

# IT'S TIME FOR YOU



IT'S TIME  
FOR **U**

IT'S TIME  
FOR **CHANGE**

IT'S TIME  
FOR **ACTION**

IT'S TIME  
FOR **GREEN**

# Niagara Rail Service Expansion

## Class Environmental Assessment Study

# WELCOME

## PUBLIC INFORMATION CENTRE #2

Please sign in, review the display materials, and fill out a comment form.

GO Transit staff and the study consultants are available to discuss plans, answer questions, and receive your comments.

**Your input is appreciated.**



# Study Purpose

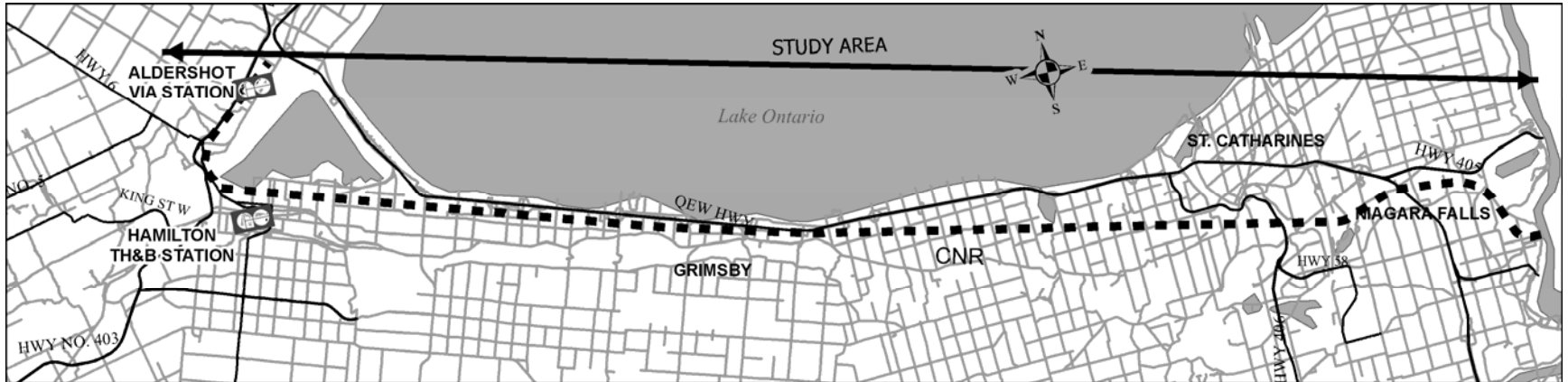
To expand public transit in the Greater Golden Horseshoe recognizing the increased pressure on existing transportation infrastructure.

To serve more people, stimulate the local economy, support community growth, and provide a connection to the Greater Toronto Area.

To reduce road congestion, air pollution, and energy consumption.



# Study Area/Overview



This study will be coordinated with the Ministry of Transportation's *Niagara to GTA Corridor Planning and Environmental Assessment Study*.

And, it will take into consideration elements from these planning studies:

**PLACES TO GROW**

BETTER CHOICES. BRIGHTER FUTURE.

*greenbelt* PLAN 2005

**GO** 2020

# Proposed Expansion Scope

Stations

Train Layover Facilities

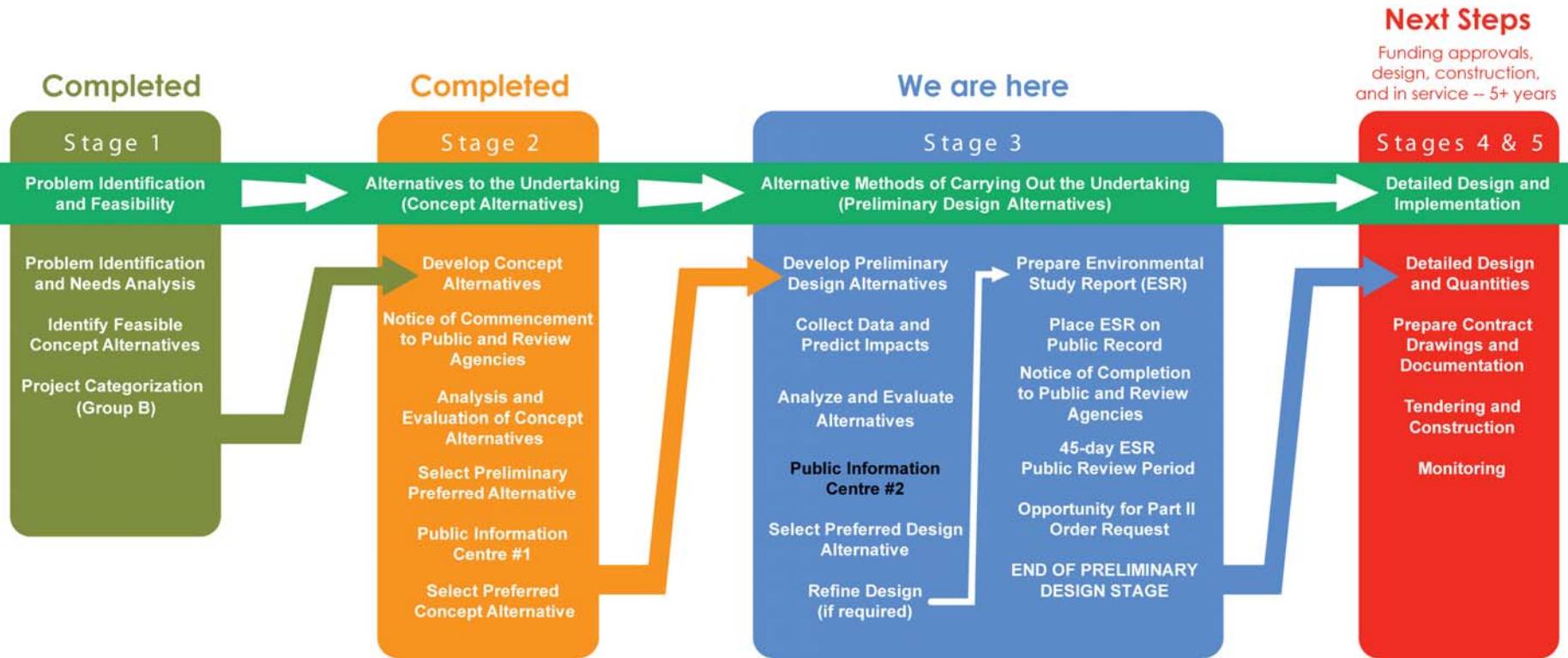
Track Improvements

Train Service Levels

Property Requirements



# GO Transit Class EA Process



The environmental impact of this study will be assessed using GO Transit's Group 'B' Class Environmental Assessment (EA) process.

# Public Information Centre (PIC) #1

PIC#1 was held this year in January and February and presented all of the potential expansion options.

**Tuesday, January 26**

6:00 p.m. to 9:00 p.m.

Sheraton Hotel  
116 King Street West  
Hamilton, ON

**Wednesday, January 27**

6:00 p.m. to 9:00 p.m.

Market Square  
91 King Street  
St. Catharines, ON

**Wednesday, February 3**

6:00 p.m. to 9:00 p.m.

Club Italia  
2525 Montrose Road  
Niagara Falls, ON

**Thursday, February 4**

6:00 p.m. to 9:00 p.m.

Casablanca Winery Inn  
4 Windward Drive  
Grimsby, ON

The potential preferred expansion options being presented today have been selected based on public and agency input received from PIC#1.

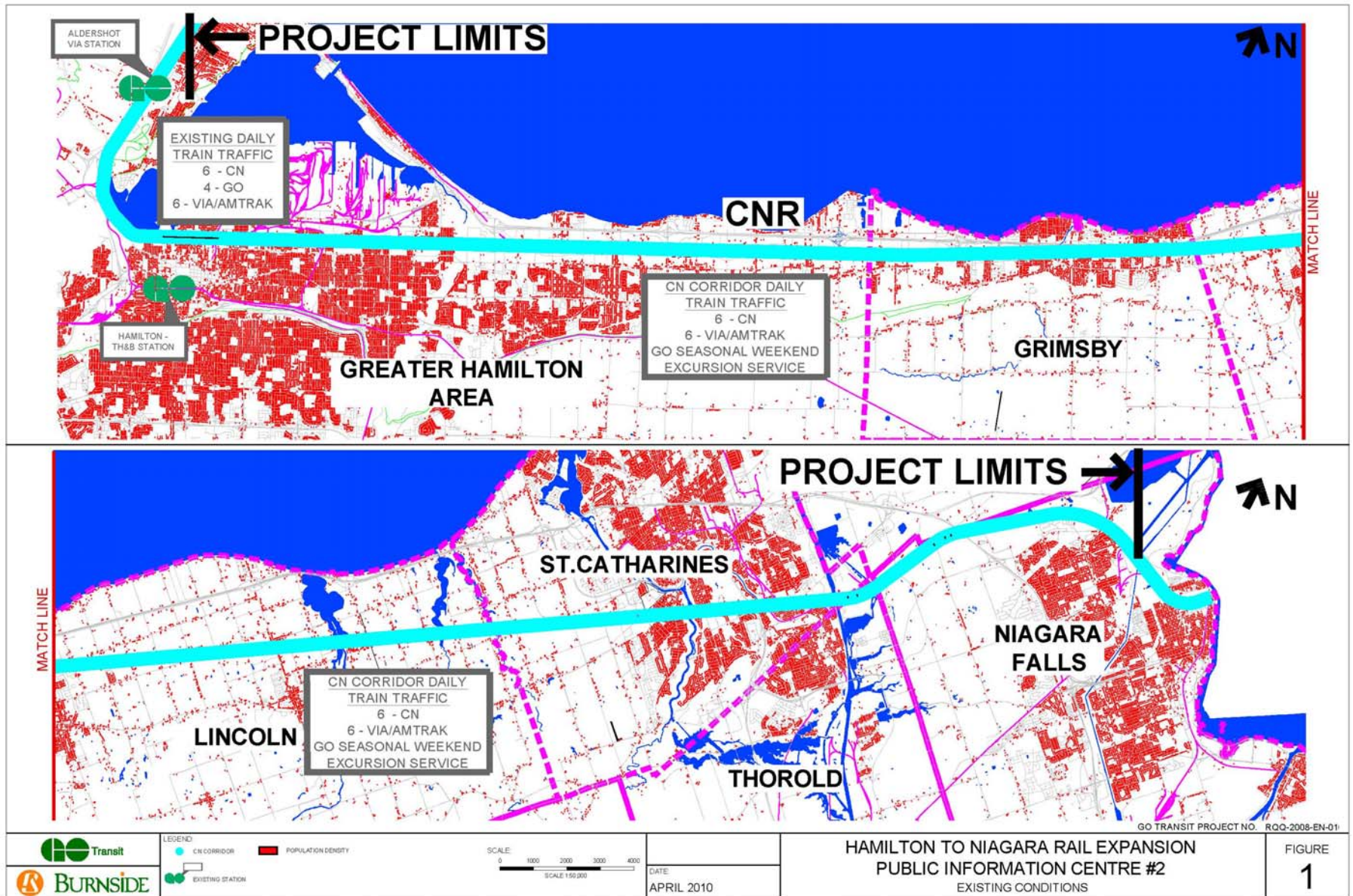
# Public Information Centre #1 Feedback

Comment Summary	Study Team Response	
<b>Station locations</b>		
<ul style="list-style-type: none"><li>● Adequacy of parking.</li><li>● Pedestrian safety.</li><li>● Preferred stations: James Street North (Hamilton), Pan-Am Stadium (Hamilton), re-instate Liuna Station (Hamilton), Fruitland (Stoney Creek), Fifty Road (Stoney Creek), Casablanca (Grimsby), Grimsby VIA, Beamsville, St. Catharines VIA, and near local colleges and universities.</li></ul>	Potential preferred station and train layover facility sites will be presented at PIC#2.	
<b>Train layover locations</b>		
<ul style="list-style-type: none"><li>● Consider old CN Merritton yard and St. Catharines VIA Station.</li><li>● Train layover site impacts on fruit lands.</li></ul>		

# Public Information Centre #1 Feedback

Comment Summary	Study Team Response
<p><b>Service and Schedules</b></p> <ul style="list-style-type: none"> <li>● Express train service from Aldershot GO Station to Union Station.</li> <li>● Improved bus service when trains not running.</li> <li>● Reduced travel times.</li> <li>● Train schedule times.</li> <li>● Evening and weekend train service.</li> <li>● St. Lawrence Seaway crossing delays.</li> <li>● Elimination of level crossings in Hamilton.</li> </ul>	<ul style="list-style-type: none"> <li>● Comments noted.</li> <li>● Schedule information to be presented in next project phase.</li> <li>● Study Team is in discussions with the St. Lawrence Seaway Authority to address potential canal crossing delays.</li> <li>● Start of train service dependant on funding approval and ridership demand.</li> <li>● The potential for grade separations at existing level crossings to be reviewed by the study team.</li> </ul>
<p><b>Technical issues</b></p> <ul style="list-style-type: none"> <li>● Design and integration with local and regional transit systems.</li> <li>● Parking.</li> <li>● Bicycle and skateboard storage on-board trains.</li> <li>● Noise and vibration concerns.</li> <li>● Trains blocking level crossings.</li> </ul>	<ul style="list-style-type: none"> <li>● Technical issues have been broadly assessed.</li> <li>● Additional information will be available during the detailed design stage.</li> </ul>

# Existing Train Traffic & Stations

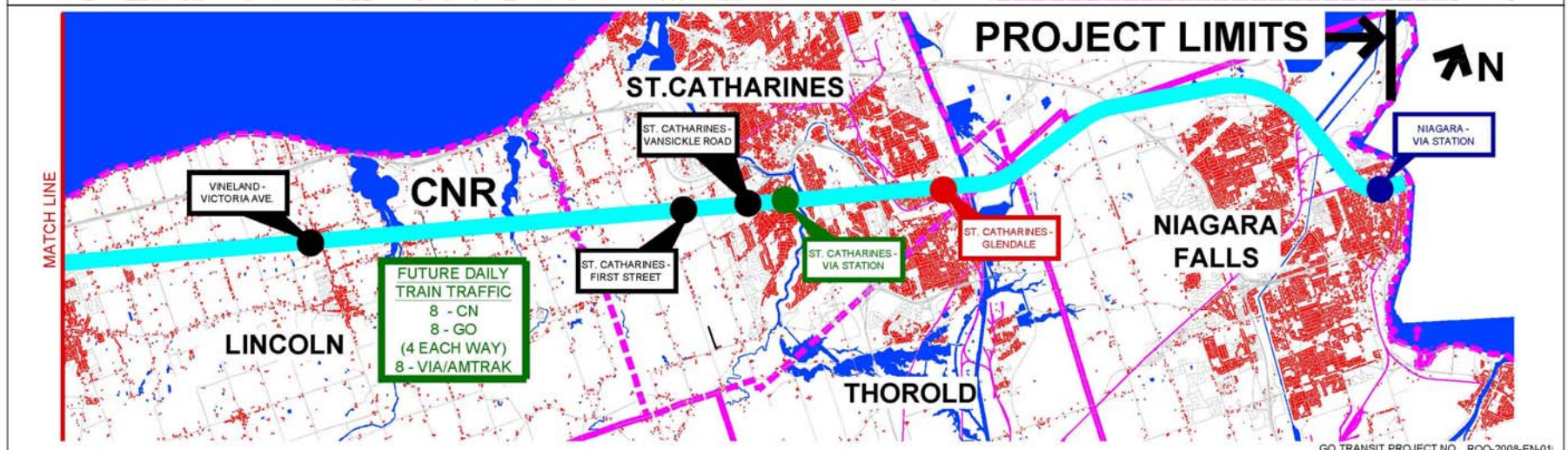
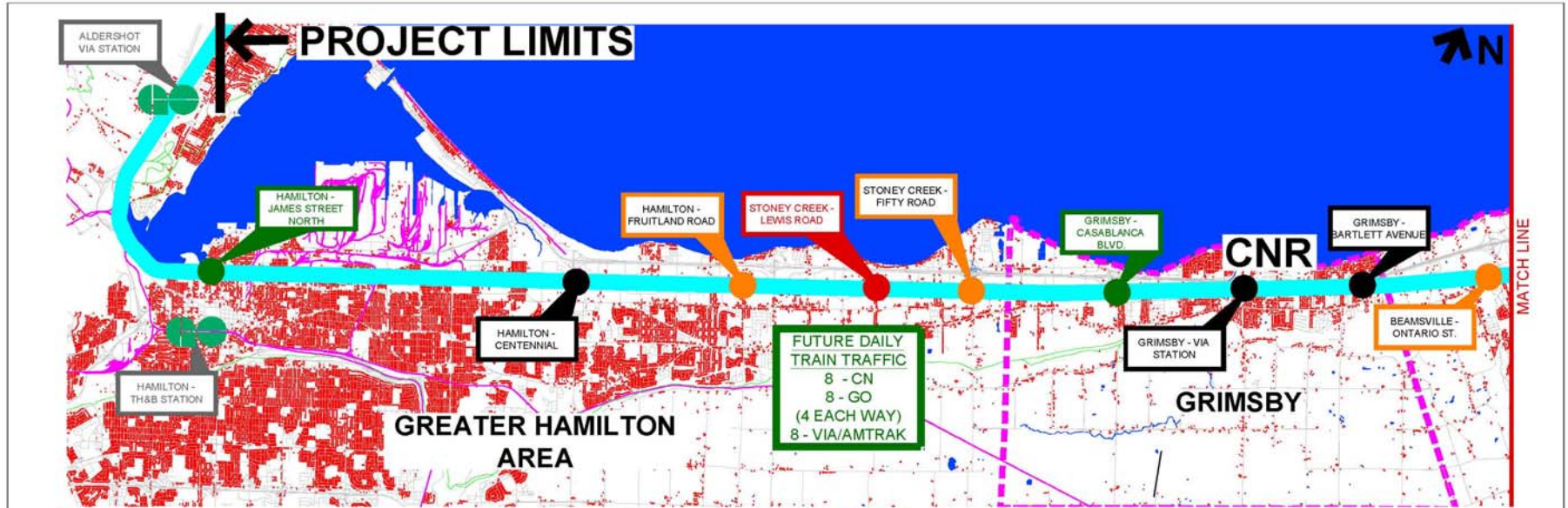


# Projected Ridership Demand

Potential Station Locations	A.M. Peak-period Passenger Boardings*			Daily Passenger Boardings
	2016	2021	2031	2031
Niagara Falls	80	90	110	225
St. Catharines	150	185	250	475
Grimsby/Beamsville	200	250	350	575
Hamilton	575	675	875	1,650

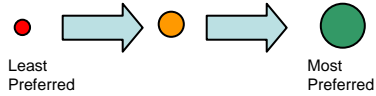
\*Note: P.M. peak-period passenger boardings to be similar.

# Station & Train Layover Facility Sites Considered



# Evaluation of Alternative Station Sites

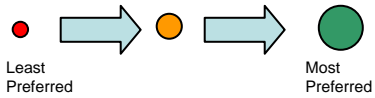
## Hamilton



Location	Hamilton James St. N.	Hamilton Centennial Pkwy.	Stoney Creek Fruitland Rd.	Stoney Creek Fifty Rd.
Natural Environment				
Social/Cultural Environment				
Financial				
Technical/Ridership				
Summary	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Good connectivity to existing and future transit systems.</li> <li>Geographically favorable; near waterfront and future stadium site.</li> <li>Good potential for on-site parking.</li> <li>Within Hamilton ridership market area.</li> </ul>	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Good potential for local transit integration.</li> <li>Good potential for on-site parking.</li> <li>Within Hamilton ridership market area.</li> <li>Site is not currently feasible due to future planned land development.</li> </ul>	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Good potential for local transit integration.</li> <li>Good potential for on-site parking.</li> <li>Within Stoney Creek ridership market area.</li> </ul>	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Some archaeological site potential.</li> <li>Site compatible with future mixed use, multi-modal Hamilton transit hub.</li> <li>Within Stoney Creek ridership market area.</li> </ul>
Recommendation	Recommended as a potential station site.	Not recommended.	Recommended as a potential station site.	Recommended as a potential station site.

# Evaluation of Alternative Station Sites

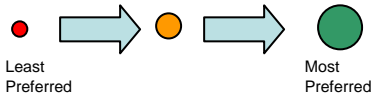
## Grimsby



Factor	Grimsby Casablanca Blvd.	Grimsby VIA	Grimsby Bartlett Ave.
Natural Environment			
Social/Cultural Environment			
Financial			
Technical/ Ridership			
Summary	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Close to GO Park &amp; Ride facility (South Service Rd. at Casablanca Blvd.)</li> <li>Good potential for on-site parking.</li> <li>Within Grimsby ridership market area.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for indirect aquatic habitat.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Currently not serviced by local transit systems.</li> <li>Minimal potential for on-site parking.</li> <li>Site is within Grimsby ridership market area.</li> <li>Good connection to regional transportation (bus and VIA rail).</li> </ul>	<ul style="list-style-type: none"> <li>Potential for indirect aquatic habitat.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Currently not serviced by local transit systems.</li> <li>Minimal potential for parking on-site.</li> <li>Within Grimsby ridership market area.</li> </ul>
Recommendation	<b>Recommended as a potential station site.</b>	Not recommended.	Not recommended.

# Evaluation of Alternative Station Sites

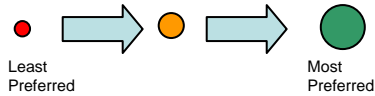
## Beamsville to Niagara Falls



Factor	Beamsville Ontario St.	Vineland Victoria Ave.	St. Catharines VIA	Niagara Falls VIA
Natural Environment				
Social/Cultural Environment				
Financial				
Technical/ Ridership				
Summary	<ul style="list-style-type: none"> <li>• Potential for indirect aquatic habitat.</li> <li>• Compatible with surrounding land use and planning policy.</li> <li>• Some archaeological site potential.</li> <li>• Currently not serviced by local transit systems.</li> <li>• Geographically located between other recommended station sites.</li> <li>• Good potential for ridership from outlying southern peninsula market areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for direct aquatic habitat.</li> <li>• Not compatible with surrounding land use and planning policies due to location within orchard.</li> <li>• Some archaeological site potential.</li> <li>• Currently not serviced by local transit systems.</li> <li>• Good potential for on-site parking.</li> <li>• Site located outside larger ridership market areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible impacts to natural environment.</li> <li>• Compatible with surrounding land use and planning policy.</li> <li>• Good potential for local transit integration.</li> <li>• Good potential for on-site parking.</li> <li>• Site located within St. Catharines ridership market area.</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible impacts to natural environment.</li> <li>• Compatible with surrounding land use and planning policy.</li> <li>• Good potential for local transit integration.</li> <li>• Good potential for on-site parking.</li> <li>• Service to site is limited by Welland Canal constraints.</li> <li>• Site located within Niagara Falls ridership market area.</li> </ul>
Recommendation	<b>Recommended as a potential station site.</b>	Not recommended.	<b>Recommended as a potential station site.</b>	<b>Recommended as a potential station site.</b>

# Evaluation of Alternative Train Layover Sites

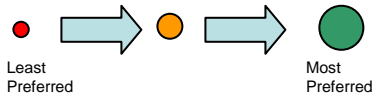
## Hamilton



Factor	Hamilton James St. N.	Hamilton Centennial Pkwy.	Stoney Creek Lewis Rd.
Natural Environment			
Social/Cultural Environment			
Financial			
Technical			
Summary	<ul style="list-style-type: none"> <li>• Negligible impacts to natural environment.</li> <li>• Compatible with surrounding land use and planning policy, however not well suited for City of Hamilton long-term plans for waterfront area.</li> <li>• Can only accommodate two train storage tracks.</li> </ul>	<ul style="list-style-type: none"> <li>• Negligible impacts to natural environment.</li> <li>• Compatible with surrounding land use and planning policy.</li> <li>• Could accommodate short-term and long-term train servicing needs; however, site is not currently feasible due to future planned land development.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimal impacts to natural environment.</li> <li>• Compatible with surrounding land use and planning policy.</li> <li>• Can accommodate four train storage tracks.</li> </ul>
Recommendation	Not recommended.	Not recommended.	<b>Recommended as a potential train layover site.</b>

# Evaluation of Alternative Train Layover Sites

## St. Catharines to Niagara Falls



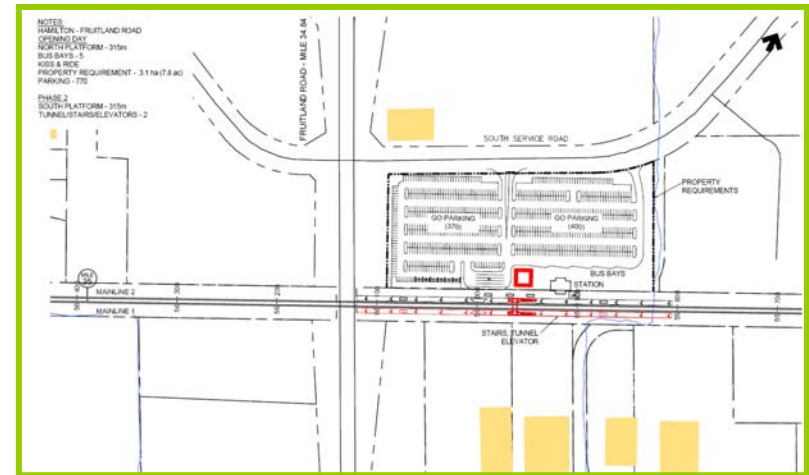
Factor	St. Catharines First St.	St. Catharines Vansickle Rd.	St. Catharines Glendale Ave.	Niagara Falls VIA
Natural Environment	●	●	●	●
Social/Cultural Environment	●	●	●	●
Financial	●	●	●	●
Technical	●	●	●	●
Summary	<ul style="list-style-type: none"> <li>Minimal impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy, however future hospital located north of site.</li> <li>Some archaeological site potential.</li> <li>Can accommodate short-term and long-term train servicing needs.</li> <li>Less efficient than Niagara Falls location in terms of train operations, however within relatively close distance to expansion area terminus.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Some archaeological site potential.</li> <li>Could accommodate short-term and long-term train servicing needs; however, site is not currently feasible due to future planned land development.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Can accommodate short-term and long-term train servicing needs.</li> <li>Less efficient than Niagara Falls location in terms of train operations, however within close distance to expansion area terminus.</li> </ul>	<ul style="list-style-type: none"> <li>Negligible impacts to natural environment.</li> <li>Compatible with surrounding land use and planning policy.</li> <li>Can accommodate short-term and long-term train servicing needs.</li> <li>Located at terminus of proposed rail expansion area; would provide maximum efficiency for train operations.</li> </ul>
Recommendation	Not recommended.	Not recommended.	<b>Recommended as a potential train layover site.</b>	<b>Recommended as a potential train layover site.</b>

# Site Design Concepts

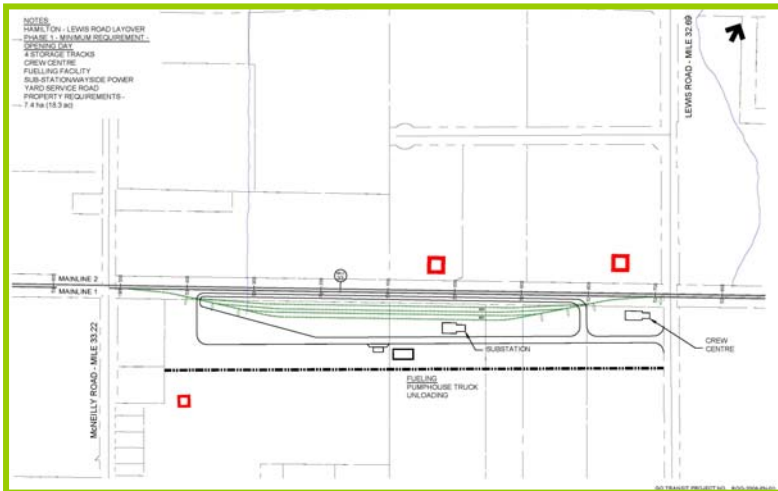
## Potential Stations and Train Layover Facilities



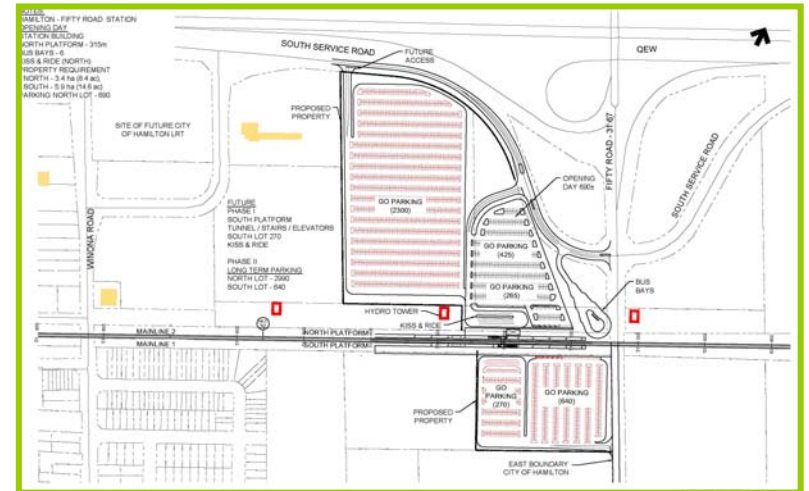
**POTENTIAL STATION  
JAMES ST. NORTH, HAMILTON**



**POTENTIAL STATION  
FRUITLAND RD., HAMILTON**



**POTENTIAL LAYOVER  
LEWIS RD., HAMILTON**



**POTENTIAL STATION  
FIFTY RD., HAMILTON**

**LEGEND**

- POTENTIAL OPENING DAY
- POTENTIAL FUTURE
- HYRDO CLEARANCE 15m (50')

# Site Design Concepts

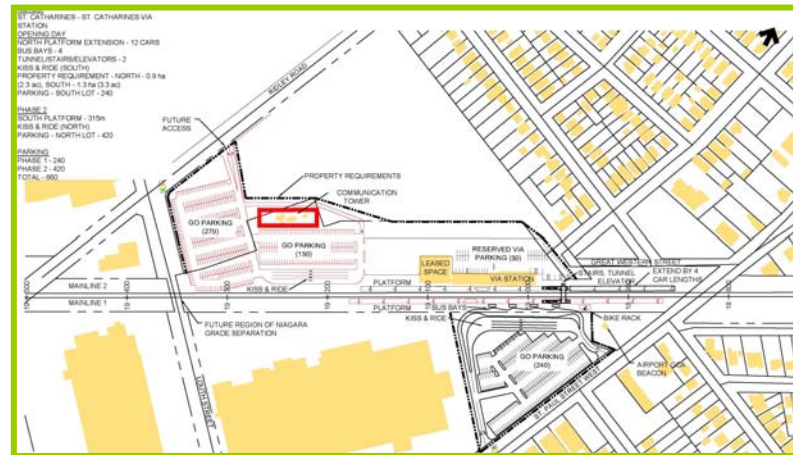
## Potential Stations and Train Layover Facilities



**POTENTIAL STATION  
CASABLANCA BLVD., GRIMSBY**



**POTENTIAL STATION  
ONTARIO ST., BEAMSVILLE**



**POTENTIAL STATION  
ST. CATHARINES VIA**

### LEGEND

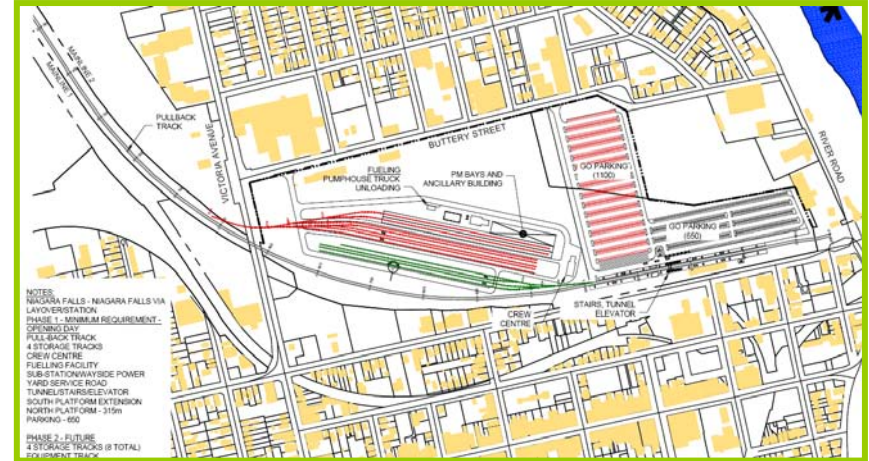
- POTENTIAL OPENING DAY
- POTENTIAL FUTURE
- HYRDO CLEARANCE 15m (50')

# Site Design Concepts

## Potential Stations and Train Layover Facilities



**POTENTIAL LAYOVER  
 GLENDALE AVE., ST. CATHARINES**



**POTENTIAL STATION/LAYOVER  
 NIAGARA FALLS VIA**

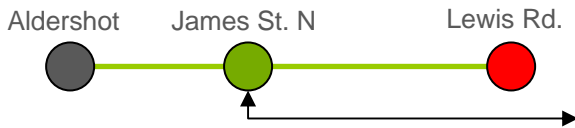
### LEGEND

- POTENTIAL OPENING DAY
- POTENTIAL FUTURE
- HYRDO CLEARANCE 15m (50')

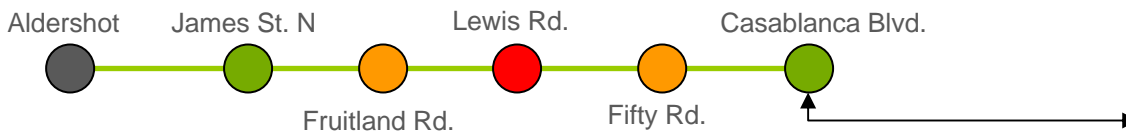
# Potential Service Implementation Options

GO Transit will consider several service implementation options for this rail expansion. Each of which, will likely follow a phased in approach. What and when things get built, will depend on funding and ridership demand.

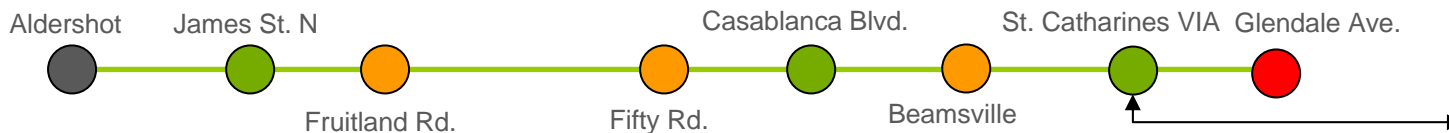
## Option 1



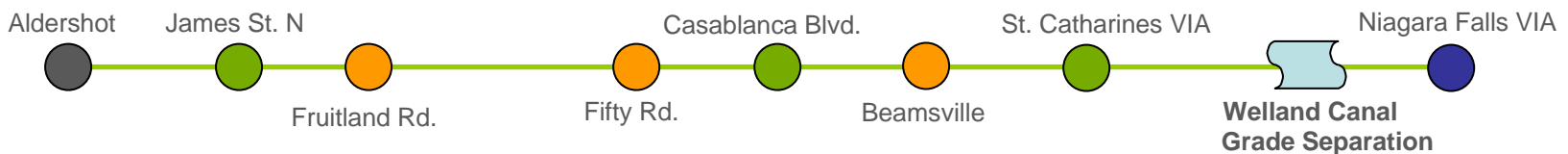
## Option 2



## Option 3



## Option 4



## Legend

- Existing GO Station
- Recommended GO Station
- Recommended Train Layover Facility
- Recommended GO Station / Train Layover Facility
- Potential GO Station as ridership warrants

GO Train / GO Bus connections\*

\*For options 1-3, GO Bus service would provide a connection from the last station on the line to Niagara Falls, making stops in between.

# Next Steps

Your input is valuable to the study process.

All public and agency comments received from today's session and throughout the study will be reviewed and considered by the study team.

An Environmental Study Report (ESR) will be published for public review in the coming months.



# Thank you for attending

Please provide your comments about the information presented today to either of the contacts listed below, by Friday, June 4, 2010.

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Project Manager

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For more information, please visit [www.gotransit.com](http://www.gotransit.com), and click on **Expansion Projects**.

