

**MOVING
TRANSIT
FORWARD**

WELCOME!
PUBLIC INFORMATION CENTRE

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

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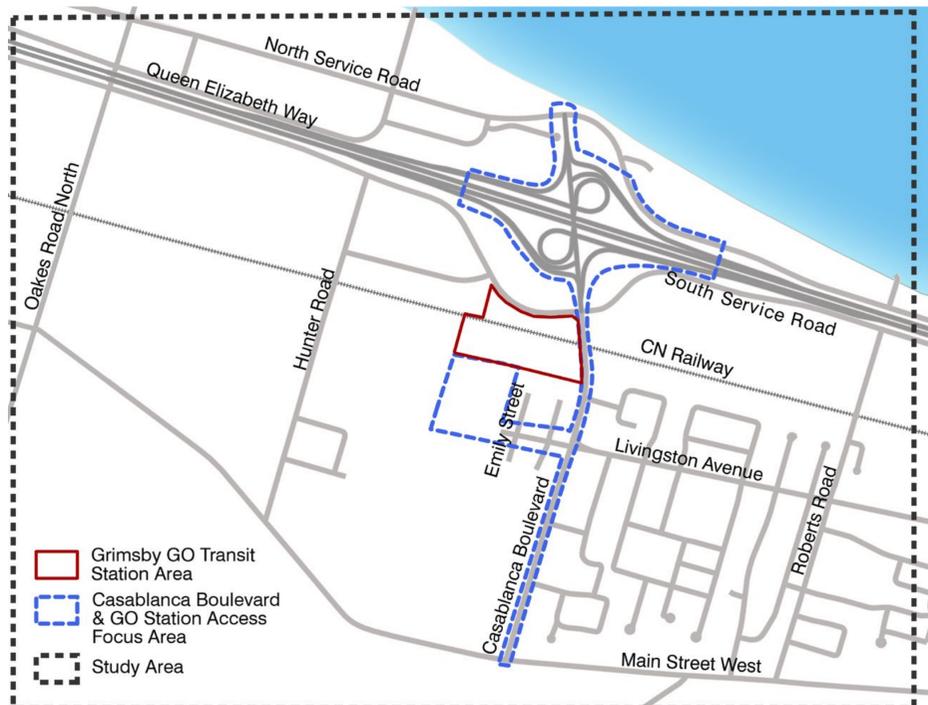


FIGURE 1: CASABLANCA BOULEVARD AND GO STATION ACCESS - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA



FIGURE 2: LIVINGSTON AVENUE EXTENSION - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

OVERVIEW

The Region of Niagara is conducting two Municipal Class Environmental Assessments (EAs) to confirm the improvements needed to key transportation routes in the vicinity of the future Grimsby GO Transit Station, set to open in 2021.

The two road corridors that are being studied are:

1. Casablanca Boulevard & GO Station Access, from North Service Road to Main Street and the GO Station access off Livingston Avenue
2. Livingston Avenue extension from west of Emily Street to Main Street

These two studies build on the work done as part of the Grimsby GO Transit Station Secondary Plan and the Region of Niagara Transportation Master Plan. They are being completed under Schedule 'C' of the Municipal Class Environmental Assessment Act.

The two studies are being carried out separately. They are, however, closely related in terms of their adjacent location in the transportation network and as complementary and connecting road corridors. As such, the early work for each of the two EAs (including transportation network need and justification, examination of alternative solutions, and basic data gathering) as well as this PIC are being done together due to significant overlap, and for schedule efficiencies.

The Region is working in tandem with the Town of Grimsby, local community, and Provincial Authorities to identify and implement the right solutions for these two corridors.

This open house event presents the preliminary assessment of existing traffic conditions in the Study Area, as well as the potential alternative solutions for changes to each of the road corridors.

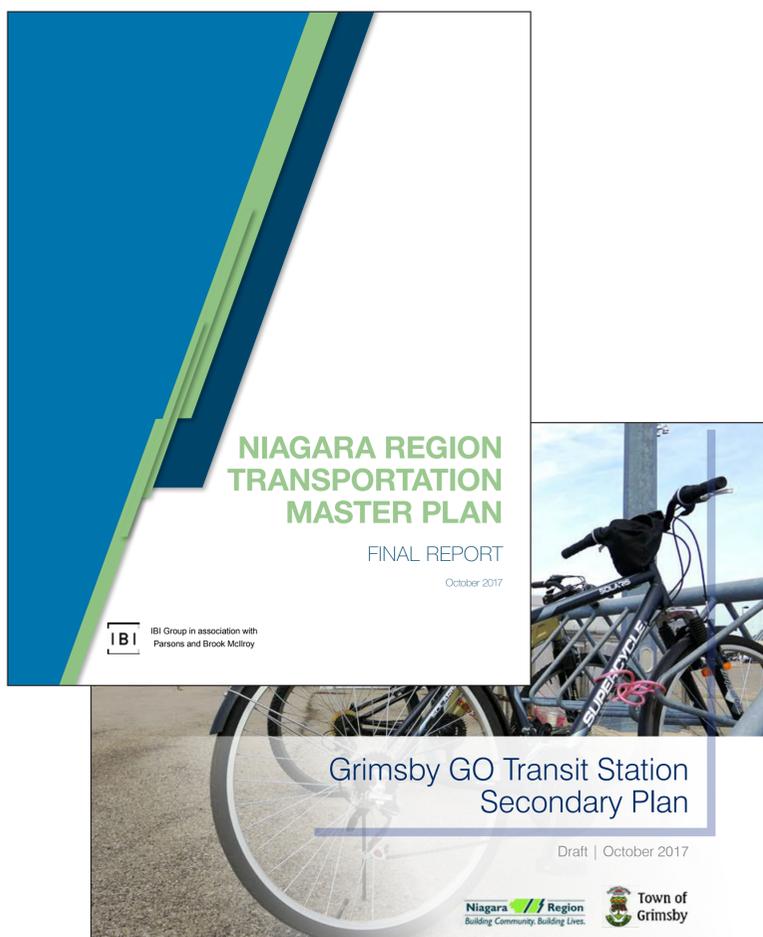
We invite you to share your thoughts, ideas and concerns about the information presented and provide input towards the criteria that will be used to make a decision.

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BACKGROUND

The Casablanca Boulevard & GO Station Access and the Livingston Avenue Extension EA Studies were initiated to explore ways to improve transportation conditions in the Study Area.



2014

- Region initiated Environmental Assessment Studies, but put them on hold in 2015 to allow for work on the Grimsby GO Transit Station Secondary Plan and the Region's Transportation Master Plan to be completed first.

2015

- Region initiated the GO Hub And Transit Stations Study to develop Secondary Plans for each of the four GO Stations in the Region, one of which is the Grimsby Transit Station.
- Region initiated a Transportation Master Plan Study to take a region-wide look at roads and transportation needs.

2017

- Region completed the Transportation Master Plan & Draft Grimsby GO Transit Station Secondary Plan, both of which recommend improvements to the Casablanca Boulevard corridor and recommend further study to confirm the need for an extension to Livingston Avenue.
- Transportation Master Plan approved by Regional Council.

2018

- Grimsby GO Transit Station Secondary Plan approved by Town of Grimsby and Regional Council.
- New start to the Casablanca Boulevard & GO Station Access and the Livingston Avenue Extension EAs.

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TIMELINE & PROCESS

the environmental assessments for both projects will follow the municipal class EA process. to the extent possible, they are to be completed within a similar time frame. With the GO station set to Open in 2021, priority will be given to completing the Casablanca Boulevard & go station access ea by 2019 so that improvements can be implemented for opening day. construction for this study is planned to move forward in 2019.

Detailed planning for any Livingston avenue extension will be determined through the EA process.

GETTING STARTED

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

EXPLORING THE OPTIONS

Consider ways to

1. Improve Casablanca Boulevard to enhance access to the GO station, and
2. Improve east-west connections in this area of Grimsby

THE RIGHT WAY FORWARD

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

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 .

CASABLANCA BOULEVARD & GO STATION ACCESS PROJECT

LIVINGSTON AVENUE EXTENSION PROJECT

**NOTICE OF
COMMENCEMENT**

SPRING 2018

**PUBLIC INFORMATION CENTRE
#1 & ONLINE SURVEY**

SPRING/SUMMER 2018

**STAKEHOLDER WORKSHOP
& DESIGN CHARRETTE**

FALL 2018

**PUBLIC INFORMATION CENTRE #2 &
ONLINE SURVEY**

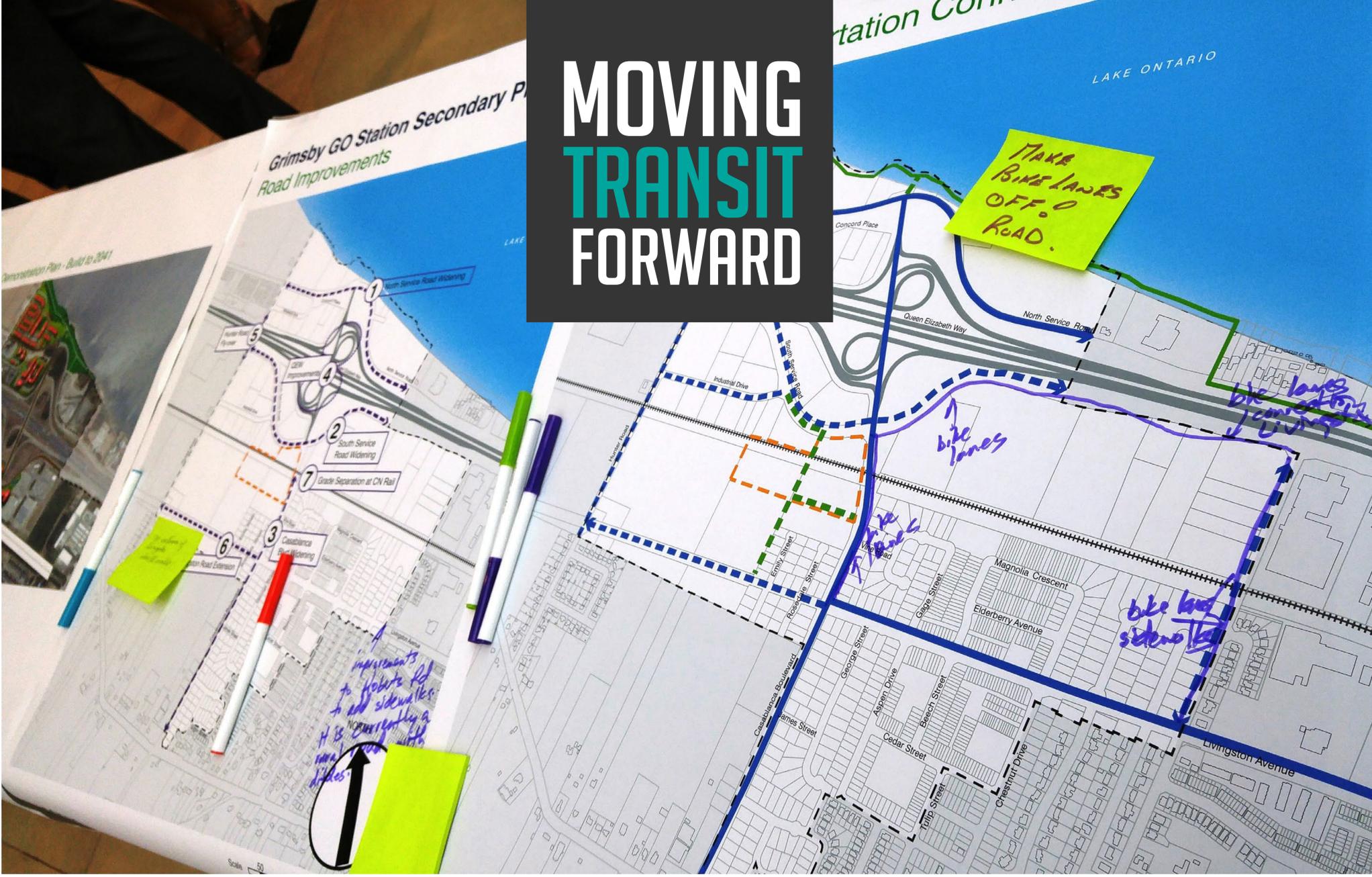
FALL 2018

**PUBLIC INFORMATION CENTRE #3 &
ONLINE SURVEY**

SPRING 2019

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WHAT WE HAVE HEARD

Public consultation for past studies in the area have provided insights into issues and opportunities for the current projects. Below is a summary of some of the key themes identified that were considered in developing the alternative solutions presented today and will continue to be important as we advance these two studies.

 <p>CONSERVE THE IRISH GROVE WOODLOT</p>	 <p>PROVIDE ACCESS TO THE GO STATION</p>	 <p>REDUCE CONGESTION ON CASABLANCA BLVD</p>
 <p>IMPROVE SAFETY FOR CYCLISTS+PEDESTRIANS</p>	 <p>ADDRESS WAIT TIME AT RAIL CROSSING</p>	 <p>PROTECT ACCESS TO DRIVEWAYS ALONG CASABLANCA BLVD</p>
 <p>LIMIT TRAFFIC SPEED IN RESIDENTIAL AREAS</p>	 <p>PLAN FOR GROWTH AND INCREASED TRAFFIC</p>	 <p>PROVIDE ACTIVE TRANSPORTATION FACILITIES</p>

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HOW WILL WE MAKE A DECISION?

As per the Class EA process, both Alternative Solutions and Alternative Designs will be examined for both EA Studies. The alternatives will be evaluated against a set of criteria. A high-level summary of the criteria for the evaluation of Alternative Solutions is provided here. More detailed criteria will be developed for the evaluation of Alternative Designs. [Feedback from the community and stakeholders will also be considered in the evaluation, so tell us what matters to you!](#)

There are three main points at which alternatives will be evaluated:

1. Evaluation of alternative solutions ([we are here](#))
2. Evaluation of alternative designs (fall 2018)
3. Mitigation and design decisions (winter 2019)



Transportation

- Ability to address identified operational issues
- Ability to address identified access and operations deficiencies.
- Ability to address identified safety issues.



Socio-economic

- Potential for loss of residential/business property/agricultural land
- Potential for disruption effects to residences
- Potential for improved street corridor character



Natural environment

- Potential for removal and disturbance effects to terrestrial and aquatic habitat.



Cost

- Relative capital cost estimate



Engineering/ Road design

- Potential for significant roadway design challenges

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CASABLANCA BOULEVARD & GO STATION ACCESS

EXISTING CONDITIONS

The roadway corridor includes both urban (residential) and rural (agricultural) adjacent land uses. Other notable features that will need to be considered in the EA include the QEW interchange, intersections with South Service Road and Livingston Avenue, an at-grade 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 are underway 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

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CASABLANCA BOULEVARD & GO STATION ACCESS

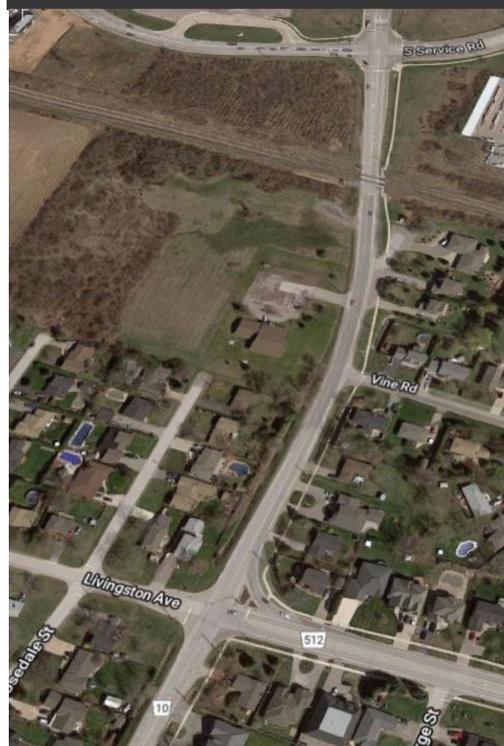
THE STUDY AREA: A CLOSER LOOK

the study area is made up of three main segments.

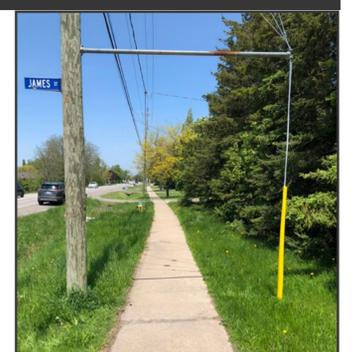
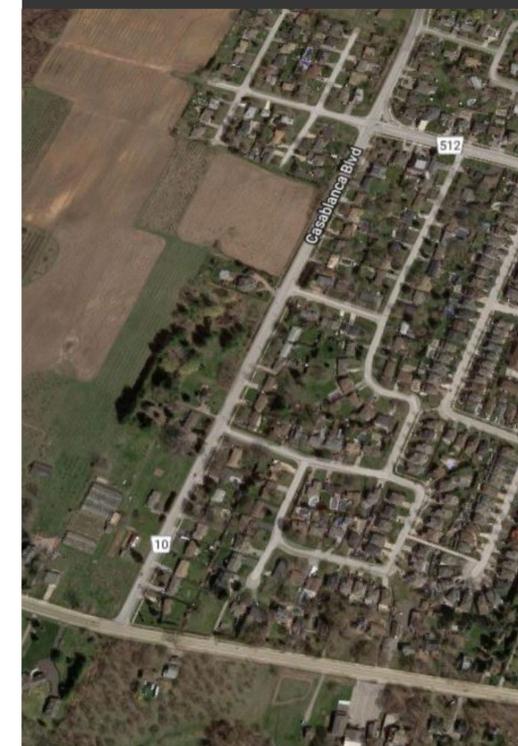
CASABLANCA BOULEVARD BETWEEN NORTH SERVICE ROAD AND SOUTH SERVICE ROAD



CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE, AND ON LIVINGSTON AVENUE BETWEEN CASABLANCA BOULEVARD AND EMILY STREET



CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST



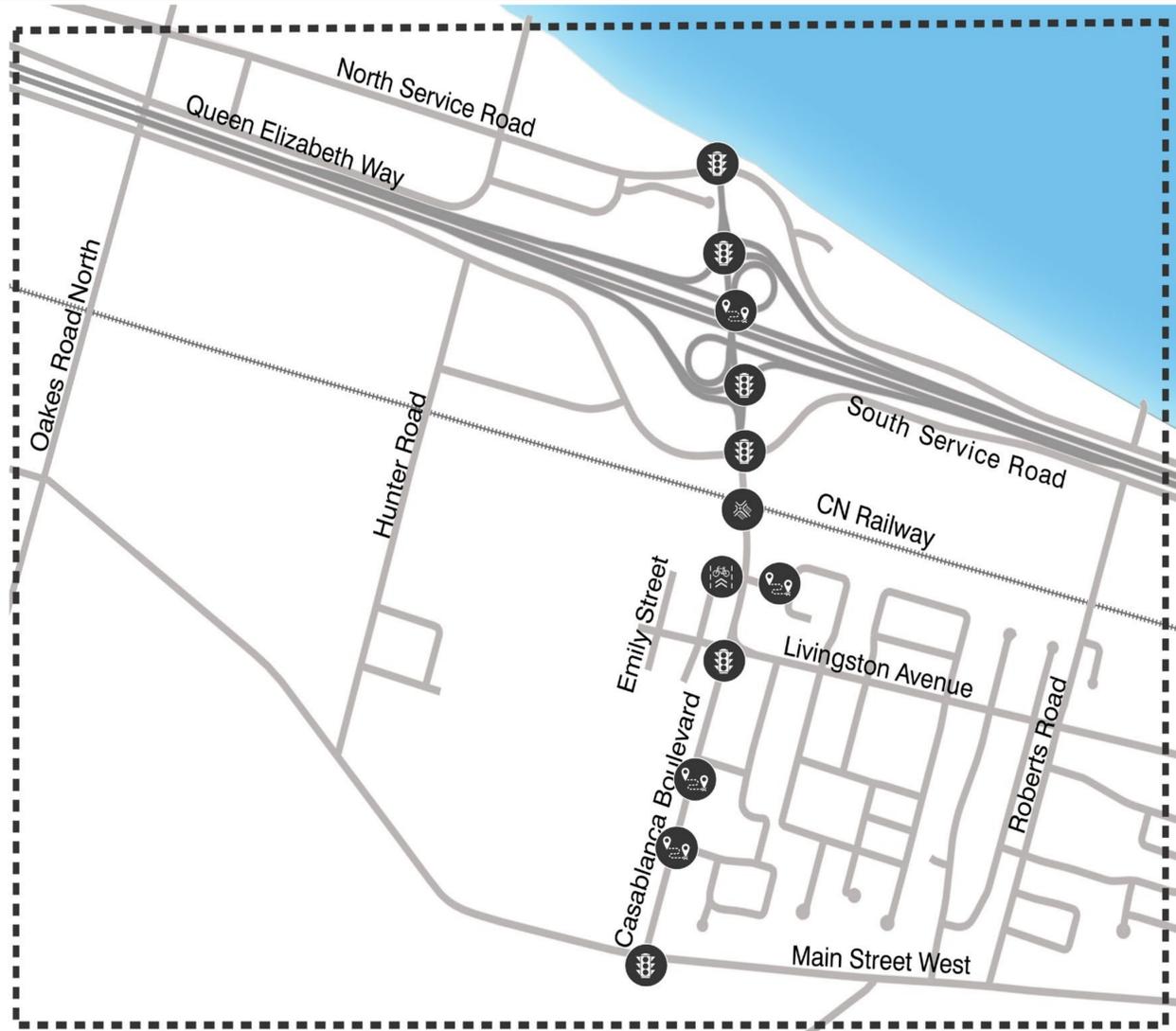
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CASABLANCA BOULEVARD & GO STATION ACCESS



TRANSPORTATION ISSUES & OPPORTUNITIES: ROAD NETWORK

 need for safe active transportation connections

- ✓ Promote alternative modes for local trips (role of transit and active modes)
- ✓ Consider alternative cross section / design standard
- ✓ Improve parallel capacity

 access and capacity issues related to the grimsby go station

- ✓ Maintain efficient access to/from QEW
- ✓ Maintain access for local residential activity
- ✓ Maintain access to/from commercial activity
- ✓ Provide access to/from future GO station

 development activity and population growth in the study area

- ✓ Casablanca Boulevard grade-separation
- ✓ QEW interchange improvements

 traffic operations issues along casablanca blvd

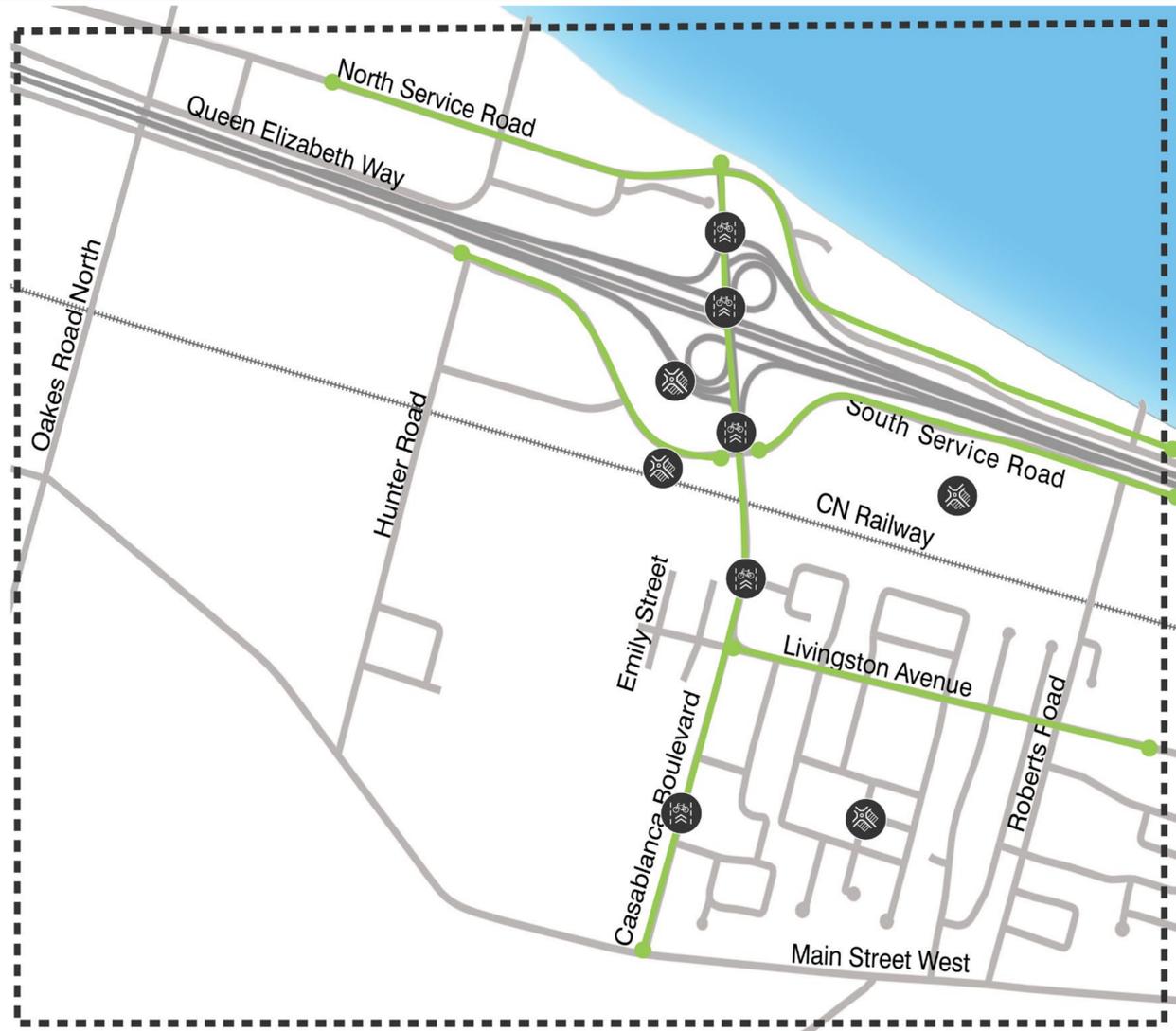
- ✓ Consider signalization
- ✓ Improve intersection geometry
- ✓ Ensure signal timing prevents extensive queuing/long delays
- ✓ Maintain adequate spacing of intersections

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CASABLANCA BOULEVARD & GO STATION ACCESS



TRANSPORTATION ISSUES & OPPORTUNITIES CYCLING NETWORK

 Poor active mode realm on Casablanca BOULEVARD

- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes

 QEW inhibits active mode connectivity to the north

- ✓ Provide safe crossing over QEW

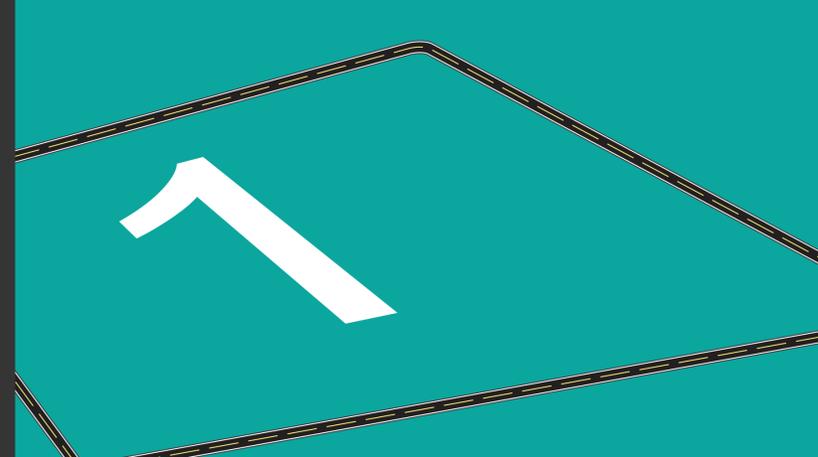
 Poor active mode connections to area land uses

- ✓ To/from residential
- ✓ To/from future GO station
- ✓ To/from commercial areas
- ✓ To/from Waterfront Trail

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CASABLANCA BOULEVARD & GO STATION ACCESS

DEFINING THE PROBLEM

Improvements to the Casablanca Blvd corridor are needed to address traffic operations, access and capacity issues related to the planned new GO Rail 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 2040. The project also provides an opportunity to support the Region's active transportation objectives through the provision of pedestrian and cycling facilities.

EXPLORING THE OPTIONS: ALTERNATIVE SOLUTIONS BEING CONSIDERED

#1

DO NOTHING

Make no improvements to Casablanca Boulevard or to provide alternative access routes to the GO Station. This alternative provides a comparison for what would happen if no action is taken to improve conditions.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

Implement Transportation Demand Management (TDM) measures by encouraging road users to utilize other modes of movement or reduce travel, including providing active transportation options, ride sharing, bike racks & changing room facilities, transit service, charging for parking, encouraging telecommuting, etc.

#3

IMPROVE OTHER
NORTH-SOUTH
ROAD CORRIDORS

Improve other north-south road corridors in the Study Area to provide alternative traffic routes, such as Hunter Road to the west or Roberts Road to the east. These Alternatives could partially address capacity, active transportation, and access issues in the Study Area.

#4

ROADWAY
OPERATIONAL
IMPROVEMENTS

Improve traffic flow through localised interventions (e.g. new traffic signals, improvements to roadway geometry, and intersection improvements). QEW interchange improvements and a grade separated rail crossing would also be considered. These changes would not provide significant new roadway capacity.

#5

ADDITIONAL
ROADWAY LANES

To address possible roadway vehicle capacity deficiencies, additional lanes could be provided through the entire corridor or a section of it.

MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS

PRELIMINARY ASSESSMENT OF ALTERNATIVE SOLUTIONS: THE WAY FORWARD

#1

DO NOTHING

This Alternative does not address the issues and opportunities identified for the Study, and will not be carried forward for further consideration.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, this alternative could be combined with other alternative solutions. This would include the incorporation of active transportation facilities as part of other roadway improvements where deemed desirable and feasible.

#3

IMPROVE OTHER
NORTH-SOUTH
ROAD CORRIDORS

This Alternative does not address the problems and opportunities identified for the project, and will not be carried forward for further consideration.

#4

ROADWAY
OPERATIONAL
IMPROVEMENTS

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, this alternative could be combined with other alternative solutions (Alternatives 2 and 5). Potential for natural environment and socio-economic impacts to be addressed through alternative designs development and evaluation process.

#5

ADDITIONAL
ROADWAY LANES

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, it can be combined with other alternative solutions (Alternative 2 and 4). Potential for natural environment and socio-economic impacts to be addressed through alternative designs development and evaluation process.

LEGEND

-  Carry Forward
-  Carry Forward with Other Alternatives
-  Do Not Carry Forward

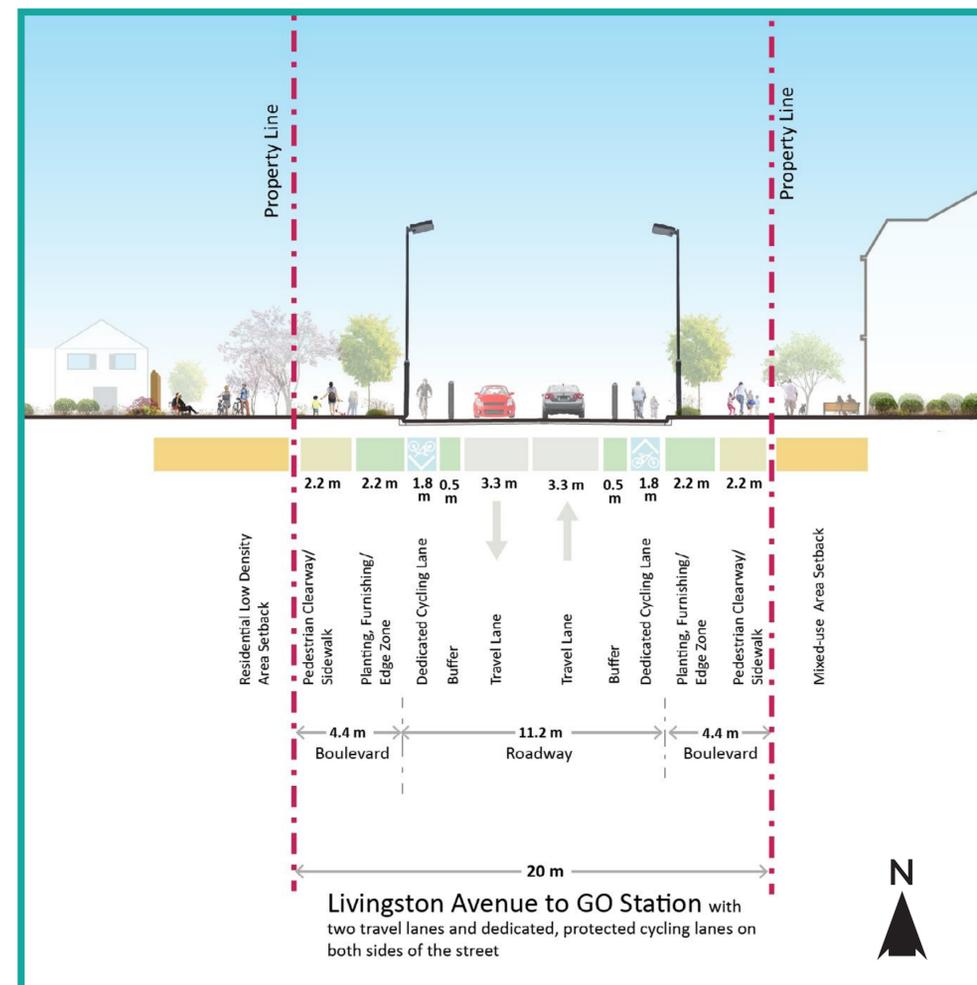
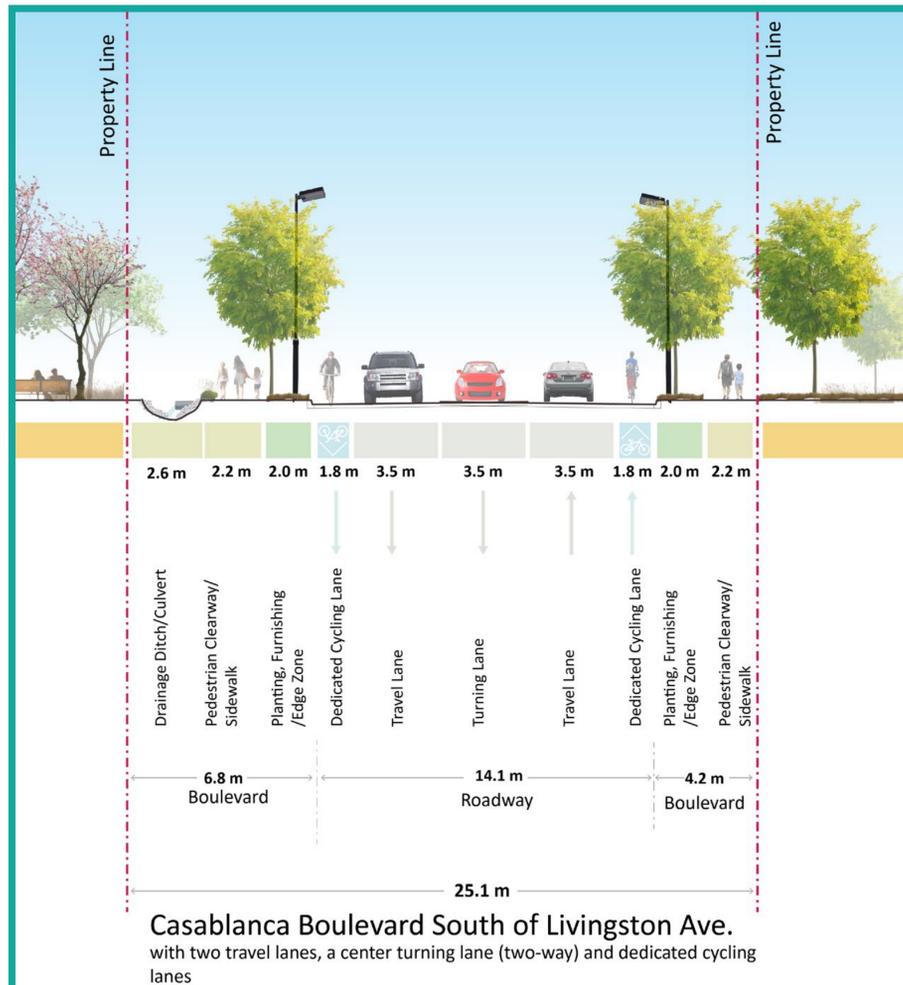
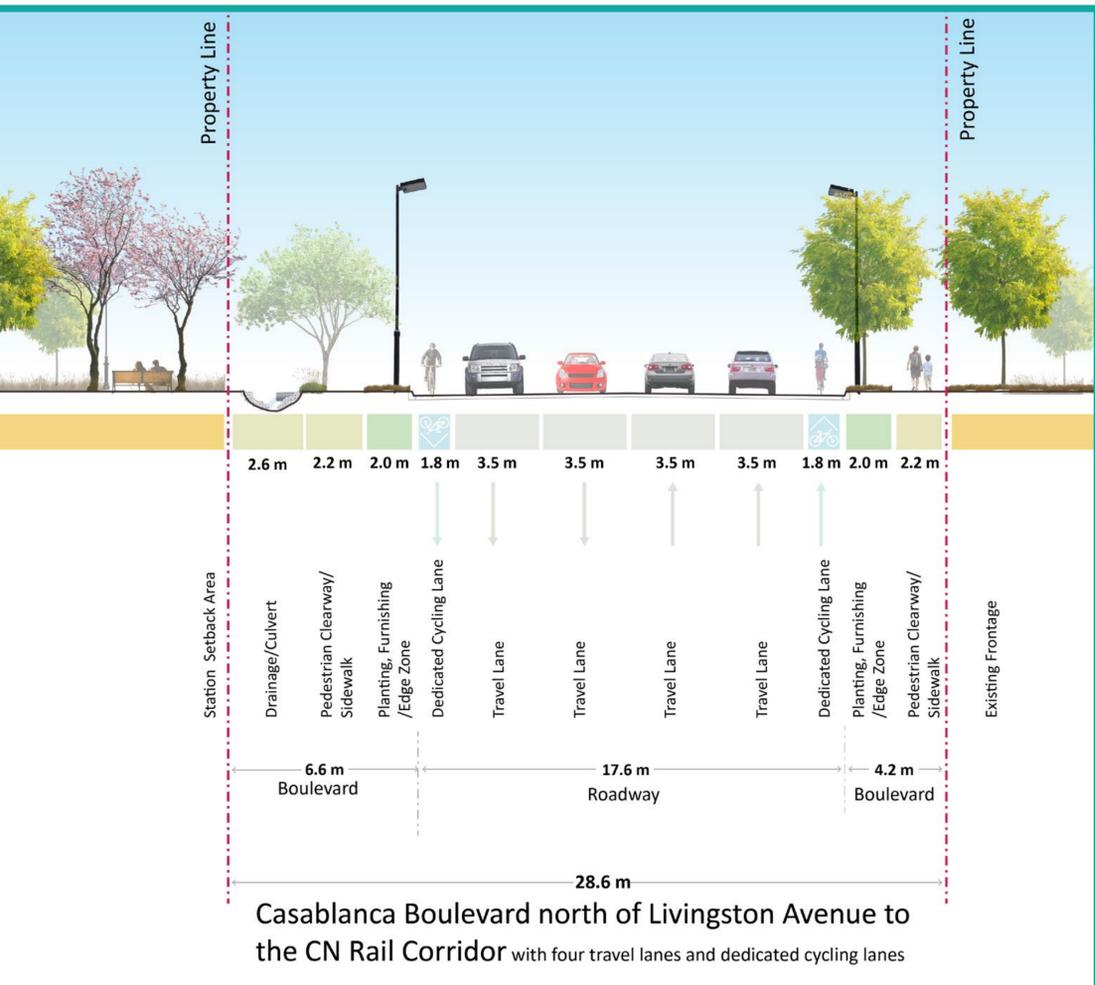


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CASABLANCA BOULEVARD & GO STATION ACCESS

WHAT COULD THE FUTURE LOOK LIKE?



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LIVINGSTON AVENUE EXTENSION

EXISTING CONDITIONS

The Study Area for a possible extension of Livingston Avenue is primarily rural in nature and includes natural heritage features (e.g. the Irish Grove Woodlot) and agricultural land. Some pockets of residential land use and commercial land use also exists as well as institutional uses (school).

Baseline condition studies that are underway 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

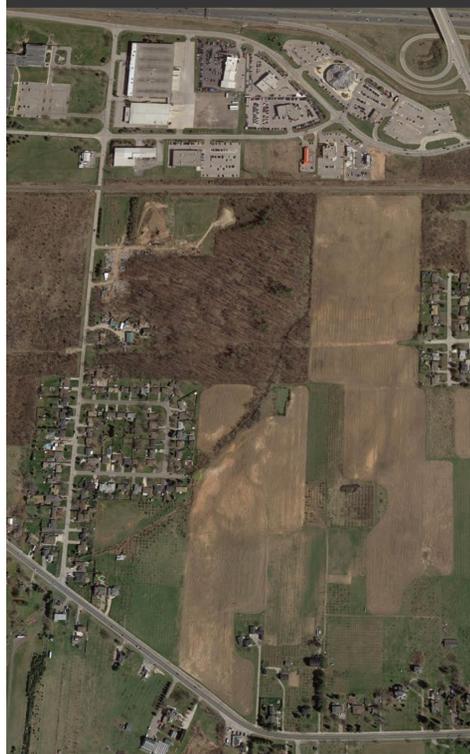
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LIVINGSTON AVENUE EXTENSION

THE STUDY AREA: A CLOSER LOOK

the study area is made up of two main segments.

LIVINGSTON AVENUE/OTHER EAST-WEST CONNECTIONS FROM EMILY STREET TO HUNTER ROAD



LIVINGSTON AVENUE/OTHER EAST-WEST CONNECTIONS FROM HUNTER ROAD TO OAKES ROAD



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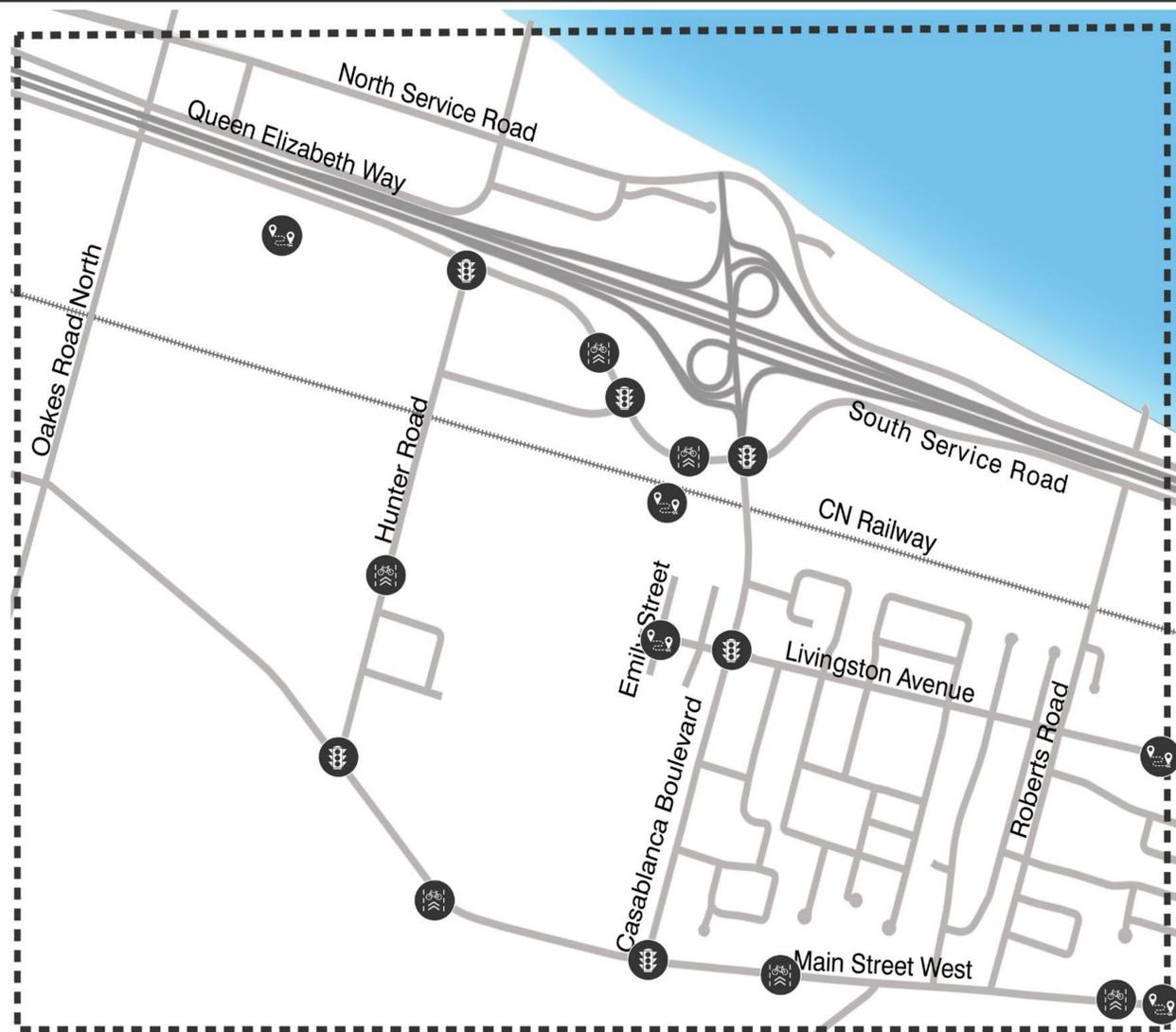
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LIVINGSTON AVENUE EXTENSION



TRANSPORTATION ISSUES & OPPORTUNITIES: ROAD NETWORK

 Traffic Operations Issues

- ✓ Consider signalization
- ✓ Improve intersection geometry
- ✓ Ensure signal timing prevents extensive queuing/ long delays
- ✓ Maintain adequate spacing of intersections

 need for safe active transportation connections

- ✓ Promote alternative modes for local trips (role of transit and active modes)
- ✓ Consider alternative cross section / design standard
- ✓ Improve parallel capacity
- ✓ Utilize existing transportation / ROW corridors

 Access and Capacity Issues Related to the Downtown and the Go Station

- ✓ Maintain efficient access to/from S. Service Road
- ✓ Maintain access to/from QEW corridor employment uses
- ✓ Provide efficient access to downtown Grimsby as an alternative to Main Street
- ✓ Provide access to/from future GO station

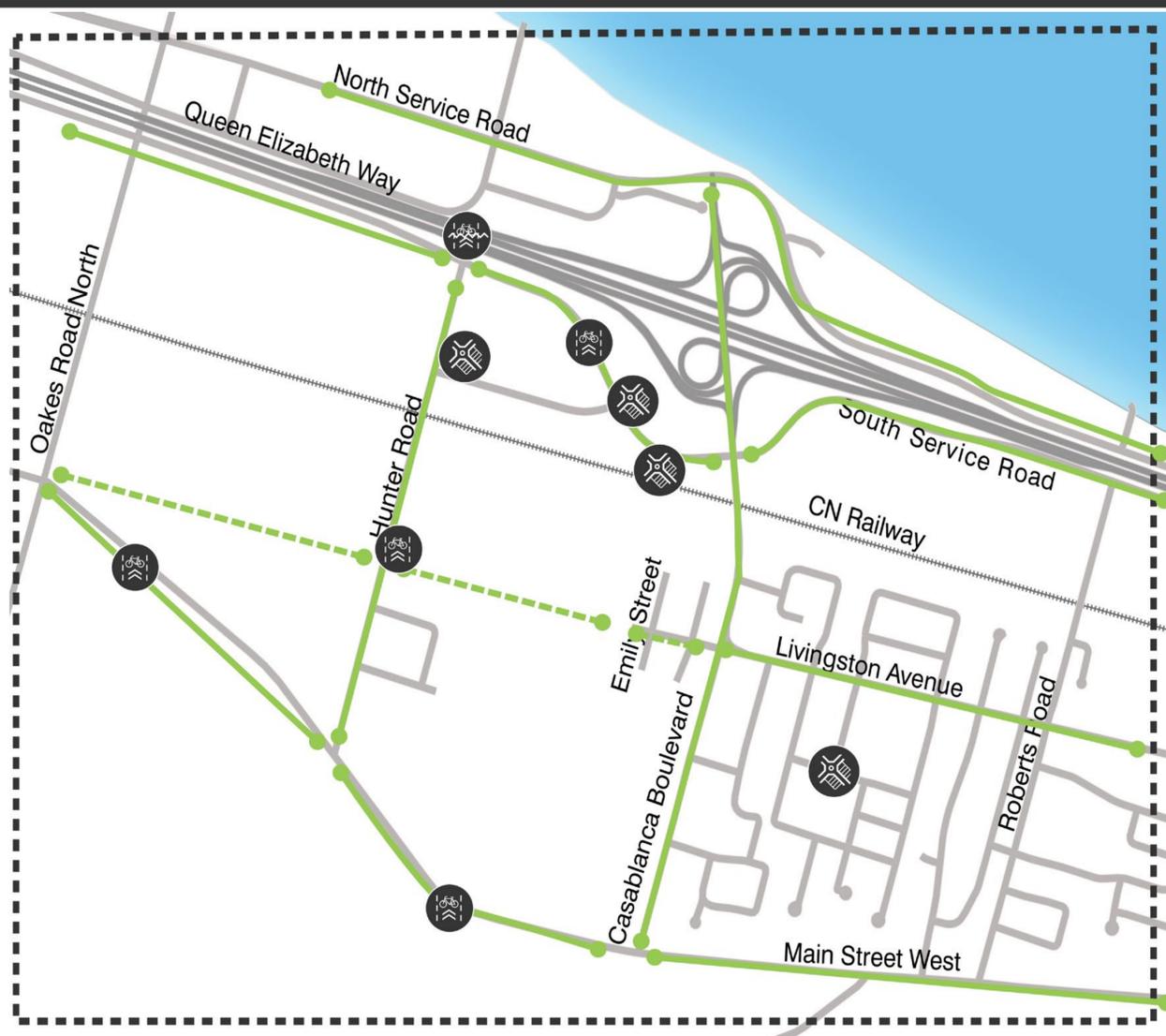
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LIVINGSTON AVENUE EXTENSION



TRANSPORTATION ISSUES & OPPORTUNITIES: CYCLING NETWORK

 Poor active modes realm

- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes

 QEW INHIBITS ACTIVE MODE CONNECTIVITY TO THE NORTH

- ✓ Provide safe crossing over QEW

 Poor active mode connections to area land uses

- ✓ To/from residential
- ✓ To/from future GO station
- ✓ To/from commercial areas
- ✓ To/from Waterfront Trail

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MOVING TRANSIT FORWARD

LIVINGSTON AVENUE EXTENSION

DEFINING THE PROBLEM

Long-term (2041) roadway capacity deficiencies have been identified for east-west movement through the project area. Other related problems/opportunities include poor traffic operations along sections of existing east-west roadways including South Service Road and Main Street; constraints to accessing Downtown Grimsby, and the planned GO Rail station on Casablanca Boulevard; and opportunities to support the Region's active transportation objectives by providing pedestrian and cycling facilities.

EXPLORING THE OPTIONS: ALTERNATIVE SOLUTIONS BEING CONSIDERED

#1

DO NOTHING

Make no changes to Livingston Avenue west of Emily Street or to other east-west corridors in the Study Area.

This alternative provides a comparison for what would happen if no action is taken to improve conditions.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

Implement Transportation Demand Management (TDM) measures by encouraging road users to utilize other modes of movement including active transportation (walking and cycling), ride sharing, carpooling, etc.

#3

IMPROVE OTHER
EAST-WEST ROAD
CORRIDORS

Improve other east-west road corridors in the Study Area such as Main Street West and South Service Road, to address capacity, active transportation, and access issues.

#4

EXTEND
LIVINGSTON TO
HUNTER ROAD

Extend Livingston Avenue (route to be determined) from west of Emily Street to Hunter Road, to provide access to the GO Station. This would require improvements to Hunter Road to support network operations across the area.

#5

EXTEND
LIVINGSTON TO
OAKES ROAD/
MAIN ST. WEST

This Alternative would build on Alternative #4 to extend Livingston Avenue (route to be determined) from Hunter Road to Oakes Road/Main Street West. This provides an alternate route to access Downtown Grimsby, and would require some improvements to Main Street to support network operations and address future traffic congestion issues.

MOVING TRANSIT FORWARD

LIVINGSTON AVENUE EXTENSION

The Region is currently reviewing a range of alternatives to determine which one(s) can be carried forward for development of Alternative Designs. This panel presents a preliminary overview of how each of the alternatives addresses the identified transportation issues and opportunities. Additional information on potential benefits and impacts from a natural and socio-economic perspective as well as cost will be considered in the decision on which alternative(s) to carry forward.

PRELIMINARY ASSESSMENT OF ALTERNATIVE SOLUTIONS: THE WAY FORWARD

#1

DO NOTHING

This Alternative does not address the issues and opportunities identified for the Study.

#4

EXTEND LIVINGSTON TO HUNTER ROAD

This Alternative addresses the shorter term issues and opportunities. Further study would confirm if a roadway extension can be developed with acceptable level of impacts as part of alternative designs step.

#2

TRANSPORTATION DEMAND MANAGEMENT

This Alternative partially addresses the issues and opportunities identified for the Study, and could be combined with other alternative solutions. This would include the incorporation of active transportation facilities as part of other roadway improvements where deemed desirable and feasible.

#5

EXTEND LIVINGSTON TO OAKES ROAD/ MAIN ST. WEST

This Alternative addresses the longer term issues and opportunities. Further study would be needed to confirm if a roadway extension can be developed with acceptable level of impacts as part of alternative designs step.

#3

IMPROVE OTHER EAST-WEST ROAD CORRIDORS

In combination, improvements to both Main Street and South Service Road could partially address Study Area transportation issues and opportunities.

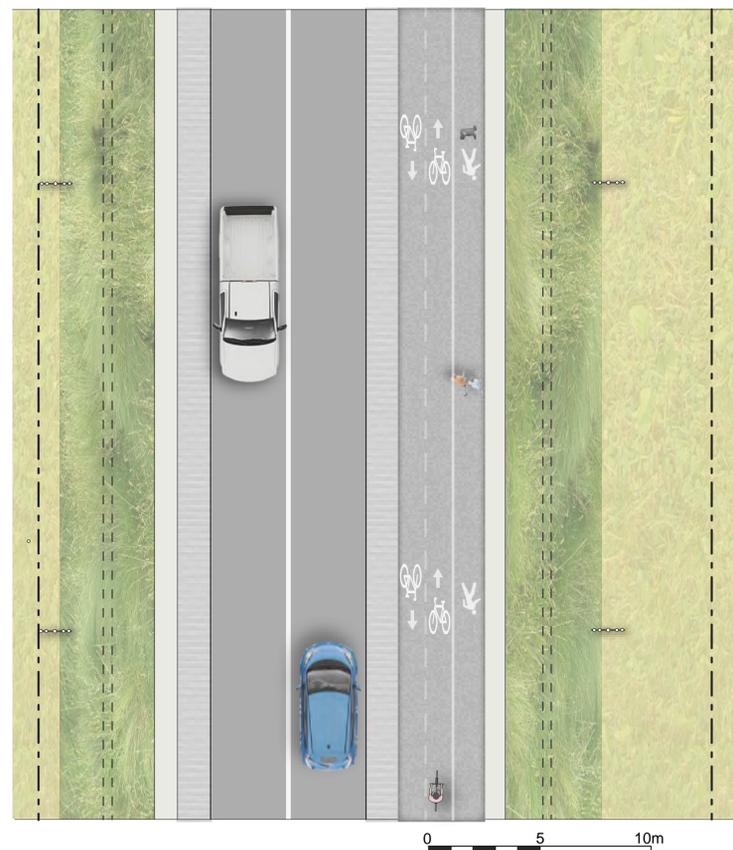
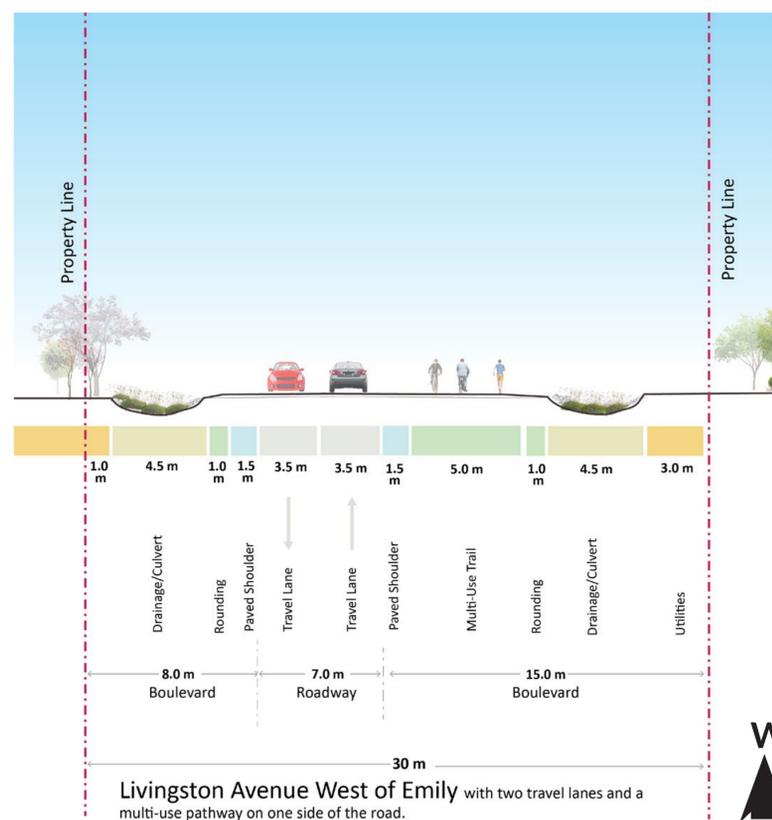


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LIVINGSTON AVENUE EXTENSION

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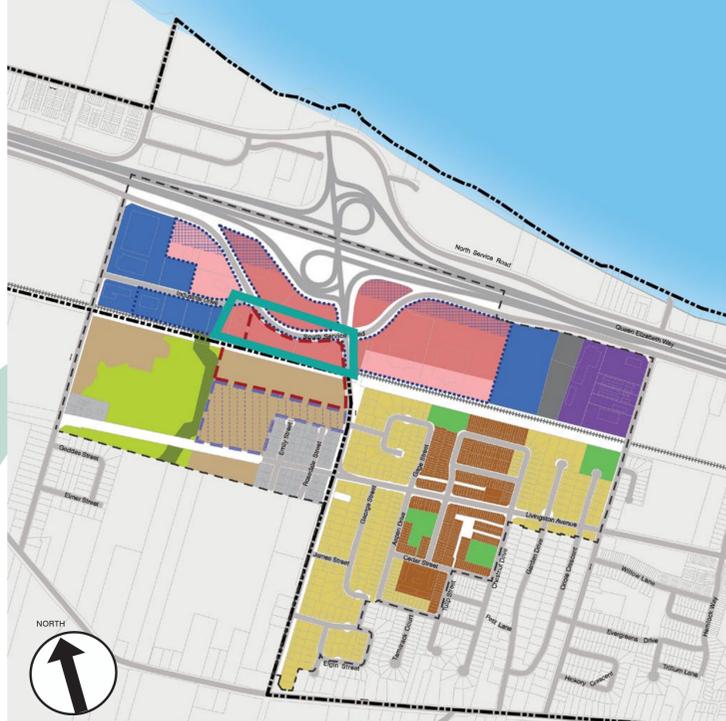
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The Secondary Plan for the GO Transit Station shown here indicates the boundary of the GO Transit Station as outlined in the 2011 Environmental Study Report (ESR) developed by Metrolinx.

Metrolinx has also developed an opening day concept to show the design of the Station in 2021. This design only utilizes the portion of the Station Area located north of the rail track.

GRIMSBY GO TRANSIT STATION: DESIGN UPDATE

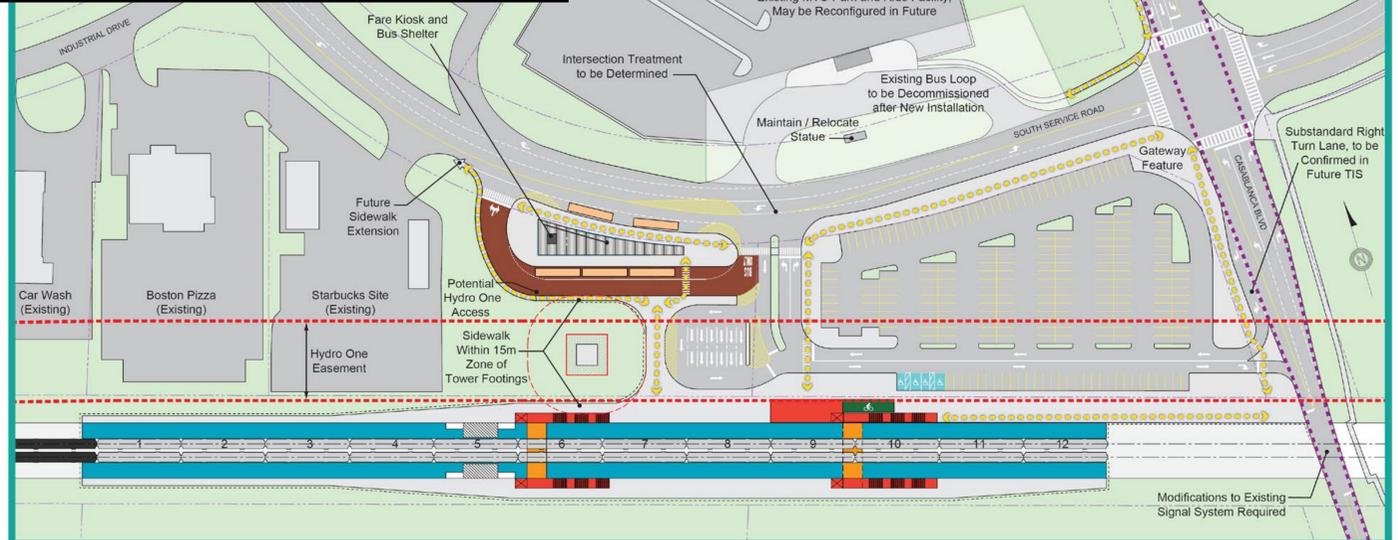
GRIMSBY GO TRANSIT STATION SECONDARY PLAN - LAND USE SCHEDULE



LEGEND

- Low Density Residential
- Medium Density Residential
- Mixed Use - Medium Density
- Mixed Use - High Density
- Employment - Office
- Employment - General Industrial
- Rural Area
- Agriculture - Specialty Crop Area
- Utility Area
- Environmental Protection Area
- Environmental Conservation Area
- Parks and Open Space
- Employment Overlay
- Potential New Public Space
- Transit Station Area
- Future Transit Station Area Refer to Policy 12.3.14.4(e)
- Special Policy Area 1 Please refer to policies in Section 12.3.2 e) of the Secondary Plan
- Secondary Plan Limits
- Urban Area Boundary

GRIMSBY GO STATION OPENING DAY CONCEPT (METROLINX)



Legend

- Station Facility
- Platform
- Tunnel
- Bus Shelter
- Bus
- Fence
- Planned Bike Facility
- Pedestrian Circulation
- Pedestrian Crosswalk
- Mini-Platform
- Hydro Corridor
- Hydro Tower
- Bicycle Shelter
- Barrier Face Parking

For more information about the station and GO Expansion plans, visit Metrolinx.com/Niagara or sign up at Niagara@metrolinx.com to receive updates on the project.

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NEXT STEPS

- Integration of feedback received through spring 2018 public consultation
- Evaluation and refinement of the Alternative Solutions based on the criteria (summer 2018)
- Present the results of evaluating the Alternative Designs and the preferred alternative for each of the EA studies (fall 2018)

HOW YOU CAN GET INVOLVED



Ask questions & provide input today by talking with the team or filing in a comment form (return by July 4th, 2018)



Fill out surveys online: Summer 2018



Sign up for our contact list



Visit niagararegion.ca



Attend upcoming events

For any questions or comments, please contact:

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