



MOVING TRANSIT FORWARD

February 20, 2019

An overview of Niagara's GO Rail Expansion

Planning & Economic
Development Committee

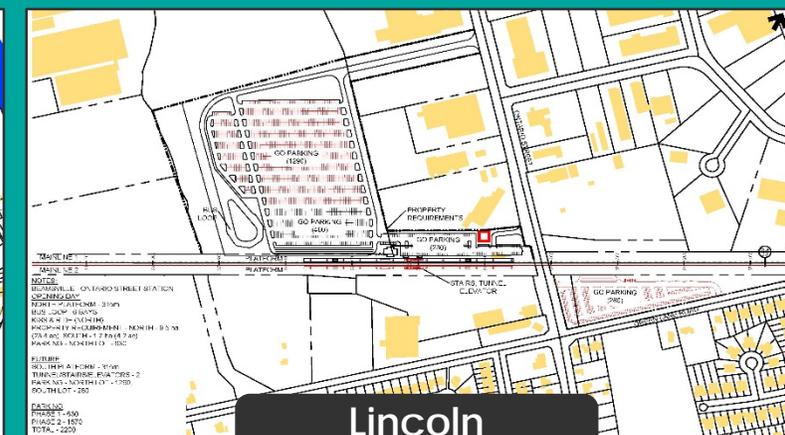
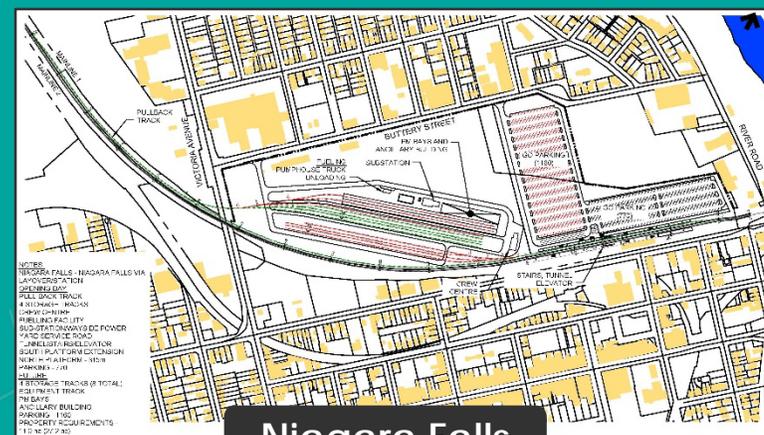
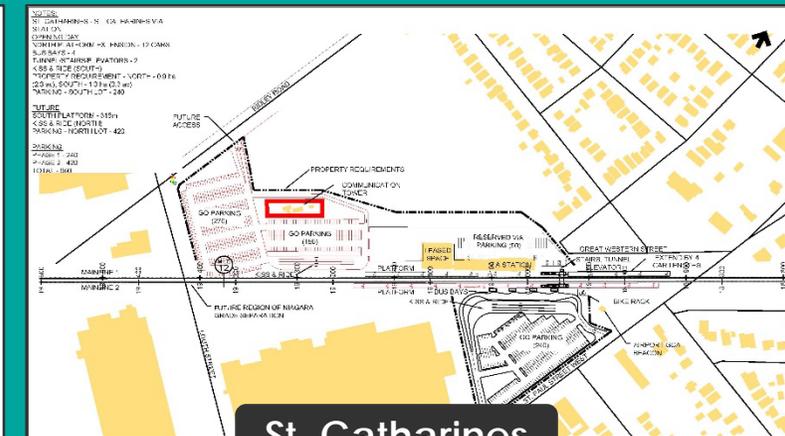
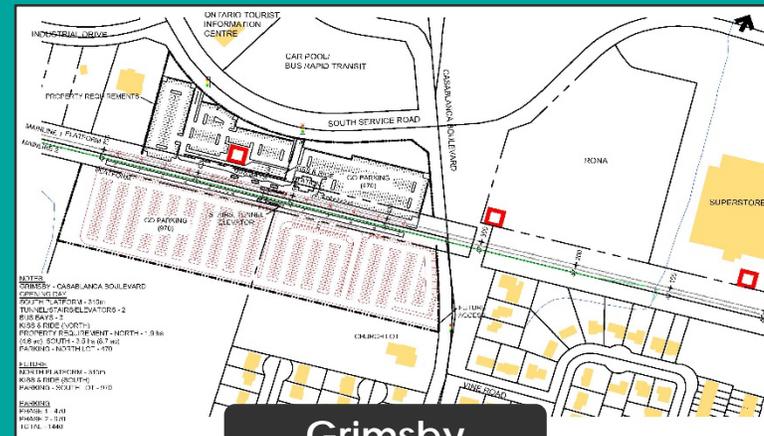
A presentation by



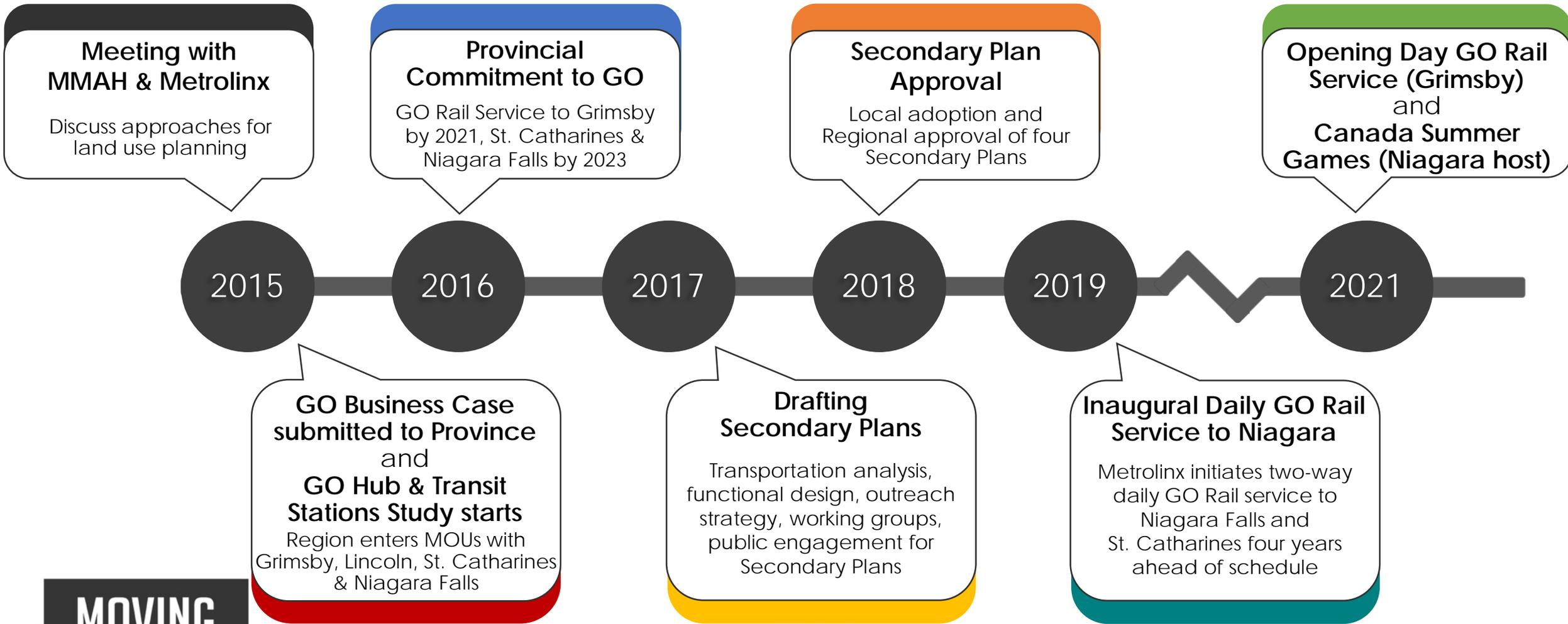
The Catalyst

Environmental Study Report

- GO Transit's **Niagara Rail Service Expansion** ESR approved in 2011
- Study included Niagara as a continuation of Hamilton expansion
- Stations at Grimsby, St. Catharines, & Niagara Falls, with a 'future potential station' identified at Lincoln
- Region understood the need for proactive planning
- In 2014, a united Regional Council lobbied the Province to take action



Key Niagara GO Milestones



Proactive efforts

Niagara's GO Business Case - (2015)

- Based on 2011 ESR, proactively submitted to Province to justify need for GO Rail service expansion to Niagara
- Council dedicated funds for GO implementation

GO Hub & Transit Stations Study (GHTSS) - (2015)

- Confirmed station locations of GO's 2011 ESR
- Adopted local Secondary Plans that established transit-supportive policy and design around stations
- Identified enabling capital work projects for safe and efficient access to each GO Station
- Developed GO Station design precincts around Niagara's identified GO Station sites



Enabling transit-oriented development (TOD)

- Municipalities across the Greater Golden Horseshoe are **leveraging transit investment to drive growth**.
- Provincial investment presents a **unique opportunity to proactively plan** land uses, transportation networks and infrastructure around the GO station.
- The Province's Growth Plan **directs** municipalities to plan for intensification around GO stations.
- Transit station areas serve an **important function** within the regional transportation system.
- A secondary plan is the **best mechanism** to proactively plan for change and enables the Town to **set its priorities for change**.

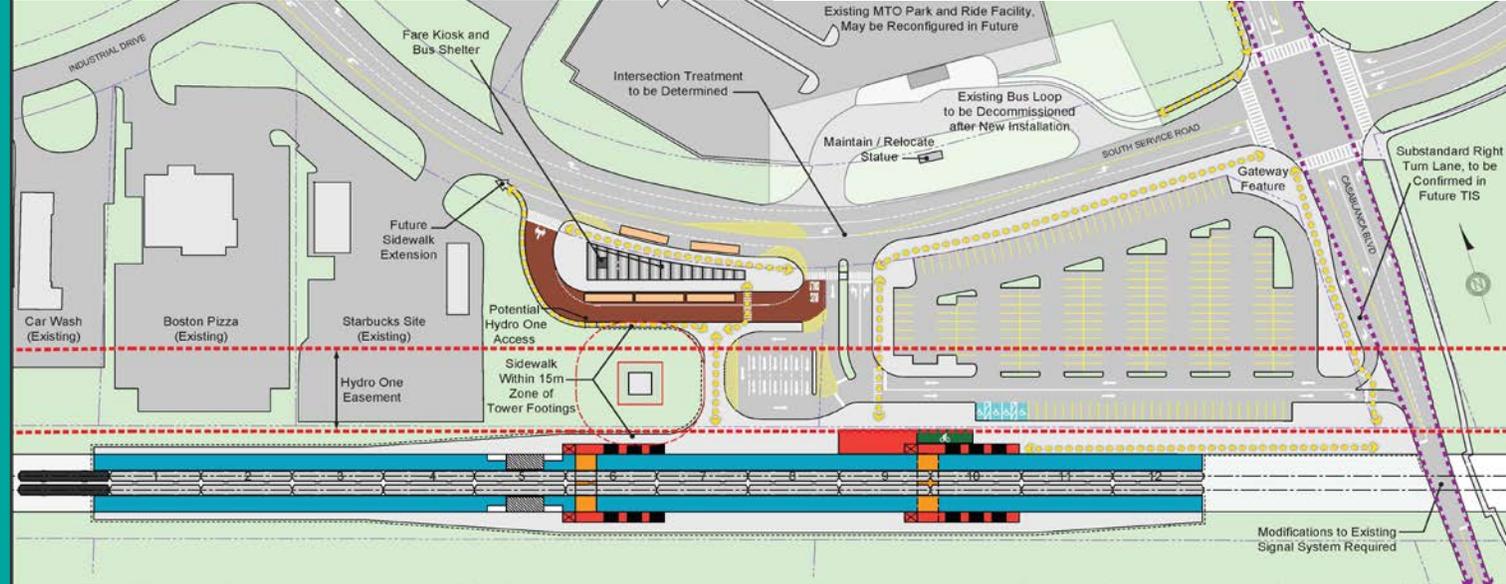


Evolving transit hub in Kitchener (GO rail and LRT station)

Grimsby GO Station

- MX completed functional design (shown left). Detailed design in progress.
- MX now pursuing a “market-driven approach” to station construction at Province’s direction.
- Province has reaffirmed its commitment for GO Rail service to Grimsby by 2021.
- Greenbelt Plan permits linear public infrastructure on specialty crop lands.
- Region-owned lands south of rail line are envisioned to be used for future municipal transit infrastructure.

Metrolinx Functional Design

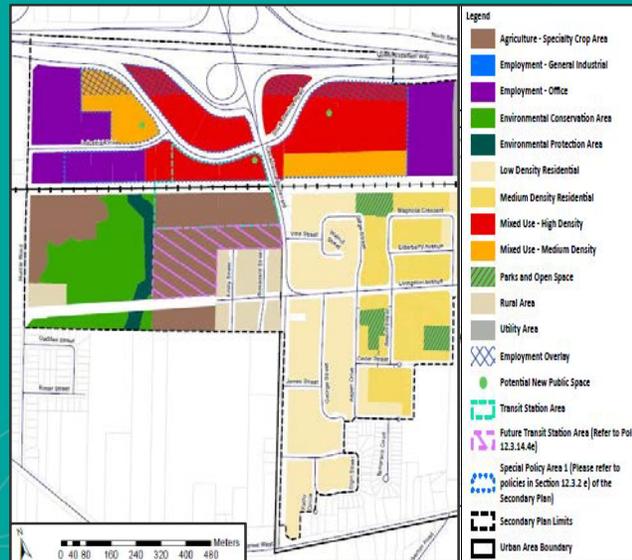


Legend

- 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

STATISTICS:

- PARKING: 221 CARS
- BF PARKING: 4 CARS
- PPUDO: 12 CARS



Parcel Ownership

1	Metrolinx
2	Niagara Region
3	Losani Homes
4	Casa. Holdings
5	MTO



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St. Catharines GO Station

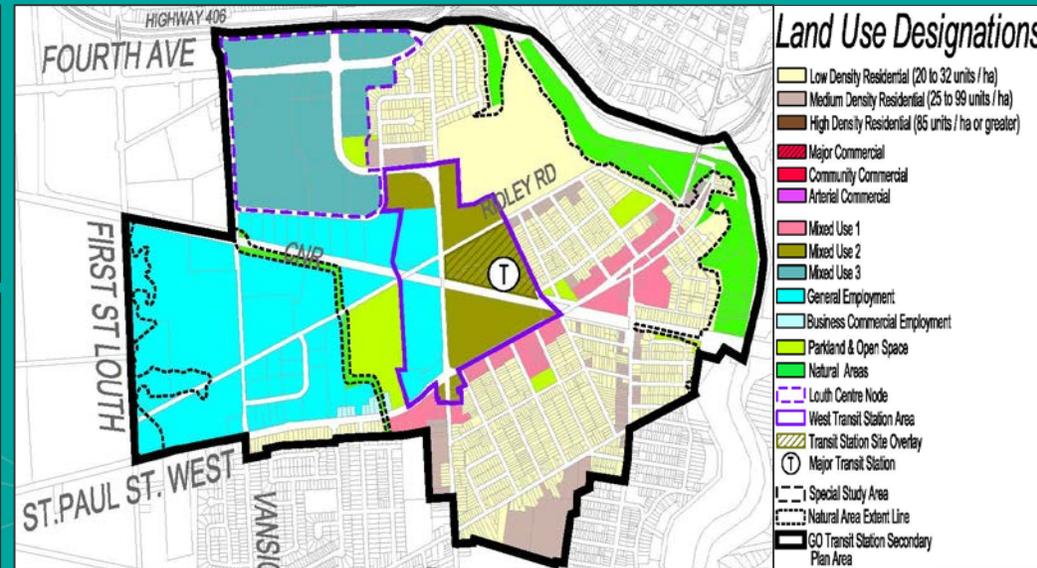
- Region & City submitted joint comments identifying desirable station elements / amenities for functional design.
- MX has completed functional design. Detailed design in progress.
- Detailed design will confirm feasibility and location of functional design elements.
- Existing station has federal heritage designation.
- Extensive public outreach with Proactive Advisory Group (PAG) for all GHTSS-related capital projects and background studies.

Metrolinx Functional Design



Legend

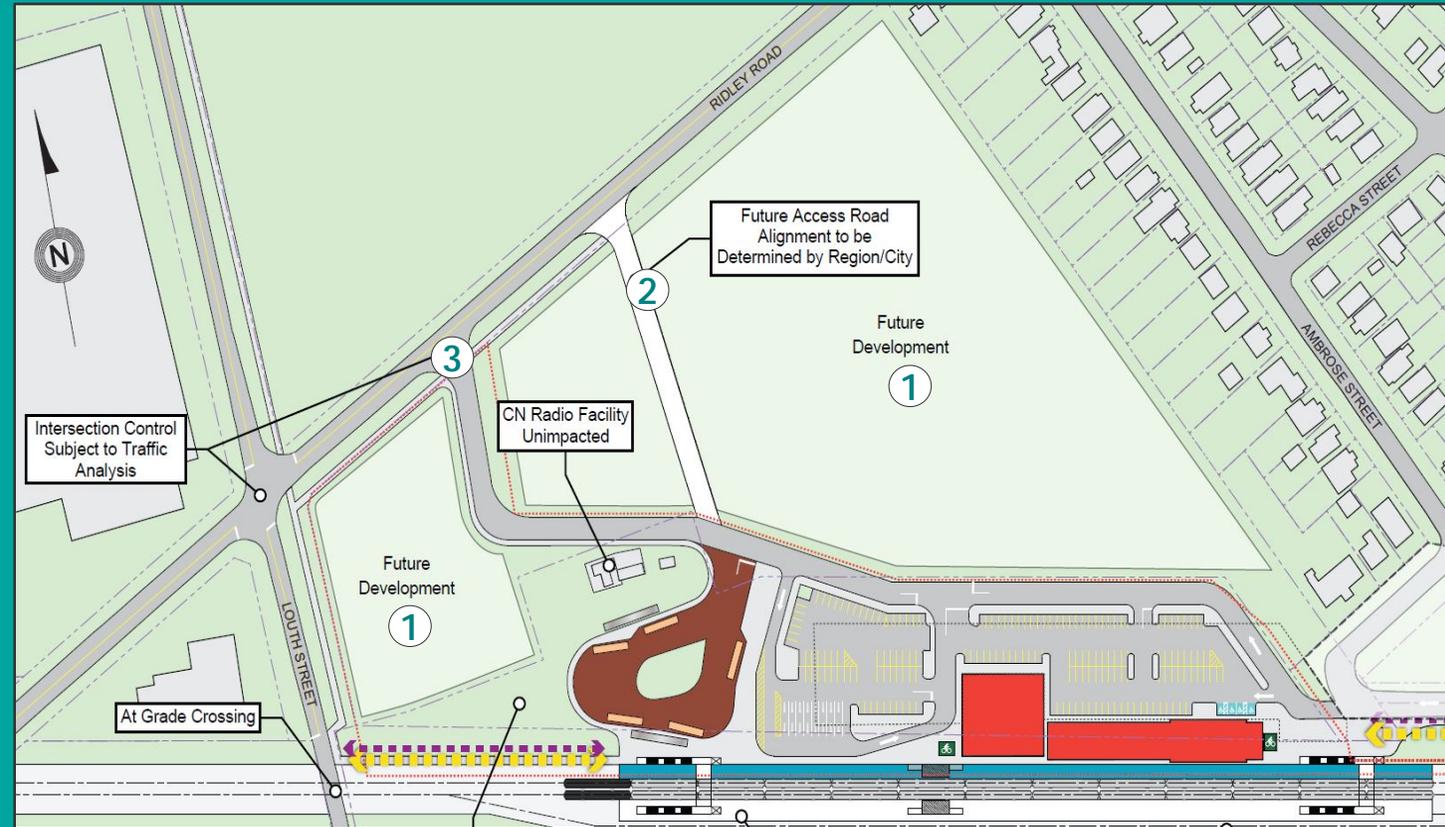
Heritage Station Facility	Pedestrian Circulation	STATISTICS: PARKING 165 CARS BF PARKING 4 CARS PPUDO 16 CARS
Platform	Pedestrian Crosswalk	
Bus	Planned / Proposed Bike Facility	
Bus Shelters	Bicycle Shelter	
Future Facilities	Mini-Platform	
2011 EPR Boundary	Barrier Face Parking	
Extent of Existing Parking		



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St. Catharines GO Station: Primary Station Access

- GO's 2011 ESR station area limits Metrolinx's ability to locate the primary station access (#3).
- Region, City, and Ridley College are undertaking an MOU to establish a dedicated public road access (#2).
- Access will be determined through a Plan of Subdivision application.
- MOU is expected to be brought to PEDC for endorsement Q1 2019.
- Region and City pre-emptively waived review fees associated to Ridley College's Plan of Subdivision application.



1

Ridley College owned lands

2

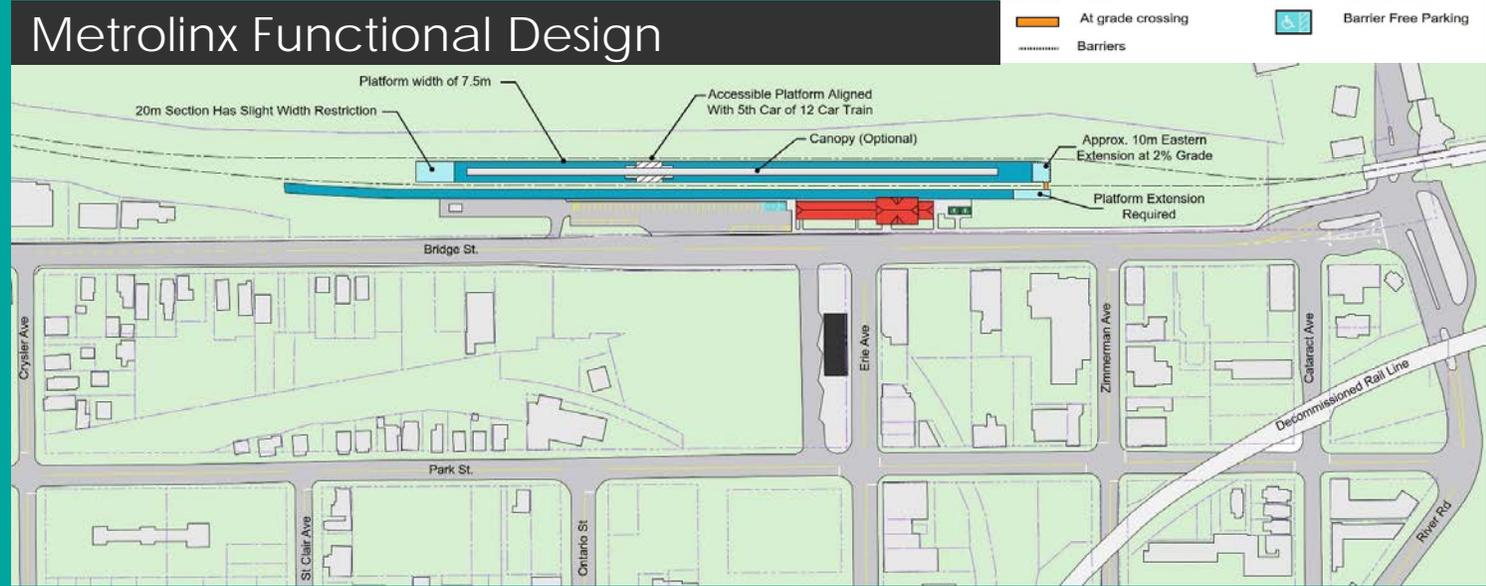
Region, City, and Ridley College agree a primary station access located mid-point along Ridley Rd. is more desirable

3

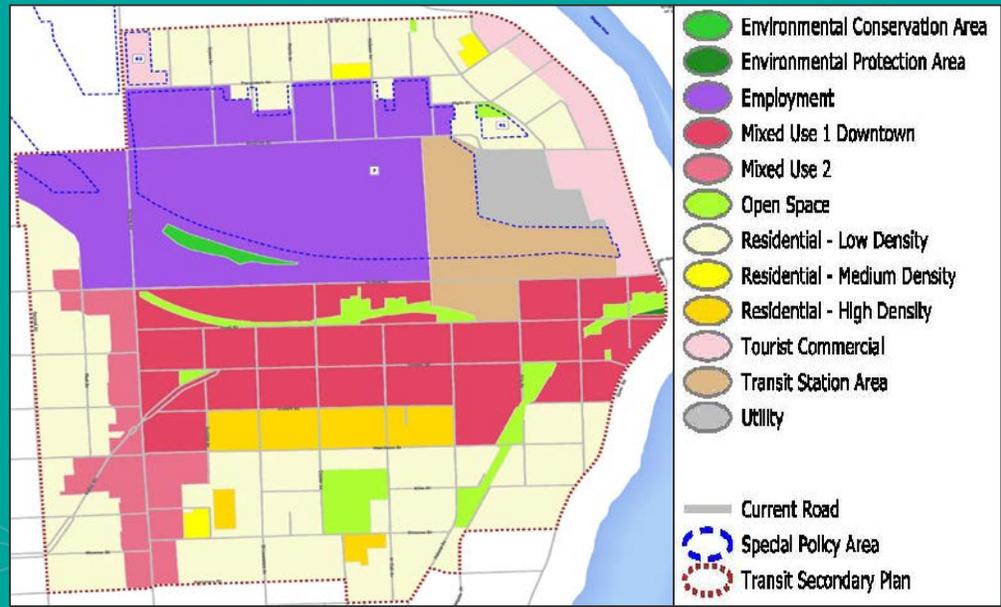
Metrolinx's identified primary access to the GO Station if no alternative primary access road is established by Region & City

Niagara Falls GO Station

- Region and City have worked closely with MX and have submitted comments identifying desired station elements/amenities.
- MX completed functional design. Detailed design in progress.
- Detailed design will confirm feasibility and location of functional design elements.
- Existing station has federal/municipal heritage designation.



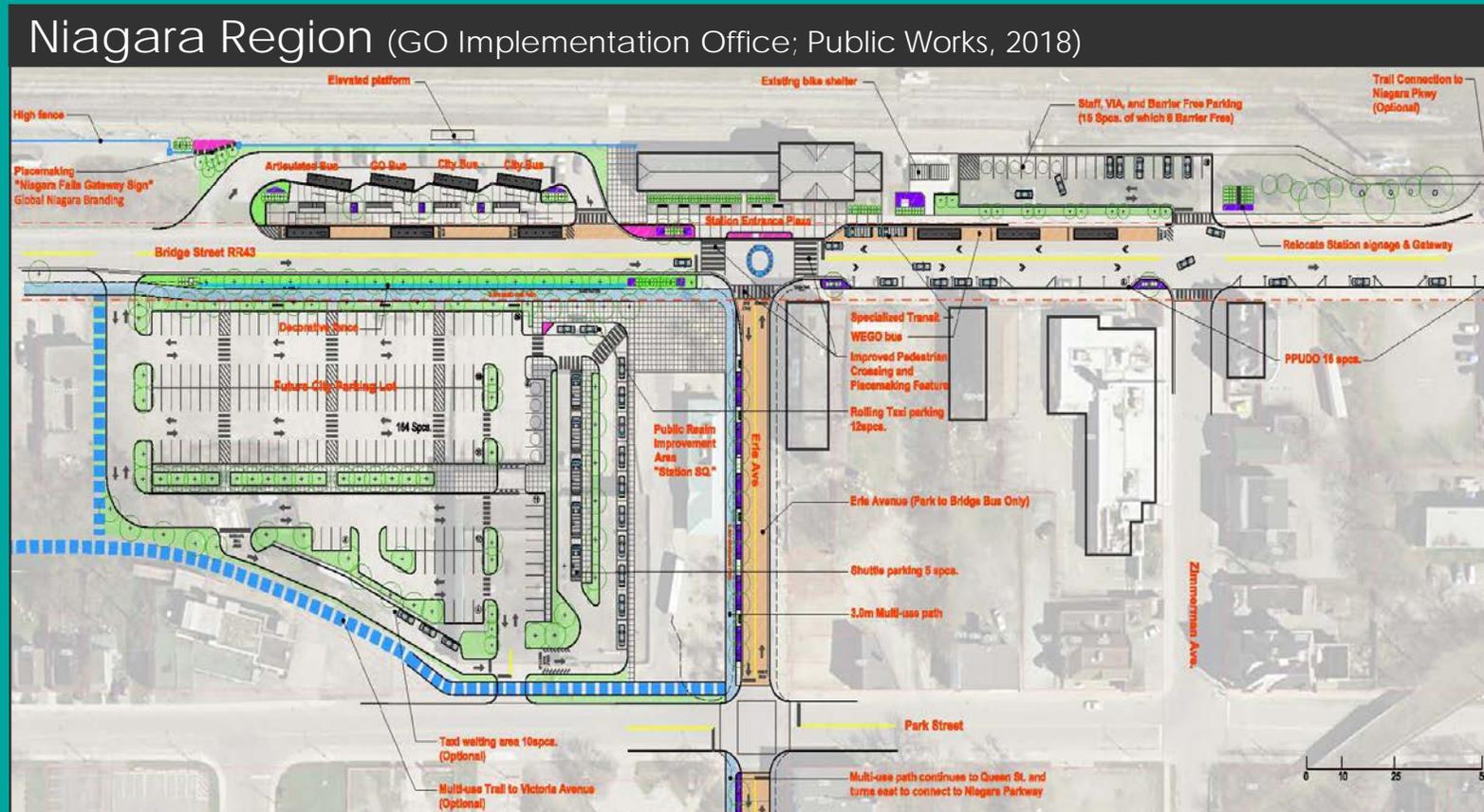
Legend			
	Heritage Station Facility		Bicycle Shelter
	Platform		Mini-Platform
	At grade crossing		Barrier Free Parking
	Barriers		



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Niagara Falls GO Station Area Vision

- Region & City have partnered to create a broader vision for the Niagara Falls GO Station area.
- Elements are identified and recommended within Secondary Plan policy.
- MX has recognized and incorporated elements of this vision into its functional design concept.
- Region's Bridge Street EA will further refine detailed design of streetscape.
- Region & City will budget for, coordinate, and implement these elements in upcoming successive budget years.

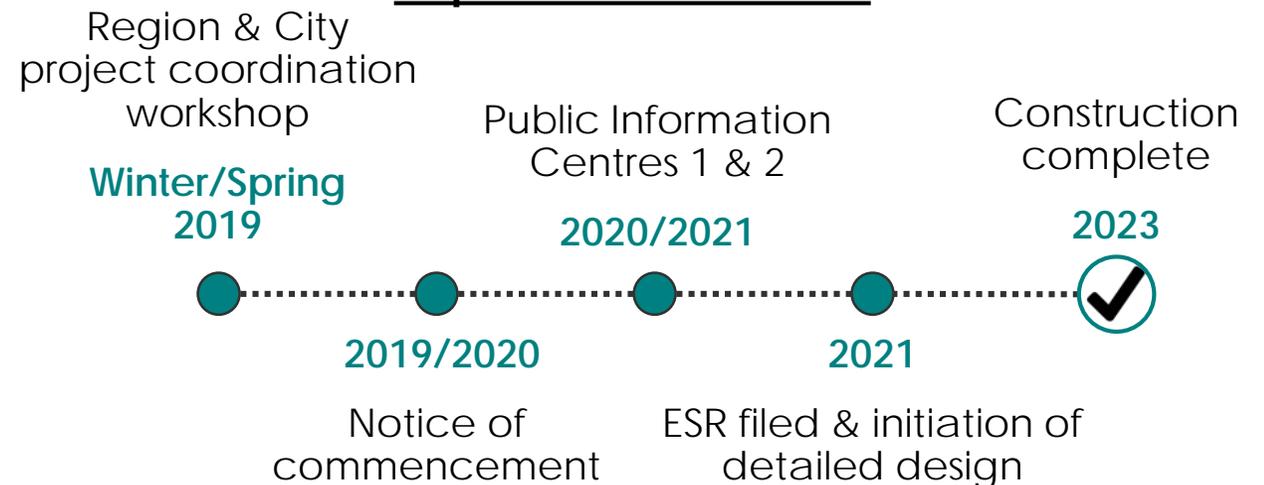


NIAGARA FALLS Bridge Street Reconstruction EA

- Design will dove-tail with Thorold Stone Rd. Extension Phase II, which includes the new roundabout at Victoria Ave and Bridge St.
- EA design and considerations will take direction from the Niagara Falls GO Secondary Plan and Regional Transportation Master Plan.
- EA will design a new bus loop* at the GO Station as envisioned within the Region and City's broader GO Station area precinct.
- Region and City will coordinate phasing and budget for all capital improvements in this area to ensure alignment and sequencing.



Aspirational Timeline

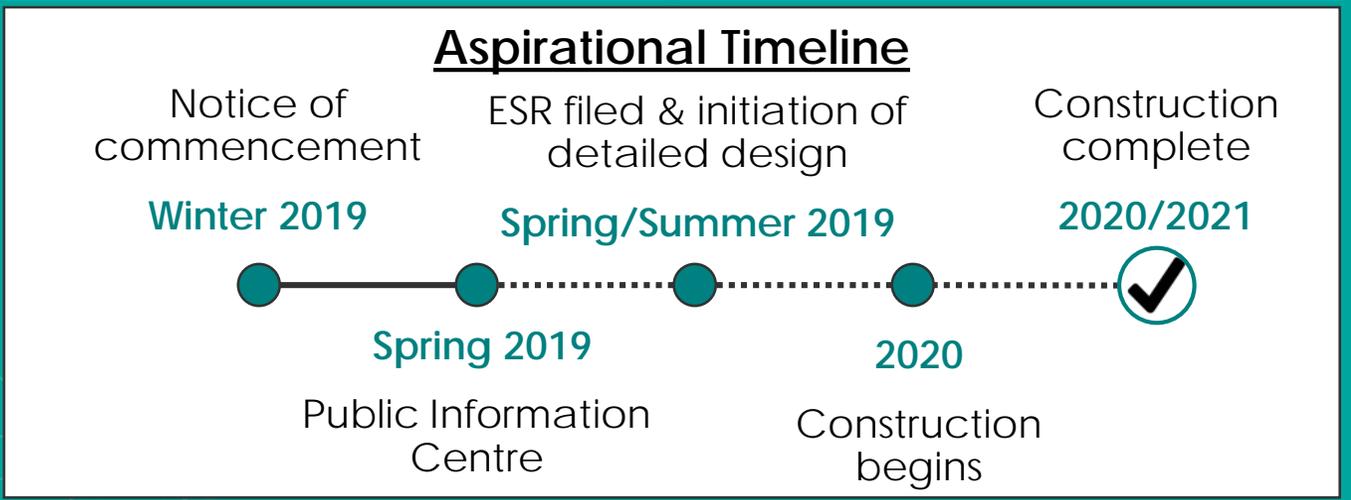


**Requires approval from CN & VIA*

ST. CATHARINES St. Paul St. West CNR Bridge Reconstruction EA

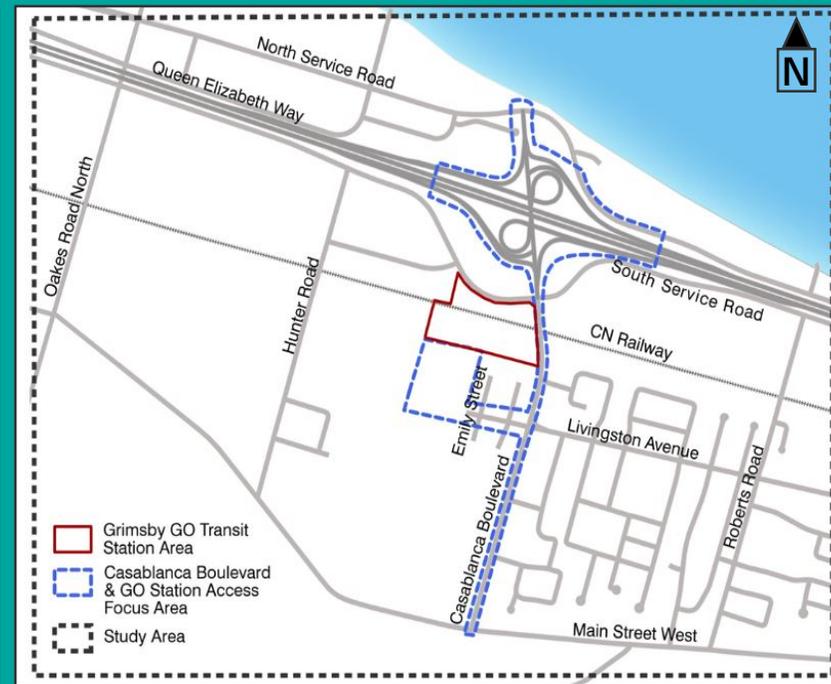
- Evaluated and determined need for immediate replacement due to aging.
- Existing sight line constraints when accessing Great Western St.
- Reconstruction will enhance safety and travel experience for all transportation modes.
- EA will be coordinated with the City.

1922 year of original bridge construction.
97 years age of St. Paul St. West CNR bridge.



Casablanca Boulevard Reconstruction

- Identified as a key capital work improvement in the Grimsby GO Secondary Plan.
- Improvement area includes Casablanca Blvd. and GO Station access (from North Service Rd. to Main St.) and access to Region-owned lands on the south side of the CN rail line off of Livingston Ave.
- Does not include portion of Livingston Ave. through the woodlot to Main St.
- ESR details planning process and preferred alternative, including how public and agency input was incorporated.



Aspirational Timeline

ESR filed & initiation
of detailed design

Construction
begins

GO Rail Service
to Grimsby

Winter 2019

Summer/Fall 2019

2021



Spring 2019

2020

Public Information
Centre 3

Construction
complete



Next steps

- Local zoning by-law updates
- Enhance municipal transit services
- Understand MX TOD delivery framework
- MX public engagement (2019)
- File Casablanca ESR (Feb. 2019)
- GO Rail Service to Grimsby (by 2021)
- Work with MX to increase GO service frequency through Niagara corridor



Grimsby



St. Catharines



Niagara Falls



Lincoln