



**Grand Trunk Railway
(GTR) Shops**

UPDATE: RAILWAY



Can the streets go over the tracks and through the building and site?



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RR



Urban Strategies – 2018 Master Plan – Noting Rail Crossings





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Robert,

Thank you for sharing the details of the proposed development adjacent to the GEXR railway on the Goderich Subdivision.

As a general principle, railways and Transport Canada strongly discourage the creation of new public grade crossings due to the inherent safety risks they pose. Each additional crossing increases the potential for collisions between trains and vehicles or pedestrians, which remains one of the most significant public safety concerns in rail operations.

Considering that the proposed development site is not landlocked and is already accessible via existing public roadways, the railway would advocate for improving the safety of the existing grade crossings or pursuing grade separation options. This approach aligns with Transport Canada and industry best practices.

To ensure due diligence and compliance with the **Grade Crossings Regulations (SOR/2014-275)** and **Transport Canada Grade Crossing Standards**, the railway follows a structured review process for new crossing requests. At a high level, this process includes:

1. Review of Alternatives:

Improve existing grade-crossing and Grade-separated solutions (bridges or underpasses) are the preferred option. All stakeholders must demonstrate that alternatives have been evaluated and exhausted before considering new at-grade crossings.

2. Stakeholder Engagement and Workshops:

Collaborative sessions with the proponent, municipal authorities, and other relevant parties to review safety challenges, planning constraints, and potential solutions.

3. Feasibility Study and Preliminary Design:

If an at-grade crossing remains under consideration, engineered feasibility studies and preliminary designs will be required to confirm compliance with regulatory standards.

4. Formal Agreements:

Agreements must outline responsibilities for design, construction, cost-sharing, and long-term maintenance.

To support this process, the railway will engage a qualified third-party consultant to represent its interests in all technical discussions and design reviews. **This engagement will be undertaken at the applicants' sole risk and cost.** The consultant will represent the railway and railway's interest in all discussions relative to this project and will ensure that all regulatory requirements, safety standards, and operational considerations are properly addressed.

We also invite you to take into consideration the Proximity Initiative ([Home - Proximity Initiative](#)) and published Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the railway association of Canada ([2013_05_29_Guidelines_NewDevelopment_E.pdf](#)) for the development of your project in close proximity to the railway.

Unfortunately, we shall not be available to initiate discussions before the first or second week of February.

Best, Regards,

Christian Doucette, ing.

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In summary, rail crossings are discouraged but will be considered for review at the applicant's sole cost and risk. If approved, as with other crossings in the City, the City will be responsible for the capital costs of the crossing bed, equipment, and annual maintenance.

