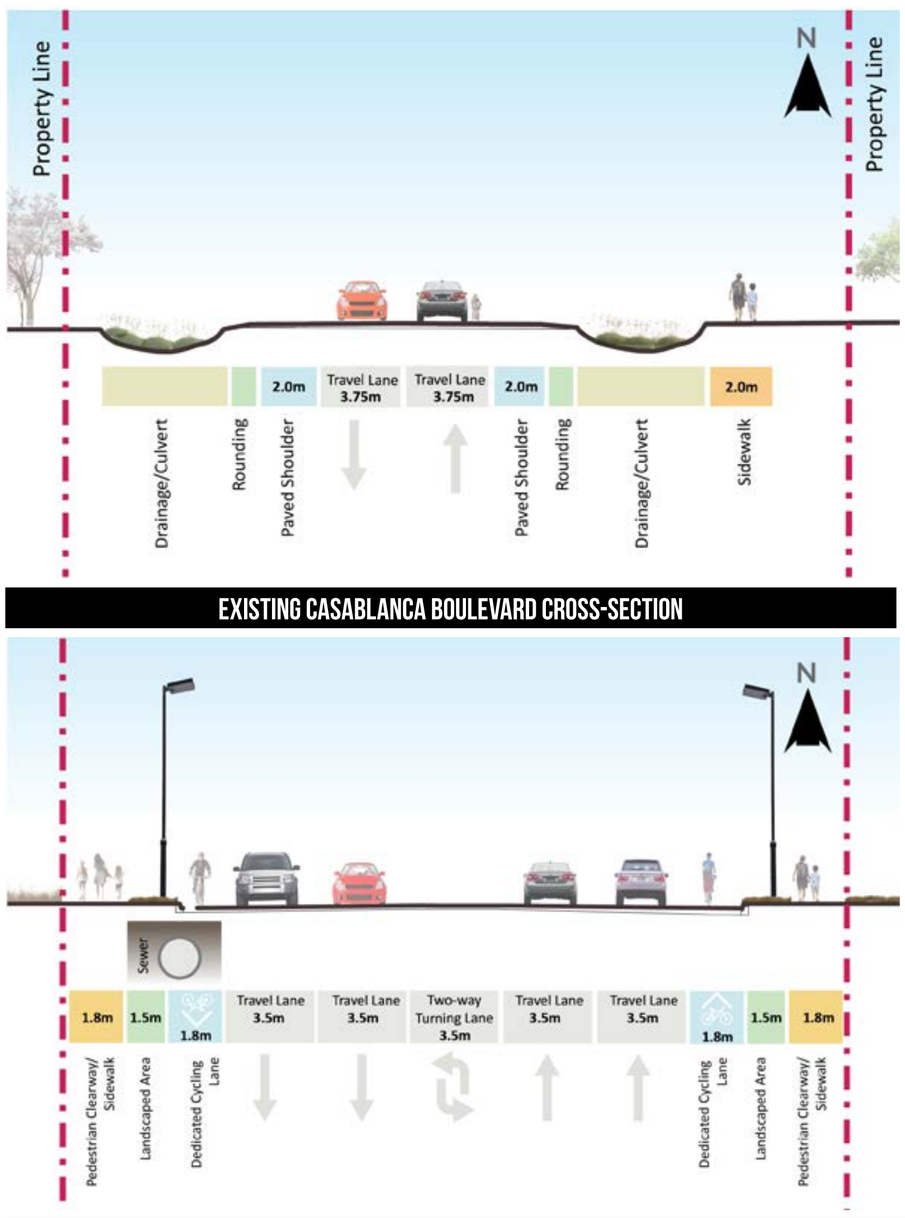
CONCEPTUAL RENDERING OF CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE, LOOKING NORTH

CASABLANCA BOULEVARD

BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE

KEY IMPROVEMENTS:

- Widening of Casablanca Boulevard to two travel lanes in each direction
- Addition of a centre turning lane to facilitate property access on the east side of Casablanca Boulevard
- Provision of an east-side 'access road' for the three properties closest to the CN Railway crossing
- Dedicated cycling lanes and sidewalks on both sides of the street
- Urbanization of the road corridor, adding a storm sewer to replace existing open ditches, and consolidation of utility poles
- Low-level landscaping along the road corridor.



EXISTING CASABLANCA BOULEVARD CROSS-SECTION

PROPOSED CASABLANCA BOULEVARD CROSS-SECTION BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVE.

CONCEPTUAL RENDERING: INTERSECTION OF CASABLANCA BLVD & LIVINGSTON AVE

The intersection of Casablanca Boulevard and Livingston Avenue is proposed to be signalized, as shown in this conceptual rendering. A roundabout was considered for this location but was not carried forward due to the property impacts that would result.

MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD

AT THE RAIL CROSSING

MEDIUM TERM - GO TRANSIT STATION OPENING DAY

In the medium term, the at-grade rail crossing is proposed to be improved in time for the GO Transit Station opening day.

Key Improvements:

- Widening of Casablanca Boulevard to two travel lanes in each direction
- Possible addition of a southbound rail queuing lane from South Service Road to the CN Railway crossing, to manage queue lengths at the crossing. This lane would terminate just south of the crossing and only impact two properties on the west side of Casablanca Boulevard.
- Provision of an east-side 'access road' for the three properties closest to the CN Railway crossing
- Signal timing coordination with the intersection at South Service Road and GO Station train arrivals/departures to manage queue wait times.

LONG TERM

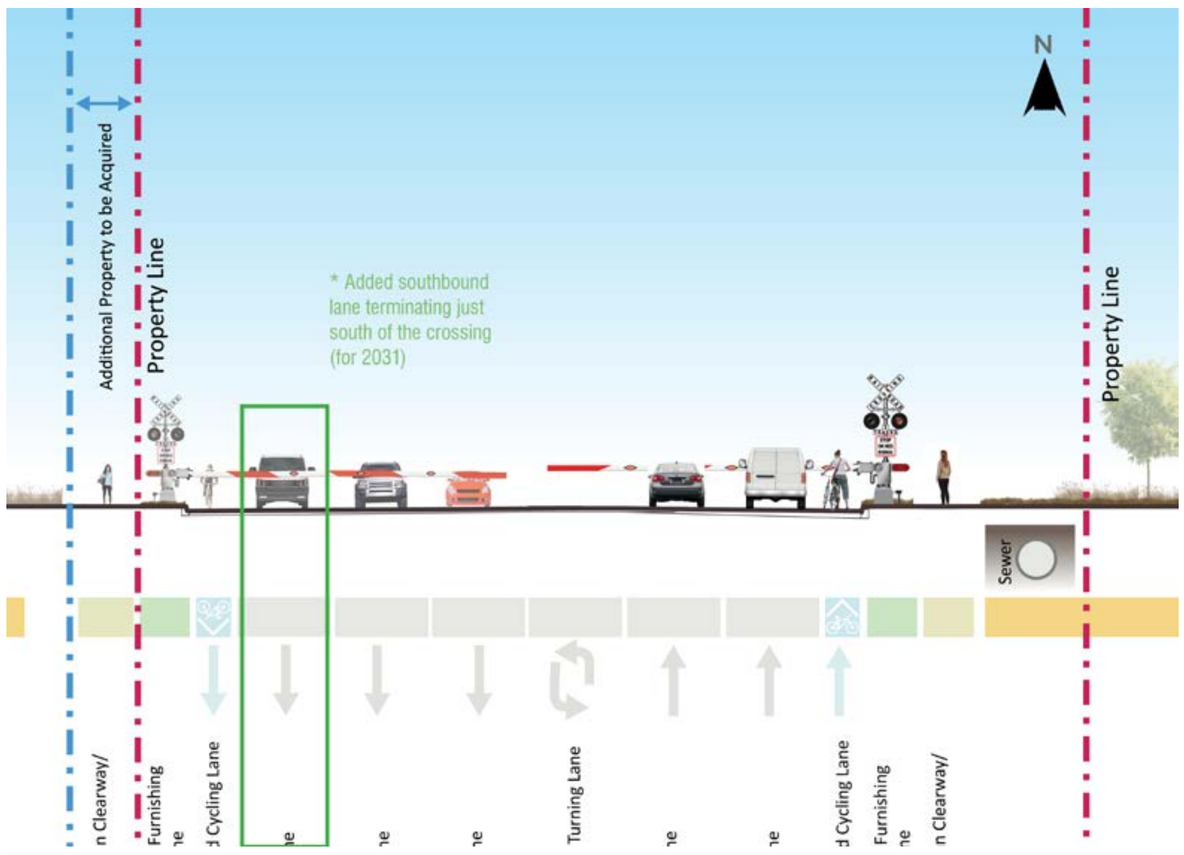
The traffic conditions at the CN Railway crossing will be monitored, and in the long term, a grade separation will be considered if warranted. The timing of the grade separation will be determined by:

- Performance of the crossing related to safety and queuing impacts
- Consultation with CN Rail and government agencies.

Two grade separation options were considered, an underpass and an overpass. Based on the space constraints and property impacts, an underpass is the only viable type of grade separation. This would allow for free flow of traffic so that there are no queues at the crossing when a train is passing. The community will be consulted at the point in time that the grade separation is deemed necessary, and property impacts will be mitigated through discussion with affected property owners.

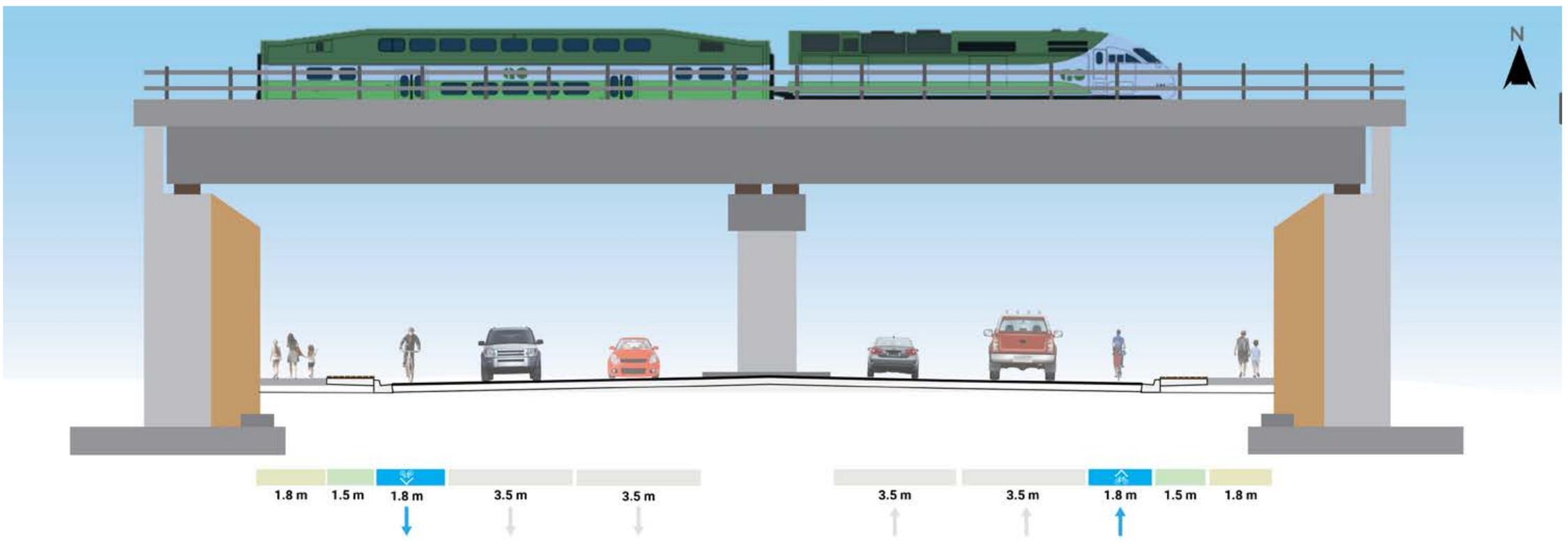
Key Improvements:

- Possible implementation of an underpass for motorists, pedestrians and cyclists.
- Separation and protection from vehicle traffic for pedestrians and cyclists (to be further refined through detailed design with community engagement).
- Retaining walls to support the underpass, and access roads for properties adjacent to the CN Railway to access Casablanca Boulevard further south of the crossing.



PROPOSED CASABLANCA BOULEVARD CROSS-SECTION BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVE.

CONCEPTUAL LAYOUT OF THE CN RAILWAY GRADE SEPARATION (UNDERPASS) IN THE LONG TERM



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Niagara Region

MOVING TRANSIT FORWARD

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INFO STATION

The Way Forward:

Livingston Avenue to Main Street West

MOVING TRANSIT FORWARD

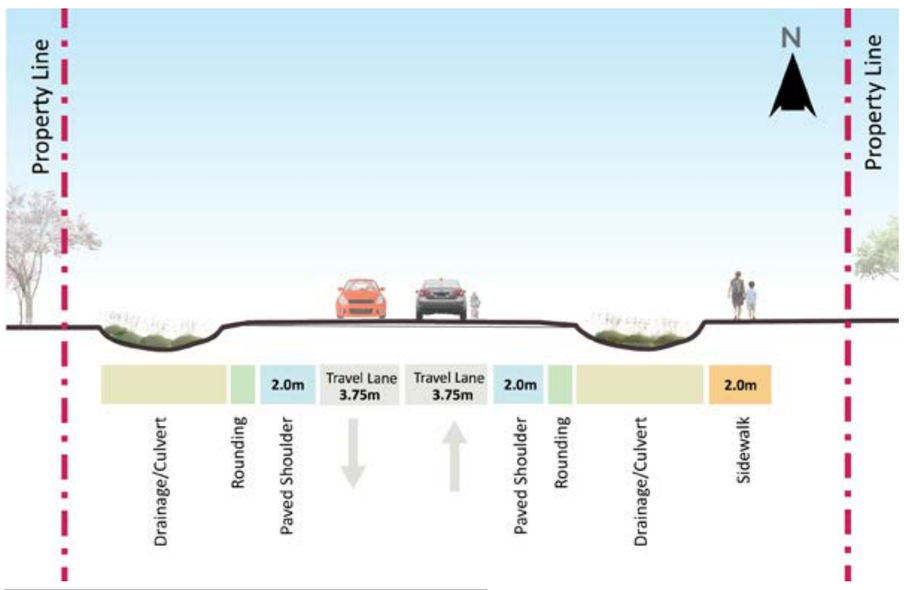
CONCEPTUAL RENDERING OF CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST, LOOKING NORTH

CASABLANCA BOULEVARD

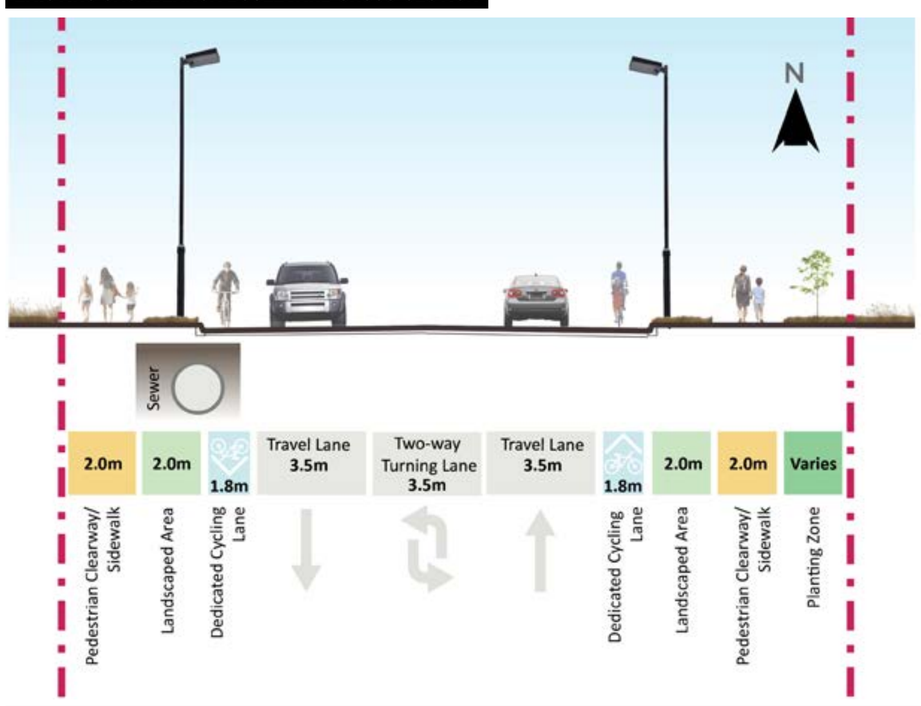
BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST

Key Improvements:

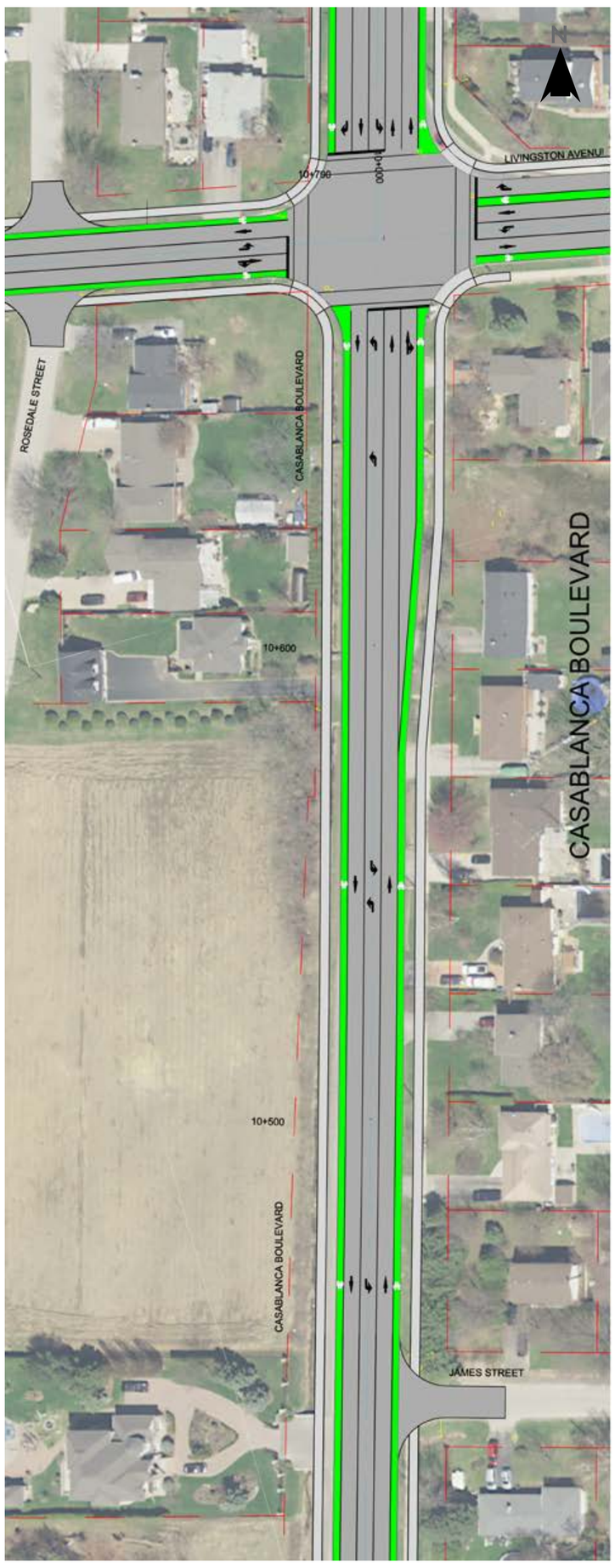
- Addition of a centre turning lane to facilitate property access on the east side of Casablanca Boulevard
- Dedicated cycling lanes and sidewalks on both sides of the street
- Urbanization of the road corridor, adding a buried storm sewer to replace existing open ditches and consolidate utility poles
- Landscaping to promote the public realm and improve the experience of the road corridor.



EXISTING CASABLANCA BOULEVARD CROSS-SECTION



PROPOSED CASABLANCA BOULEVARD CROSS-SECTION BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVE.



The intersection of Casablanca Boulevard and Main Street West is proposed to be signalized. A roundabout was considered for this location but was not carried forward due to the property impacts that would result.

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INFO STATION

Presenting the Preferred Alternative

An online survey was conducted from October to December to collect feedback on the Preliminary Design. This board summarizes the feedback received and identifies the issues to be carried forward to be addressed through the Detailed Desgin process to follow in spring 2019.

MOVING TRANSIT FORWARD

Survey Respondent Support: Ranking

Limited	Less than 69%
Good	70% to 85%
Very Good	85% to 100%

PRELIMINARY DESIGN FEEDBACK

ROAD SEGMENT	SURVEY RESPONDENT SUPPORT	ISSUES TO BE ADDRESSED IN DETAILED DESIGN
QEW Interchange Signalized Ramps and added Lanes with Cycling Lanes and Sidewalks	GOOD / GOOD / GOOD	• Signage to improve pedestrian and cyclist safety • Separation between cyclists and pedestrians within the multi-use path
CN Rail Crossing Maintain At-Grade Crossing for Medium Term, Underpass for Long Term	GOOD / LIMITED / GOOD	• Signage and awareness program to improve pedestrian and cyclist safety • Alignment of signals with intersections to reduce risk and manage queue wait-times
Casablanca Boulevard - South Service Road to Livingston Ave. 4 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	VERY GOOD / GOOD / VERY GOOD	• Landscaping design and tree planting plan • Signage and lighting • Utilities consolidation to reduce number of poles • Separation between cyclists and vehicles
Casablanca Boulevard - Livingston Ave. to Main Street West 2 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	VERY GOOD / GOOD / GOOD	• Landscaping design and tree planting plan • Signage and lighting • Utilities consolidation to reduce number of poles • Separation between cyclists and vehicles
Livingston Ave./GO Access 2 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	VERY GOOD / GOOD / VERY GOOD	• Landscaping design and tree planting plan • Signage to direct motorists for parking and control parking on local streets • Timing of this segment to conincide with need for GO Station/Transit Terminal access

PROJECT IMPACTS AND MITIGATION MEASURES

CONSTRUCTION IMPACTS

CRITERIA	IMPACTS IDENTIFIED	MITIGATION MEASURES PROPOSED
TRANSPORTATION	Traffic delays.	Construction phasing plan/detour plan.
	Obstruction to entrances/driveways.	Inform property owners, provide alternative parking, construct alternative driveway entrances.
	Delay to school buses and disturbance of students.	Inform school about construction phasing in advance, and avoid using heavy machinery during pick up and drop off periods.
	Delayed response time of emergency access vehicles.	Consult with emergency service providers and inform them of construction phasing.
ENGINEERING	Short term service utility interruptions due to relocation.	Consult with utility companies to confirm relocations.
SOCIO-ECONOMIC ENVIRONMENT	Acquisition of property for road construction.	Mostly not required. If required, landowners compensated at fair market value for required property.
	Air quality impacts from construction equipment and soil disturbance.	Develop a dust control plan, use water and dust suppressants during construction, keep idling of construction equipment to a minimum, address and monitor air quality complaints.
	Noise disturbance to residents.	Develop a noise control plan, construction must conform to Municipal noise-by laws, keep idling on equipment to a minimum, address and monitor noise complaints.
NATURAL HERITAGE FEATURES	Re-confirm no presence of/impacts to Species at Risk (SAR) due to removal or encroachment of habitat prior to commencing construction.	Re-confirm no presence of/impacts to Species at Risk (SAR), if needed develop mitigation plans, and avoid sensitive time periods for species.
	Wildlife disturbance due to noise, dust and habitat encroachment.	Conduct wildlife sweeps prior commencement of construction and isolate wildlife habitat. Develop a dust control plan.
	Impacts to surface water quality due to sedimentation and introduce of deleterious substances to water bodies.	Develop an Erosion and Sediment Control Plan (ESCP), include measures for managing water flows into and out of the site, manage fuel, excess materials, and debris appropriately.

PROJECT IMPACTS AND MITIGATION MEASURES

LONG TERM IMPACTS

CRITERIA	IMPACTS IDENTIFIED	MITIGATION MEASURES PROPOSED
CULTURAL ENVIRONMENT	Impact to undisturbed land with archeological potential. Impact on known built heritage resources.	Conduct Stage 2 archaeological investigations on planning extension to Livingston Ave. No cultural heritage features in close proximity to project site, no specific mitigation required.
ENGINEERING	Drainage infrastructure improvements (rural ditch to urban drainage system). Increased storm water run-off due to increased impervious area.	Finalise drainage system design. Upgraded draining infrastructure.
SOCIO-ECONOMIC ENVIRONMENT	Change in noise levels during operations. Limited loss of agricultural land due to extending Livingston Avenue.	Noise level change would be less than 5dB (the regulatory limit level), therefore no long term noise mitigation is proposed. Area of impact is intended for a transit facility; the right-of-way is owned by the Region. No mitigation measures are proposed.
NATURAL HERITAGE FEATURES	Loss of terrestrial vegetation and wildlife habitat, particularly due to ditch removal, vegetation along South Service Road, and tree removal. Impact on fish and fish habitat.	Develop tree compensation and re-planting plan, establish Tree Protection Zones, and avoid vegetation clearing during bird nesting periods. No significant impacts anticipated, no mitigation measure.

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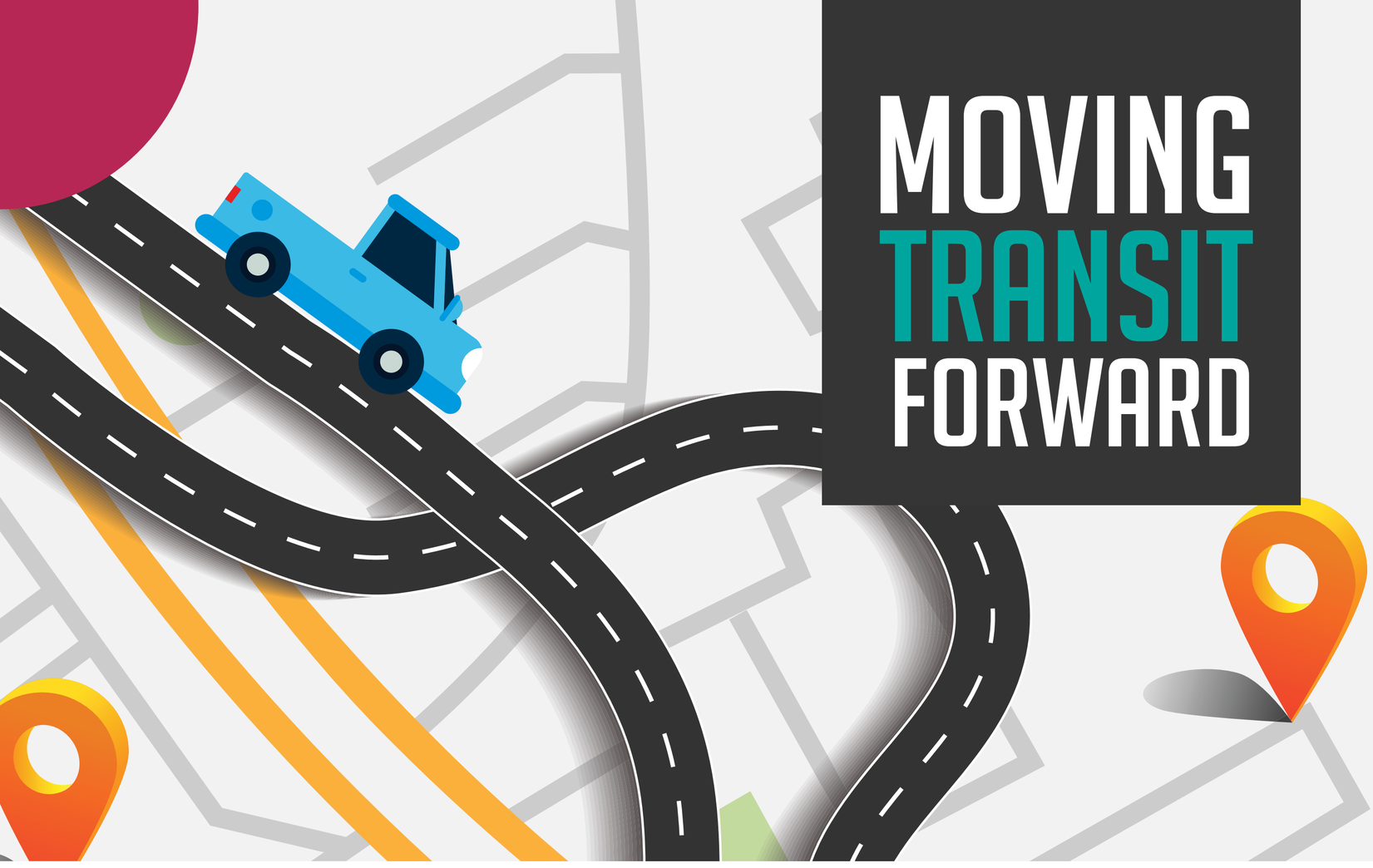
INFO STATION

Next Steps



MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS EA

NEXT STEPS

- Integration of feedback received through this public consultation
- Refinement of the Preferred Design concept and documentation of considerations for detailed design to be carried forward in winter 2019
- Filing of the Environmental Study Report for 30-day public review in February 2019.

How you can get involved

Ask questions & provide input today by talking with the team or filing in a comment form (return by January 30, 2019)

Sign up for our contact list

Visit niagararegion.ca

Attend the next event (spring 2019)

LIVINGSTON AVENUE EXTENSION EA

PROJECT UPDATE

The Livingston Avenue Extension EA is at the stage of completing an evaluation of Alternative Solutions. The results of the evaluation as well as the results of the background studies completed during summer and fall 2018 will be presented at a Public Information Centre in mid-winter 2019.

The background studies completed include:

- Transportation Network and Operations Assessment
- Cultural Heritage Assessment
- Stage 1 Archaeological Assessment
- Natural Heritage Assessment and Field Surveys
- Socio-Economic Inventory

Following the PIC, the preferred Alternative Solution will be carried forward for further investigation and development into Alternative Designs, which will be brought forward for discussion with the community, stakeholders, agencies, Indigenous communities, and Agencies.

FOR ANY QUESTIONS OR COMMENTS, PLEASE CONTACT:

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