

SECTION 9

Transportation

9. Transportation

At the time of preparation of this document, a large scale comprehensive transportation study embracing all of the Regions of Niagara, Hamilton-Wentworth and Haldimand-Norfolk is being carried out by the Provincial Ministry of Transportation and Communications. The primary purpose of this study is to establish needs and priorities for the Provincial highway system in the study area, and it includes an examination of goods movements and public transit. Although several local municipalities have conducted individual transportation studies, the Provincial study will be the first in-depth examination of the Region as a whole. The information derived from this study could be used as the basis for further, more refined studies of the Regional and local road systems on either a local or overall basis.

Also pending are decisions on such major facilities as the northerly and southerly extensions of Highway 406 and the proposed Niagara Freeway. Major proposals arising out of the Provincial study, policy decisions affecting freeway construction or increasing emphasis on alternative modes of transportation would significantly affect the Region's transportation plans. It should therefore be recognized that the Plan must necessarily be flexible and subject to revision to meet changing conditions. There is also no question that, particularly in the urban areas, further traffic studies will be required in order to develop and refine traffic improvement programs.

Objectives for Transportation

- Objective 9.1** To promote and support safe, convenient, efficient, aesthetic and economical transportation systems for all modes of transport for the movement of people and goods.
- Objective 9.2** To provide an arterial road system which, in conjunction with the Provincial and local road systems, will give convenient access throughout all parts of the Region and to adjacent areas.
- Objective 9.3** To encourage the development of convenient and efficient public transit services throughout the Region.
- Objective 9.4** To actively support the continuation and improvement of the railway system for the movement of both passengers and goods.
- Objective 9.5** To actively support the provision of air services for both passengers and goods while minimizing the conflicts between airport and adjacent activities and land uses.

Policies for Transportation

- Policy 9.1** The Region shall continue to study and assess its transportation needs and shall revise or expand this Plan as necessary.
- Policy 9.2** The Region will support the provision of improved transportation facilities south of the Niagara Escarpment, including an investigation of the need, alignment and timing for a mid-peninsula transportation corridor as a means to preserve unique agricultural lands and to encourage development south of the Escarpment.
- Policy 9.3** The distribution of land uses, particularly the location of future large industrial and commercial areas, must take into account the availability of suitable transportation facilities.
- Policy 9.4** The roads and other transportation components of local official plans shall conform to the Regional Plan and shall indicate which roads and other transportation facilities are a Regional responsibility.
- Policy 9.5** The Region will seek the necessary legislative changes to permit the Region to issue licenses for public transit and trucking operations within Regional Niagara.

9.A The Regional Road System

The Regional Road System is a network of arterial roads providing access to and from all parts of the Region. It was initially composed of the road systems of the former counties of Lincoln and Welland, the urban arterial street networks and certain Provincial highways which were turned over to the Region. The roads that make up this system are the results of further changes in jurisdictions which may occur depending upon volume of traffic and road function.

Roads have three impacts: the movement of goods and people – traffic, the effect on the character of the area it traverses, and the influence it has on future development. Thus planning for roads involves a balance of these concerns which is reflected in the policies of this Section.

To maintain an appropriate standard of service, the Regional Road allowances must be of sufficient width for the lanes of traffic, bicycle and transit facilities, utilities, snow storage, drainage, sidewalks, and landscaping. Road allowance policies will establish clear and consistent requirements to protect and acquire needed road allowances, so that new development does not limit the Municipality's ability to provide future services and utilities within these road allowances. Therefore to enable Regional Niagara to protect and acquire land for Regional Road allowances and to enhance the areas they traverse, this Section identifies the Regional Road allowance widths required, policies for acquiring land for road allowances by dedications and purchase, guidelines for road allowance improvements, and the identification of roadways with attributes to be protected and enhanced.

- Policy 9.A.1** The Regional Road system shall be a network of arterial roads providing access to and from various parts of the Region. This road network and allowance widths shall be determined based on the volume of traffic, road function, system continuity, existing land use, future development patterns, scenic and natural amenities, and respect for existing communities.
- Policy 9.A.2** The Region will review its Road Network from time-to-time and will make such additions or deletions to the Network where warranted.
- Policy 9.A.3** Where it is anticipated that a local street will ultimately be assumed as a Regional Road or where it is planned to extend Regional Roads, the rights-of-way shall be protected from development. In cases where such rights-of-way are required in growth areas, the development or subdivision plans shall make provision for these future roadways and all Regional requirements shall be adhered to. Where proposals are not finalized or alternatives are still under study, the protection must be maintained at least in and near urban areas until definite decisions are made. Road reserves identifiable at this time are shown on the accompanying map, "Interim Road Proposals". Provision shall also be made in local official plans to illustrate the location of these rights-of-way reserves and to protect them from any additional development. In addition, within the Niagara Escarpment Plan area, the policies of the Niagara Escarpment Plan shall be adhered to in considering right-of-way reserves.
- Policy 9.A.4** The Region shall obtain lands to create or widen Regional Road allowances, hereafter called widenings, to provide a safe and efficient road system for people and vehicles and to accommodate vehicular traffic including bicycles, pedestrian movement, transit facilities, curbs, gutters, utilities, noise control measures, snow storage, drainage measures, fencing, landscaping and other matters deemed compatible with the road system.
- Policy 9.A.5** The Region recognizes the importance of roads and their widenings for transportation, utilities, land service, and the character and quality of the urban and rural landscapes. The Region shall endeavour to make full use of all existing roadways and to minimize construction and right-of-way costs, property damage and undesirable community effects, and the impact of road improvements and reconstruction on the existing landscape brought about by road widenings.
- Policy 9.A.6** The Region encourages and promotes the provision of adequate pedestrian and bicycling facilities in order to promote pedestrian safety, reduce pedestrian vehicle conflicts, and encourage bicycling. In undertaking road improvements, consideration shall be given to:
- accommodating safe pedestrian movement, and
 - bicycling facilities as provided in Section 9.F.

The provision of sidewalks along Regional Roads is the responsibility of the local municipalities, although location and design requires Regional approval.

- Policy 9.A.7** The widths for Regional Road allowances are designated in the Table titled “Road Allowance Widths”. Each Regional Road allowance which is not presently at its designated width is a highway to be widened.
- Policy 9.A.8** The Regional Road allowances identified in this Plan shall be protected from encroachment by acquiring the lands if possible prior to or at the time of development or redevelopment of the adjacent lands and by ensuring that building setbacks abutting Regional Roads are adequate.
- Policy 9.A.9** The Region shall minimize public expenditures by acquiring road allowance widenings as a condition of planning approval of development applications. The Region recognizes the direct benefits of road widenings to property that is developed.
- Policy 9.A.10** Notwithstanding Policy 9.A.9, no land dedications will be requested where an application is in Agricultural Areas or for condominium approval that involves a transfer of tenure status from rental to ownership and if no new units, or increase in density, are involved.
- Policy 9.A.11** Land to be dedicated for widenings pursuant to Policy 9.A.9 shall be conveyed at no cost to the Region, free of all encumbrances, encroachments and improvements unless otherwise agreed to by the Region.
- Policy 9.A.12** Land for Regional Road widening normally will be required equally from both sides of the centreline of the designated Regional Road unless existing land uses, topographic features or other physical or environmental constraints necessitate taking greater widening on one side than the other.
- Policy 9.A.13** The Region may require road widening dedications in addition to the designated road allowances indicated in the Table titled “Road Allowance Widths” without the need for amendments to this Plan for purposes such as the following:
- (a) Additional site triangles at intersections and entranceways necessary for traffic operational design purposes;
 - (b) Turning lanes at intersections or to provide suitable access to major traffic generator developments;
 - (c) Future grade separations of Regional Roads with other roads or railway lines;
 - (d) Sites for traffic control devices and transit facilities (e.g. bus lay-bys);
 - (e) Cut and fill requirements for road construction; and
 - (f) Storm drainage requirements, including ditches, catch basins, culverts and headwalls.

Policy 9.A.14 Road widening requirements for site triangles and turning lanes are as follows:

- (a) The maximum length of the side of an additional triangle at an intersection or entranceway shall be 15 metres in an Agricultural or Rural Area and 4.5 metres along a road in an Urban Area. Some variations may occur in unusual circumstances;
- (b) To meet safety and design standards, additional land may be required for auxiliary turning lanes in front of major traffic generators. In most circumstances the additional land shall not exceed 4 metres in width; and
- (c) At each corner of a crossing of a Regional Road and a railway line the maximum length of the site triangle along the Regional Road shall be 17 metres and the maximum width of the site triangle measured from the Regional Road shall be 15 metres.

Policy 9.A.15 The Region may acquire at its own expense road allowance widenings where such widenings exceed those specified in the Table titled "Road Allowance Widths" without an amendment to this Plan.

Policy 9.A.16 An amendment to the Regional Policy Plan shall be required for road widening requirements that are greater than indicated in this Plan and which are to be obtained as a dedication through the planning approval process for development. Criteria that shall be considered in the review of any amendment application include:

- (a) need in terms of both the existing and forecast traffic patterns and volumes;
- (b) required road design including safety, operational, and related requirements and utility standards;
- (c) limitations posed by existing land uses and natural features;
- (d) applicable federal and provincial acts and regulations;
- (e) cost of obtaining widenings; and
- (f) future growth areas.

Policy 9.A.17 The Region in conjunction with the local municipalities shall establish and require compliance to minimum setbacks, loading and parking facilities, access control, and design requirements and policies consistent with the function of Regional Roads.

Policy 9.A.18 The Region shall request and encourage the local municipalities:

- (a) to pass site plan control by-laws under the **Planning Act** that include lands adjacent to Regional Roads to be widened and to amend existing official plans policies to conform with those of the Regional Policy Plan;

- (b) to circulate all development applications requiring planning approval to the Region to ensure that appropriate road widening dedications can be requested as a condition of development along any Regional Road; and
- (c) to prevent encroachments upon proposed Regional Road allowances through appropriate protection policies in their official plans and zoning by-laws.

Policy 9.A.19 The Region will review with the local municipalities the range and appropriateness of any uses that are exempted from site plan control along a Regional Road that is a highway to be widened based on traffic and land use concerns.

Policy 9.A.20 Lands transferred to the Region for road widening purposes may be used on an interim basis for landscaping or temporary uses in accordance with local municipal by-laws by agreement between the Region and the adjacent property owner.

Policy 9.A.21 Any lands that are not part of a designated Regional Road allowance may be retained or considered surplus. Retained lands shall be subject to a needs study. Surplus lands shall be disposed of in accordance with the Region's land disposal policies.

Policy 9.A.22 The taking of any right-of-way widening shall not require the Region to undertake improvements to a particular roadway at a specific time. Improvements, if any, are subject to priorities, capital budgeting and land development needs.

Policy 9.A.23 Improvement of a Regional Road, including the widening of a traveled section of a road, may be subject to a Class Environmental Assessment under the **Environmental Assessment Act**, the **Greenbelt Act** or some other general or specific Act. A Niagara Escarpment Commission Development Permit may be required for road improvements of roads which are within the Niagara Escarpment Planning Area.

Policy 9.A.24 Specific routes that have a distinctive character should be recognized in the Regional and local municipal official plans and encouraged by the Region. Regional Roads with tourism attributes are Regional Road 81 in Grimsby, Lincoln and St. Catharines; Regional Road 24 north of Regional Road 81 in Lincoln; Regional Road 39 in Lincoln and St. Catharines; Regional Road 87 in St. Catharines and Niagara-on-the-Lake; Regional Road 3 in Wainfleet, Port Colborne and Fort Erie; and Regional Road 1 in Fort Erie. Along these Roads and where Regional Roads are within designated heritage areas and /or border designated buildings/sites any development of adjacent lands, road allowance changes or Class Environmental Assessments associated with proposed road improvements shall be reviewed giving a high priority to conservation of the scenic, natural, and cultural amenities.

Policy 9.A.25 The Region encourages tree planting and other forms of landscaping along all Regional Roads and abutting private property to ensure aesthetically pleasing streetscapes. Wherever possible and within technical and budgetary constraints, the Region shall plant trees along Regional Roads and abutting properties as a means of achieving attractive treed avenues. The Region shall endeavour to minimize the removal of trees, and any damage to existing trees.

Policy 9.A.26 The Region shall promote the use of innovative approaches to ensure aesthetically pleasing streetscape designs. Treed avenues, attractive sound barriers and decorative fencing, and appropriate land use design are some possible ways of beautification. In this regard, the model design guidelines of Policy 9.A.31, developed in partnership by the local municipalities and Region, shall be implemented through this partnership.

Policy 9.A.27 The Region will consider desirable and feasible measures to control traffic noise from Regional Roads. Road traffic noise shall be assessed and sound levels predicted using guidelines provided by the Ministry of the Environment, as modified from time-to-time:

- (a) For Regional Roads in developed areas, the Region shall establish criteria to assess the merits of traffic noise control measures;
- (b) For Regional Roads in developing areas, all adjacent development applications requiring planning approval must be considered for traffic noise control features. The Region shall determine the need for a traffic noise study, the requirements for such studies, and the noise control features that are required as a condition of planning approval. The Region's approval is required for all traffic noise control features external to the buildings identified in the development agreements. The local municipalities shall be responsible for enforcement of all traffic noise control features to be incorporated into the building construction; and
- (c) For a Regional Road that is new or to be widened, a traffic noise impact study is required to examine the effects on the existing and proposed residential communities or noise sensitive land uses that may exist along the Road. The Region shall establish criteria for acceptable noise levels and noise control measures.

Policy 9.A.28 In acquiring right-of-way for links in the Regional Road system consideration shall be given to the establishment of widths sufficient to permit the future inclusion of rapid transit facilities in addition to a roadway and to provide adequate buffering of adjacent lands. In addition, within the Niagara Escarpment Plan area, the policies of the Niagara Escarpment Plan shall be adhered to in the acquisition of rights-of-way for links in the Regional Road system.

- Policy 9.A.29** The Region may require that a permit be obtained from the Region for any construction of new buildings/structures or additions along Regional Roads to ensure that the required setbacks are implemented to protect any proposed road allowance widenings identified in the Policy Plan. This requirement shall be waived when suitable local regulations are in operation.
- Policy 9.A.30** Where a road allowance widening dedication is required under Policies 9.A.9 or 9.A.13, or where a permit is issued under Policy 9.A.29, for development abutting a Regional Road, the developer/owner of these lands must provide the Region, at no cost to the Region, with a certificate of an Ontario Land Surveyor that all legal survey monumentation on the widened road allowance is in place as a condition of planning application approval under Policies 9.A.9 or 9.A.13, or on the setback as per a permit under Section 9.A.29 when construction is completed.
- Policy 9.A.31** A key design objective for Regional Roads is to develop context-sensitive solutions that balance safety, visual amenity, pedestrianism and the ability to move large volumes of traffic. The balancing of these issues may include permitting or removing on-street parking, allowing or limiting access to adjacent properties, and modifying the pavement width or other measures to facilitate traffic flow or calming while contributing to a positive appearance, sense of place, and community interaction. The Region will implement the approved “Model Urban Design Guidelines” or its successor to facilitate this balance of both traffic flow and community environments. Design guidelines shall also be prepared for Regional Roads in non-urban areas.
- Policy 9.A.32** All signs and displays to be erected along Regional Roads shall be reviewed for acceptability by the Region.
- Policy 9.A.33** A permit from the Region shall be required for the establishment of any new access to a Regional Road or for the modification of any existing access.
- Policy 9.A.34** The Region shall develop and implement policies respecting necessary zoning provisions such as loading and parking facilities. Such provisions will apply to lands lying within 46 metres (150 feet) of a Regional Road and must be incorporated in local zoning by-laws. These requirements shall be waived when suitable local regulations are in operation.
- Policy 9.A.35** All development proposals abutting Regional Roads will be closely reviewed by the Region. Developments which necessitate major road improvements to accommodate the anticipated traffic will be coordinated with the installation of such improvements.
- Policy 9.A.36** Where an individual development such as a major shopping centre, industry, or high density residential complex requires special provisions for traffic such as channelization, turning lanes or traffic signals, the Region will require the developer to contribute to the cost thereof.

Policy 9.A.37 In order to reduce the impact of the removal of on-street parking on Regional Roads and to ensure that an adequate supply of parking is available where needed, local municipalities will be encouraged to make suitable provisions in their zoning by-laws and to develop and implement comprehensive off-street parking programs.

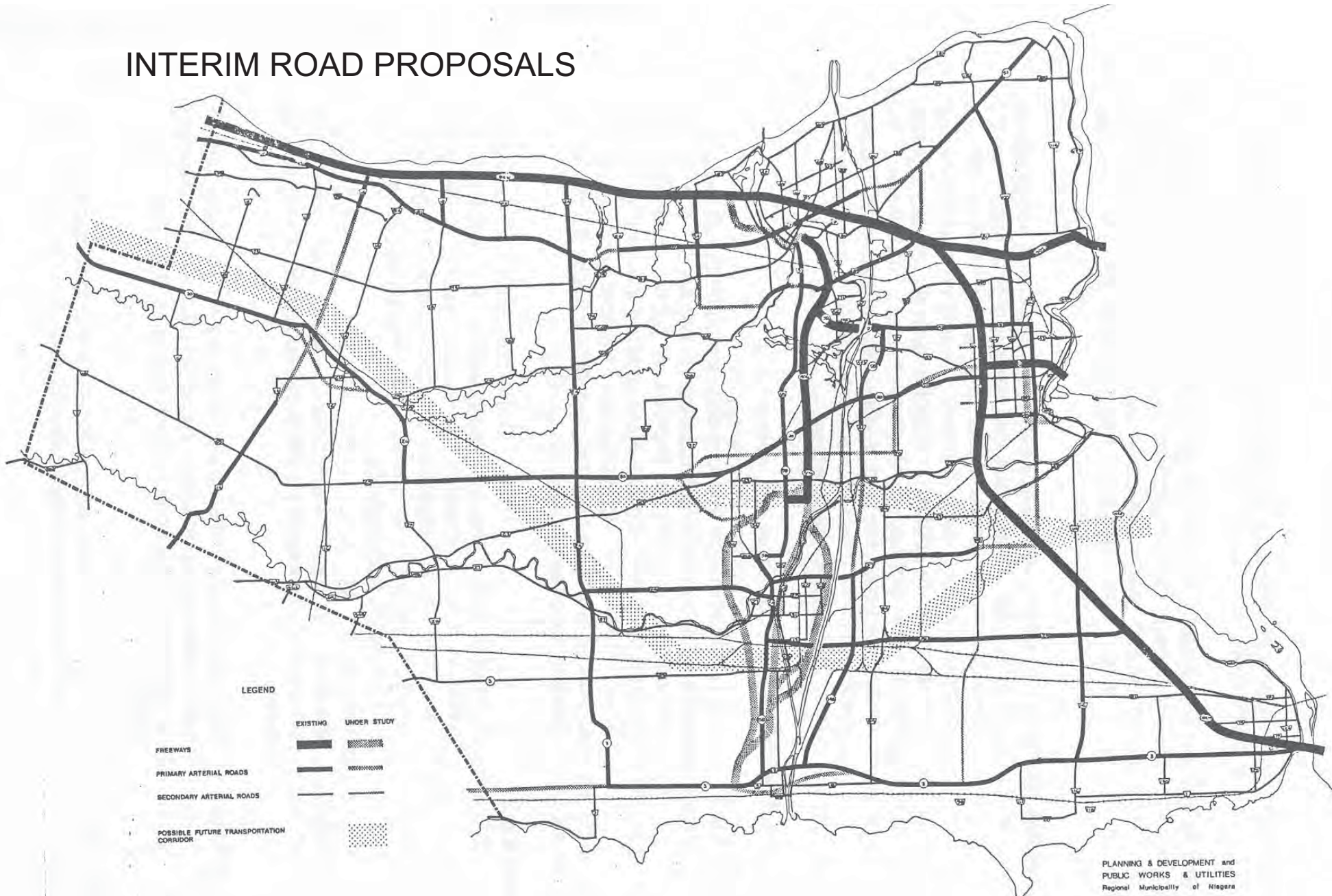
Policy 9.A.38 The Wine Route and the Victoria Avenue Market Greenway within the Twenty Valley/Jordan Tourism Area provide key functions related to tourism. Within the rights-of-way of these important routes, special provisions for alternative development standards and design treatments shall be established. The design of these roads will recognize existing development patterns, and may incorporate, where appropriate, permission for on-street parking, bicycle paths and enhanced landscaping. Key principles to be considered in the future improvement of these roads shall include:

- develop a program of coordinated signage to identify and market the themes promoted along the Regional Roads;
- enhance the visual appeal of the Regional Roads through streetscape treatment which should include trees and other landscape upgrading, special lighting and banners;
- encourage high quality redevelopment of properties along the Regional Roads. Buildings should be oriented to front, face and feature the road. Large parking areas should be located behind or at the side of buildings and, where visible from the road, must include substantial landscape treatment;
- develop gateways, as shown on Twenty Valley/Jordan Harbour Tourism Area Map, to define special precincts along the route, to disseminate information and to mark entrances to the Ball's Falls Heritage Conservation Area, the Vineland CBD, Jordan Village and Prudhommes; and
- discourage further right-of-way and/or pavement widenings, except to accommodate cycling facilities and/or on-street parking within identified "Urban Areas".

Policy 9.A.39 Designated Regional Road allowances that are not yet owned by the Region shall be protected from development. In growth areas, development plans shall make provision for these road allowances and shall adhere to all Regional requirements. When new Regional Roads are added to the Regional Road Network appropriate road allowance widths will be added to the Table titled "Road Allowance Widths" by an amendment to this Plan. Where a road, or a section of road, is deleted from the Regional Road Network, it will be automatically eliminated from the above policies and will become the responsibility of the jurisdiction to which it has been transferred.

INTERIM ROAD PROPOSALS

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LEGEND

- | | | |
|---|----------|-------------|
| | EXISTING | UNDER STUDY |
| FREEWAYS | | |
| PRIMARY ARTERIAL ROADS | | |
| SECONDARY ARTERIAL ROADS | | |
| POSSIBLE FUTURE TRANSPORTATION CORRIDOR | | |

PLANNING & DEVELOPMENT and
PUBLIC WORKS & UTILITIES
Regional Municipality of Niagara

ROAD ALLOWANCE WIDTHS

Town of Fort Erie	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	1	Dominion Rd.	- Gorham Rd. - Lakeshore Rd.	20.1
"	3	Garrison Rd.	- Rosehill Rd. - Central Ave.	30.5
"	19	Gilmore Rd.	- QEW - Thompson Rd.	30.5
"	19	Gilmore Rd.	- Thompson Rd. - Concession Rd.	26.2
"	19	Gilmore Rd.	- Concession Rd. - Niagara Blvd.	23.2
"	21	Bowen Rd.	- Stevensville Rd. - Thompson Rd.	26.2
"	21	Phipps St.	- Thompson Rd - Niagara Pkwy.	20.1
"	25	Netherby Rd.	- Montrose Rd. - QEW	30.5
"	25	Netherby Rd.	- QEW - Niagara Pkwy.	26.2
"	112	Point Abino Rd.	- Michener Rd. - Hwy. 3	20.1
"	116	Gorham/Stevensville Rd.	- Farr Ave. - Carver St.	26.2
"	116	Stevensville Rd.	- Carver St. - C.P.Railway	20.1
"	116	Stevensville/Sodom Rd.	- C.P.Railway - North Limit of Fort Erie	26.1
"	122	Helena St./Thompson Rd.	- Dominion Rd. - Phipps St.	26.2
"	124	Central Ave.	- Lakeshore Rd. - Niagara Pkwy.	26.2

ROAD ALLOWANCE WIDTHS

Town of Grimsby	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	10	Casablanca Blvd.	- Main St. W. - QEW	26.2
"	12	Mountain Rd.	- Mud St. - Ridge Rd.E.	26.2
"	12	Mountain Rd./St.	- Ridge Rd. E. - Main St. W.	20.1
"	12	Christie St.	- Main St. W. - QEW	26.2
"	12	Christie St.	- QEW - Olive St	30.5
"	14	Park Rd./Bartlett Ave.	- E. of Park Rd. S. - Main St. E.	39.6
"	14	Bartlett Ave.	- Main St. E. - Central Ave.	35.4
"	39	QEW North Service Rd.	- West Limit of Grimsby - Olive St..	26.2
"	40	QEW South Service Rd.	- West Limit of Grimsby - East Limit of Grimsby	26.2
"	73	Mud St. West and East	- West Limit of Grimsby - East Limit of Grimsby	26.2
"	81	Main St. W.	- West Limit of Grimsby - Casablanca Blvd.	26.2
"	81	Main St. W.	- Casablanca Blvd. - Robinson St.	20.1
"	81	Main St. W.	- Robinson St. - East Limit of Grimsby	26.2
"	512	Livingston Ave.	- Oakes Rd - Casablanca Blvd.	30.5
"	512	Livingston Ave.	- Casablanca Blvd. - Main St. W.	26.2

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ROAD ALLOWANCE WIDTHS

Town of Lincoln	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	18	Mountain Rd./Ontario St.	- Fly Rd.. - QEW South Service Rd.	26.2
"	24	Vineland Townline Rd.	- Twenty Mile Rd.- Nineth Ave.	30.5
"	24	Victoria Ave.	- Nineth Ave.- King St.	26.2
"	24	Victoria Ave.	- King St.- QEW South Service Rd.	20.1
"	26	Jordan Rd.	- King St. - Fourth Ave.	30.5
"	26	Jordan Rd.	- Fourth Ave.- QEW South Service Rd.	26.2
"	39	QEW North Service Rd.	- West Limit of Lincoln - East Limit of Lincoln (discontinuous)	26.2
"	40	QEW South Service Rd.	- West Limit of Lincoln - East Limit of Lincoln (discontinuous)	26.2
"	69	Twenty Mile Rd.	- South Limit of Lincoln - Vineland Townline Rd.	26.2
"	69	Twenty/ Pelham Rd.	- South Limit of Lincoln - Nineth St.	26.2
"	69	Pelham Rd.	- Nineth St. - East Limit of Lincoln	20.1
"	73	Fly Rd.	- West Limit of Lincoln - Victoria Ave.	26.2
"	77	Fourth Ave.	- Jordan Rd - East Limit of Lincoln	20.1
"	81	King St.	- West Limit of Lincoln - Lincoln Ave.	26.2*
"	81	King St.	- Lincoln Ave. - Bartlett Rd.	20.1*
"	81	King St.	- Bartlett Rd. - Rittenhouse Rd.	26.2*
"	81	King St.	- Rittenhouse Rd. - Orchard Ave.	20.1*
"	81	King St.	- Orchard Ave. - East Limit of Lincoln	26.2*
"	669	Eighth Ave.	- Victoria Ave. - Twenty Rd.	26.2

*Regional Road #81 shall be subject to further study before any road reconstruction.

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ROAD ALLOWANCE WIDTHS

City of Niagara Falls	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	20	Lundy's Lane	- West Limit of Niagara Falls - Garner Rd.	35.0
"	20	Lundy's Lane	- Garner Rd. - Main St.	26.2
"	20	Ferry St.	- Main St. - Stanley Ave.	23.2
"	25	Netherby Rd.	- West Limit of Niagara Falls - Montrose Rd.	30.5
"	27	Schisler Rd.	- West Limit of Niagara Falls - Misener Rd.	30.5
"	27	Schisler Rd.	- Misener Rd. - Montrose Rd.	26.2
"	43	Bridge St.	- Stanley Ave. - Victoria Ave.	20.1
"	43	Bridge St.	- Victoria Ave. - River Rd.	23.2
"	47	Lyons Creek Rd.	- Montrose Rd. - Sodom Rd.	26.2
"	49	McLeod Rd.	- Oakwood Dr. - Marineland Pkwy.	30.5
"	49	Marineland Pkwy.	- McLeod Rd. - Stanley Ave.	30.5
"	57	Thorold Stone Rd.	- West Limit of Niagara Falls - Garner Rd.	42.0
"	57	Thorold Stone Rd.	- Garner Rd. - Stanley Ave.	26.2
"	61	Niagara Townline Rd.	- St. Paul Ave. - Stanley Ave.	26.2
"	63	Chippawa Creek Rd.	- West Limit of Niagara Falls - Montrose Rd.	26.2
"	70	Thorold Townline Rd	- Brown Rd. - Taylor Rd.	26.2
"	70	Taylor Rd.	- Thorold Townline Rd. - North Limit of Niagara Falls	26.2
"	98	Montrose /Schihi Rd.	- Southern Limit of Niagara Falls - Welland River	26.2
"	98	Montrose Rd.	- Welland River - McLeod Rd..	30.5
"	98	Montrose Rd.	- McLeod Rd. - Kalar Rd.	26.2
"	98	Kalar Rd.	- Montrose Rd. - Mountain Rd.	26.2
"	100	St.Paul St.	- North Limit of Niagara Falls - Mountain Rd.	26.2
"	101	Mountain St.	- Beechwood Rd. - Portage Rd.	26.2
"	101	Portage Rd.	- Mountain St. - Stanley Ave.	26.2
"	102	Stanley Ave.	- Lyons Creek Rd.- Highway 420	30.5
"	102	Stanley Ave.	- Highway 420 - Niagara Townline Rd.	26.2
"	116	Sodom Rd.	- South Limit of Niagara Falls - Main St.	26.2
"	420	Roberts Rd.	- Stanley Ave. - Falls Rd.	41.2

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ROAD ALLOWANCE WIDTHS

Town of	Regional	Name	Between	Width
Niagara-on-the-Lake	Road No.	(may be known by other names)		Metres
"	55	Niagara Stone Rd.	- York Rd. - Concession Six Rd.	26.2
"	55	Niagara Stone Rd.	- Concession Six Rd - Field Rd.	20.1
"	55	Niagara Stone Rd.	- Field Rd. - Mary St.	26.2
"	58	Homer Rd.	- Glendale Ave. - QEW South Service Rd.	30.5
"	61	Niagara Townline Rd./Portage Rd.	- Four Mile Creek Rd. -Niagara Parkway.	26.2
"	70	Taylor Rd.	- South Limit of Niagara-on-the-Lake - Glendale Ave	26.2
"	70	Taylor Rd.	- Glendale Ave. - York St.	30.5
"	81	York Rd.	- West Limit of Niagara-on-the-Lake - Niagara Pkwy.	26.2
"	83	Carlton St.	- Seaway Haulage Rd. - Niagara Stone Rd.	26.2
"	86	Stewart Rd.	- Lake Shore Rd. - Carlton St.	20.1
"	86	Stewart Rd.	- Carlton St. - Niagara Stone Rd.	26.2
"	87	Lake Shore Rd.	- Read Rd. - East and West Line	26.2
"	87	Lake Shore Rd.	- East and West Line - Mississagua St.	20.1
"	89	Glendale Ave.	- West Limit of Niagara-on-the-Lake - Taylor Rd.	36.6
"	90	Airport Rd.	- York Rd. - Niagara Stone Rd.	26.2
"	100	Four Mile Creek Rd.	- South Limit of Niagara-on-the-Lake - Johanna Dr.	26.2
"	100	Four Mile Creek Rd.	- Johanna Dr. - Line Nine Rd.	20.1
"	100	Four Mile Creek Rd.	- Line Nine Rd. - Line Two Rd.	26.2
"	100	Four Mile Creek Rd.	- Line Two Rd. - Niagara Stone Rd.	20.1

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ROAD ALLOWANCE WIDTHS

Town of Pelham	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	20	Highway 20 *	- West Limit of Pelham - Lookout St.	35.0
"	20	Highway 20 *	- Lookout St. - Haist St.	26.2
"	20	Highway 20 *	- Haist St. - Station St.	20.1
"	20	Highway 20 *	- Station St.. - East Limit of Pelham	35.0
"	24	Vineland Townline Rd.	- South Limit of Pelham - North Limit of Pelham	30.5
"	29	Webber Rd.	- Vineland Townline Rd. - Murdock St.	30.5
"	54	Rice Rd.	- South Limit of Pelham – Highway 20*	26.2
"	69	Twenty Rd.	- Vineland Townline Rd. - North Limit of Pelham	26.2
"	529	River Rd.	- Airport Entrance - Effingham St.	26.2
"	529	Effingham St.	- River Rd. - Webber Rd.	26.2
"	627	O'Reilly Rd.	- South Limit of Pelham - River Rd.	26.2

* Regional Road # 20 is under the jurisdiction of Regional Niagara but retains the name Highway 20.

City of Port Colborne	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	3	Main St. W.	- West Limit of Port Colborne - West Side Rd.	34.7
"	3	Main St. W.	- West Side Road - Welland Canal	20.1
"	3	Main St. E.	- Welland Canal - Highway 3	20.1
"	3A	Mellanby Ave.	- Main St. W. - Welland St.	20.1
"	3A	Welland St.	- Mellanby Ave. - Main St. E.	20.1
"	84	Miller Rd.	- Main St. - Townline Tunnel Rd.	26.2
"	98	Wilhelm Rd.	- Highway 3 - Forks Rd.	26.2
"	98	Forks Rd./ Schihl Rd.	- Wilhelm Rd. - North Limit of Port Colborne	26.2

SECTION NINE

TRANSPORTATION

ROAD ALLOWANCE WIDTHS

City of St. Catharines	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	28	5 th St. Louth	- Pelham Rd. – St. Paul St. W.	20.1
"	34	7 th St. Louth	- St. Paul St. W. – Lakeshore Rd.	20.1
"	38	Martindale Rd.	- Fourth Ave. – Lakeshore Rd.	26.2
"	39	QEW North Service Rd.	- West Limit of St. Catharines – Third St. Louth	26.2
"	40	QEW South Service Rd.	- West Limit of St. Catharines – Martindale Rd.	26.2
"	42	Ontario St.	- St Paul St. – King St.	23.2
"	42	Ontario St.	- King St. – Carlton St.	20.1
"	42	Ontario St.	- Carlton St. – Lakeport Rd.	26.2
"	46	Geneva St.	- Westchester Cres. - St. Paul St.	26.2
"	48	Niagara St.	- Geneva St. – Church St.	20.1
"	48	Niagara St.	- Church St. – Lakeshore Rd.	26.2
"	50	Glenridge Ave.	- St David's Rd. – Shaver Hospital Entrance	26.2
"	50	Glenridge Ave.	- Shaver Hospital Entrance – Lockhart Dr.	20.1
"	50	Glenridge Ave.	- Lockhart Dr. – Riverview Blvd.	33.5
"	50	Glenridge Ave.	- Riverview Blvd. – Edgedale Rd.	23.7
"	50	Glenridge Ave.	- Edgedale Rd. – Westchester Cres..	20.1
"	69	Pelham Rd.	- West Limit of St. Catharines – Glendale Ave.	26.2
"	71	St. David's Rd.	- Merrittville Highway – Highway 406	26.2
"	72	Louth St.	- Pelham Rd. – St. Paul St. W.	20.1
"	72	Louth St.	- St. Paul St. W. – CN Railway	26.2
"	72	Louth St.	- CN Railway – Fourth Ave.	21.6
"	77	Fourth Ave.	- West Limit of St. Catharines – Third St. Louth	20.1
"	77	Fourth Ave.	- Third St. Louth – First St. Louth	30.5
"	77	Fourth Ave.	- First St. Louth – Martindale Rd.	35.0
"	77	Fourth Ave.	- Martindale Rd. – Highway 406	36.0

SECTION NINE

TRANSPORTATION

ROAD ALLOWANCE WIDTHS

City of St. Catharines (cont'd)

City of	Regional	Name	Between	Width
St. Catharines	Road No.	(may be known by other names)		Metres
"	77	Welland Ave.	- Highway 406 – Ontario St.	26.2
"	77	Welland Ave.	- Ontario St. – Geneva St.	20.1
"	77	Welland Ave.	- Geneva St. – Dunkirk Rd.	26.2
"	81	St. Paul St. W. /St. Paul St.	- West Limit of St. Catharines – William St.	26.2*
"	81	Queenston St.	- Eastchester Ave. – Cushman Rd.	20.1
"	81	Queenston St.	- Cushman Rd. – East Limit of St. Catharines	26.2
"	83	Carlton St.	- Ontario St – Niagara St.	20.1
"	83	Carlton St.	- Niagara St. – East Limit of St. Catharines	26.2
"	87	Lakeshore Rd./Main St.	- Seventh St. Louth – Lock St.	20.1**
"	87	Lock St.	- Main St. – Lakeport Rd.	20.1
"	87	Lakeport Rd.	- Lock St. – Ontario St.	26.2
"	87	Lakeshore Rd.	- Lakeport Rd. – Read Rd.	26.2
"	89	Glendale Ave.	- Pelham Rd. – Marsdale Dr.	36.6
"	89	Glendale Ave.	- Marsdale Dr. – East Limit of St. Catharines	26.2
"	91	Westchester Cres.	- St. Paul St. – Queenston St.	26.2
"	581	Church St.	- Geneva St. – Niagara St.	26.2
"	681	William St.	- King St. – St. Paul St.	20.1
"	681	King St.	- Ontario St. – William St.	26.2

* Regional Road #81 shall be subject to further study before any road reconstruction.

** Lakeshore Road between Seventh Street and Courtleigh Road is identified for special study to determine the improvements that could be made to facilitate bicycling.

ROAD ALLOWANCE WIDTHS

City of Thorold	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	20	Highway 20 *	- West Limit of Thorold - Provincial Highway 20 or East Limit of Thorold	35.0**
"	37	Merritt Rd.	- Niagara St. to Highway 406	35.0
"	50	Merrittville Highway	- South Limit of Thorold - St. David's Road	26.2
"	63	Chippawa Creek Rd.	- Allanport Rd. - East Limit of Thorold	26.2
"	67	Beaverdams Rd.	- Merrittville Highway - Collier Rd.	26.2
"	67	Beaverdams Rd.	- Collier Rd. - Pine St.	23.2
"	67	Pine St.	- Beaverdams Rd. - Highway 58	20.1
"	70	Thorold Townline Rd.	- Chippawa Creek Rd. - Taylor Rd.	26.2
"	71	St. David's Rd.	- Merrittville Highway - Highway 406	26.2
"	82	Allanport Rd.	- Chippawa Creek Rd. - Highway 20	26.2
"	84	Moyer Rd.	- Welland River - Chippawa Creek Rd.	30.5

* Regional Road # 20 is under the jurisdiction of Regional Niagara but retains the name Highway 20.

** The detailed road design may suggest that, on occasion, the road allowance width may be less than 35 metres.

ROAD ALLOWANCE WIDTHS

Township of Wainfleet	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	3	Lakeshore Rd.	- West Limit of Wainfleet- Station Rd.	20.1
"	3	Station Rd.	- Lakeshore Rd. – Concession Rd. 1	26.2
"	3	Concession Rd. 1	- Station Rd. – Highway 3	26.2
"	4	Wellandport Rd.	- Highway 3 – Creek Rd.	26.2
"	7	Marshagan Rd.	- West Limit of Wainfleet – Creek Rd.	26.2
"	15	Robinson Rd.	- West Limit of Wainfleet – Canborough Rd.	26.2
"	23	Forks Rd.	- Highway 3 – East Limit of Wainfleet	30.5
"	24	Vineland Townline Rd.	- Highway 3 – North Limit of Wainfleet	30.5
"	27	River Rd.	- North Limit of Wainfleet at Wellandport – East Limit of Wainfleet	26.2
"	45	Creek Rd.	- Canborough Rd. - River Rd.	20.1
"	63	Canborough Rd.	- West Limit of Wainfleet – Welland River (North Limit of Wainfleet)	26.2
"	627	O'Reilly's Rd.	- River Rd. – North Limit of Wainfleet	26.2

SECTION NINE

TRANSPORTATION

ROAD ALLOWANCE WIDTHS

City of Welland	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	23	Forks Rd.	- West Limit of Welland - Highway 58	26.2
"	25	Netherby Rd.	- Doan's Ridge Rd. - East Limit of Welland	30.5
"	27	Riverside Dr.	- West Limit of Welland - Lincoln St.	26.2
"	27	Riverside Dr.	- Lincoln St. - Prince Charles Dr.	20.1
"	27	West Main St.	- Prince Charles Dr. - King St.	20.1
"	27	East Main St.	- King St. - Ross St.	20.1
"	27	East Main St.	- Ross St. - Wellington St.	26.2
"	27	East Main St.	- Wellington St. - Highway 140	35.0
"	27	East Main St.	- Highway 140 - Moyer Rd.	36.6
"	27	East Main St.	- Moyer Rd. - East Limit of Welland	26.2
"	27	Eastbound Ramp from Moyer Rd.	- RR 84 Northbound - RR 27 Eastbound	30.5
"	29	Webber Rd.	- Murdock St. - Riverside Dr.	36.6
"	29	Lincoln St.	- Riverside Dr. - Prince Charles Dr.	26.2
"	36	South Pelham Rd.	- Webber Rd - Woodlawn Rd.	26.2
"	41	Woodlawn Rd.	- South Pelham Rd. - Mall Entrance	26.2
"	41	Woodlawn Rd.	- Mall Entrance - Highway 406	35.0
"	50	Niagara St.	- West Main St. - Thorold Rd.	23.2
"	50	Niagara St.	- Thorold Rd. - North Limit of Welland	26.2
"	54	Prince Charles Dr. S.	- Highway 58 - Lincoln St.	30.5
"	54	Prince Charles Dr. N. / Rice Rd.	- Lincoln St. - Woodlawn Rd.	26.2
"	54	Rice Rd.	Woodlawn Rd. - North Limit of Welland	26.2
"	68	King St.	- Division St. - East Main St.	23.2
"	84	Miller Rd.	- Townline Tunnel Rd. - Netherby Rd.	26.2
"	84	Doans Ridge Rd	- Netherby Rd. - East Main St.	26.2
"	84	Moyer Rd.	- East Main St. - Welland River	30.5
"	525	Townline Tunnel Rd.	- Highway 140 - Netherby Rd.	36.6
"	525	Keefer Rd.(link road)	- Townline Tunnel Rd. - Miller Rd.	35.0
"	527	Division St.	- West Main St. - Burgar St.	20.1

SECTION NINE

TRANSPORTATION

ROAD ALLOWANCE WIDTHS

Township of West Lincoln	Regional Road No.	Name (may be known by other names)	Between	Width Metres
"	2	Caistorville Rd.	- South Limit of West Lincoln - Bismark Rd.	26.2
"	9	York St.	- West Limit of West Lincoln - Caistorville Rd.	26.2
"	12	Grimsby Rd.	- Highway 20 * - North Limit of West Lincoln	26.2
"	14	Smithville /Townline Rd.	- West Limit of West Lincoln - Canborough St.	26.2
"	14	Canborough / Station St./ Thirty Rd.	- Townline Rd. - North Limit of West Lincoln	26.2
"	20	Highway 20 * / West St.	- West Limit of West Lincoln - S. Grimsby Rd. 5	35.0
"	20	West / Griffen / St. Catharines St.	- S Grimsby Rd. 5 - Townline Rd.	20.1
"	20	Highway 20 *	- Townline Rd. - East Limit of West Lincoln	35.0
"	24	Vineland Townline Rd.	- South Limit of West Lincoln - North Limit of West Lincoln	30.5
"	27	Wellandport Rd.	- Highway 20 * - South Limit of West Lincoln	26.2
"	63	Canborough Rd.	- South Limit of West Lincoln - Vineland Townline Rd.	26.2
"	65	Bismark Rd.	- West Limit of West Lincoln - Wellandport Rd.	26.2
"	69	Twenty Mile Rd.	- Highway 20 * - Vineland Townline Rd.	26.2
"	73	Mud St. West and East	- West Limit of West Lincoln - East Limit of West Lincoln	26.2

* Regional Road # 20 is under the jurisdiction of Regional Niagara but retains the name Highway 20.

9.B Public Transit

Policy 9.B.1 The provision of local and long distance public transit facilities is presently the responsibility of other jurisdictions. The Region will support measures to improve all public transit services. Such support can include representation respecting routing, fares, subsidies, etc., to appropriate Provincial agencies, and on street improvements designed to facilitate transit operations on Regional roadways.

Policy 9.B.2 A Regional Public Transit Committee shall be formed to investigate and make recommendations with respect to the selection of an appropriate role for the Region in the public transit field and any legislative or organizational changes which may be required to permit the Region to assume its recommended responsibilities.

Policy 9.B.3 Planning of new development areas shall take into consideration bus route planning and pedestrian accessibility to routes.

Policy 9.B.4 Planning of major transportation corridors shall include serious consideration to future public transit potential and the provision of a separate right-of-way for such use within the highway right-of-way.

Policy 9.B.5 Local official plan studies and Regional and local transportation studies shall include consideration of short and long-term public transit aspects.

Policy 9.B.6 The Region will take all possible steps to assist municipal Transit Commissions to obtain adequate Provincial financing for the purpose of improving bus services, equipment and terminal facilities and for experimental public transit systems.

Policy 9.B.7 As a means of co-ordinating and optimizing the use of public bus services, the Region will promote close co-operation between transit operators and local Boards of Education.

9.C Railroads

Policy 9.C.1 The Region will support the continued improvement of rail facilities for the movement of passengers and goods throughout the Region.

Policy 9.C.2 Where desirable, the Region will initiate studies of the rail system to develop proposals for their future use and to resolve current problems. Such studies would include consideration of:

- the possible removal of rights-of-way from urban centres,

- a rail system and terminals for long-term development for both passengers and freight,
- the elimination or protection of grade level crossings,
- the possible use of existing rail lines for rapid transit,
- the feasibility of using rail rights-of-way for other uses such as pipelines, hydroelectric transmission lines, or new roads, and
- the feasibility of using abandoned rights-of-way for other uses.

9.D Airports

Policy 9.D.1 The Region will encourage the development of aircraft facilities to serve Regional commercial, recreation and private air transportation needs which are compatible with all the other policies of this Plan.

Policy 9.D.2 In the development or evaluation of airport proposals, the prime considerations will be appropriate land use, adequate access and a minimum of interference with the natural and community environment.

Policy 9.D.3 The Region will encourage and promote consultation among the various levels of government in the planning of future airport facilities.

9.E Welland Canal

The channels and locks of the Welland Canal are operated as a major transportation artery of national and international importance. The Region recognizes this larger role but will seek liaison with the St. Lawrence Seaway Authority to minimize conflicts between the national purpose and the objectives of the local municipalities along the Canal corridor.

Regional land use planning policies recognize the "barrier" influence of the Canal channel on development areas and the movement of land traffic.

Policy 9.E.1 The Region will seek a formal liaison role with the St. Lawrence Seaway Authority and other Federal and Provincial agencies involved to identify mutual interests and to act on behalf of the local municipalities. The intent of this liaison role is to achieve the objectives of the local municipalities, the Niagara Region and the St. Lawrence Seaway Authority without interfering with the basic function of the Canal.

9.F Bicycling

The Niagara Region is committed to meeting the needs of cyclists as part of an overall strategy for transportation, active living, environmental sustainability, improved quality of life, energy conservation, tourism and land use management. This direction is supported by both National and Provincial policies such as Smart Growth initiatives, the Federal Gas Tax Fund, the **Planning Act**, the Provincial Policy Statement, and the Places to Grow Plan.

The Provincial Growth Plan contains policy directives that support and facilitate bicycle transportation in community planning. It calls for the creation of “complete communities”, a term that acknowledges the desire to provide residents with options for where and how they choose to live, work and play. The Plan also calls for the development of communities of the future that are more compact, transit friendly and pedestrian/cycling oriented. In addition, a key objective is to reduce traffic gridlock by improving access to a greater range of transportation choices. Bicycling is an important transportation option in the above context leading to positive, mutually supportive change.

The Niagara Region has demonstrated this commitment for cycling by:

- Preparing and adopting the Regional Niagara Bikeways Master Plan (August 2003) and its predecessor, the Regional Niagara Bicycling Study (1995);
- Forming the Regional Niagara Bicycling Committee to advise Regional Council on matters related to cycling;
- Developing and maintaining 255 lane kilometres of cycling facilities as of 2008;
- Promoting Niagara as a cycling destination for tourists; and
- Informing and educating Regional residents about the benefits and safe practices of cycling.

The following objectives and policies reflect the community’s aspirations and priorities as well as the Regional commitment to ensure cycling is maintained as a legitimate and viable form of transportation.

Objectives for Bicycling

Objective 9.F.1 To encourage cycling in Niagara and work towards a bicycle-friendly environment as part of an active living/active transportation strategy that improves community health and enhances the overall quality of life.

Objective 9.F.2 To promote safety and complimentary community behaviour through cycling education and enforcement initiatives.

SECTION NINE**TRANSPORTATION**

- Objective 9.F.3** To recognize and support cycling as a legitimate and environmentally sustainable form of transportation for all trip purposes, utilitarian as well as recreation.
- Objective 9.F.4** To promote cycling as part of Niagara's tourism experience in partnership with the Niagara Economic Development Corporation, private/public sectors and other agencies (e.g. Wine Route Network connections and facilities, and Niagara Bike Train support).
- Objective 9.F.5** To continue to develop, support and evaluate on a five year basis, a region-wide on and off- road cycling network (as shown on the map entitled "Niagara Region Bicycle Network") and related infrastructure for a broad range of users and interests.
- Objective 9.F.6** To ensure the region-wide on and off-road cycling network is planned, designed, constructed, and maintained according to recognized standards and/or guidelines.
- Objective 9.F.7** To incorporate cycling considerations (e.g. supportive infrastructure, routes and modal connectivity) in the Region's policies, land use and transportation planning activities.
- Objective 9.F.8** To encourage and assist local municipalities:
- i) to incorporate and support cycling considerations (e.g. supportive infrastructure, routes, modal connectivity) and bicycle-friendly initiatives in municipal land use and transportation planning policies and activities.
 - ii) to develop bicycle facilities which connect with the region-wide on and off-road cycling network (e.g. Greater Niagara Circle Route).
- Objective 9.F.9** To encourage and help ensure the integration of other cycling initiatives and facilities with the region-wide on and off-road cycling network including but not limited to the Waterfront Trail, the Greater Niagara Circle Route, the Trans Canada Trail and other networks outside of Niagara.
- Objective 9.F.10** To maximize the annual infrastructure improvements for cycling with the aim of completing the region-wide cycling network in a timely manner over the next 15 years.
- Objective 9.F.11** To inform and educate the travelling public about being both respectful and sensitive to the needs of farmers carrying out normal farm practices in agricultural and rural areas (e.g. slow moving farm vehicles on roadsides, farm spraying operations, bird bangers, etc.).

Policies

The Niagara Region will:

Policy 9.F.1 Continue to maintain, support, encourage and fund the activities of the Regional Niagara Bicycling Committee:

- i) as an advisory sub-committee of the Integrated Community Planning and Public Works Committee with membership consisting of political, public, interest groups, appropriate agencies and Regional staff representation;
- ii) as a forum providing for public and agency input into Provincial, Regional and local cycling decisions in areas such as policy development, bikeway network development, cycling education, safety, promotion/encouragement, enforcement; and
- iii) to undertake tasks related to the above Objectives.

Policy 9.F.2 Ensure timely implementation, monitoring and updating of the overall Bicycling Network shown on the map titled “Niagara Region Bicycle Network” where it follows Regional, municipal and other on and off-road routes, and facilitate implementation elsewhere, with continuous and safe linkages through the Niagara Region’s Capital Works programs and related programs of other agencies and partnerships (i.e. Waterfront Regeneration Trust, Niagara Parks Commission, Ministry of Transportation, International Bridge Authorities, Railways, Transport Canada and other jurisdictions).

Policy 9.F.3 Where the Niagara Region Bicycling Network is proposed on a local municipal road, the Regional Municipality will be responsible for funding of the bicycling facility, subject to annual review, prioritization, funding limits and Regional Council approval. If these funds are not available, the local municipality is encouraged to seek other funding for the bicycle facilities and if unsuccessful may proceed with capital works without the bicycling facility.

Policy 9.F.4

- i) Provide the Regional Niagara Bicycling Committee with the approved annual Regional roads rehabilitation and construction program as well as the capital works program for sewer and water works to examine and to provide recommendations on bicycling-related works subject to overall considerations (e.g. budgetary, stakeholder, property) identified by the Niagara Region Integrated Community Planning and Public Works Committee.
- ii) Where the approved capital works program identifies sewer and / or water works or road construction or rehabilitation on urban Regional roads not identified on the Bicycling Network;

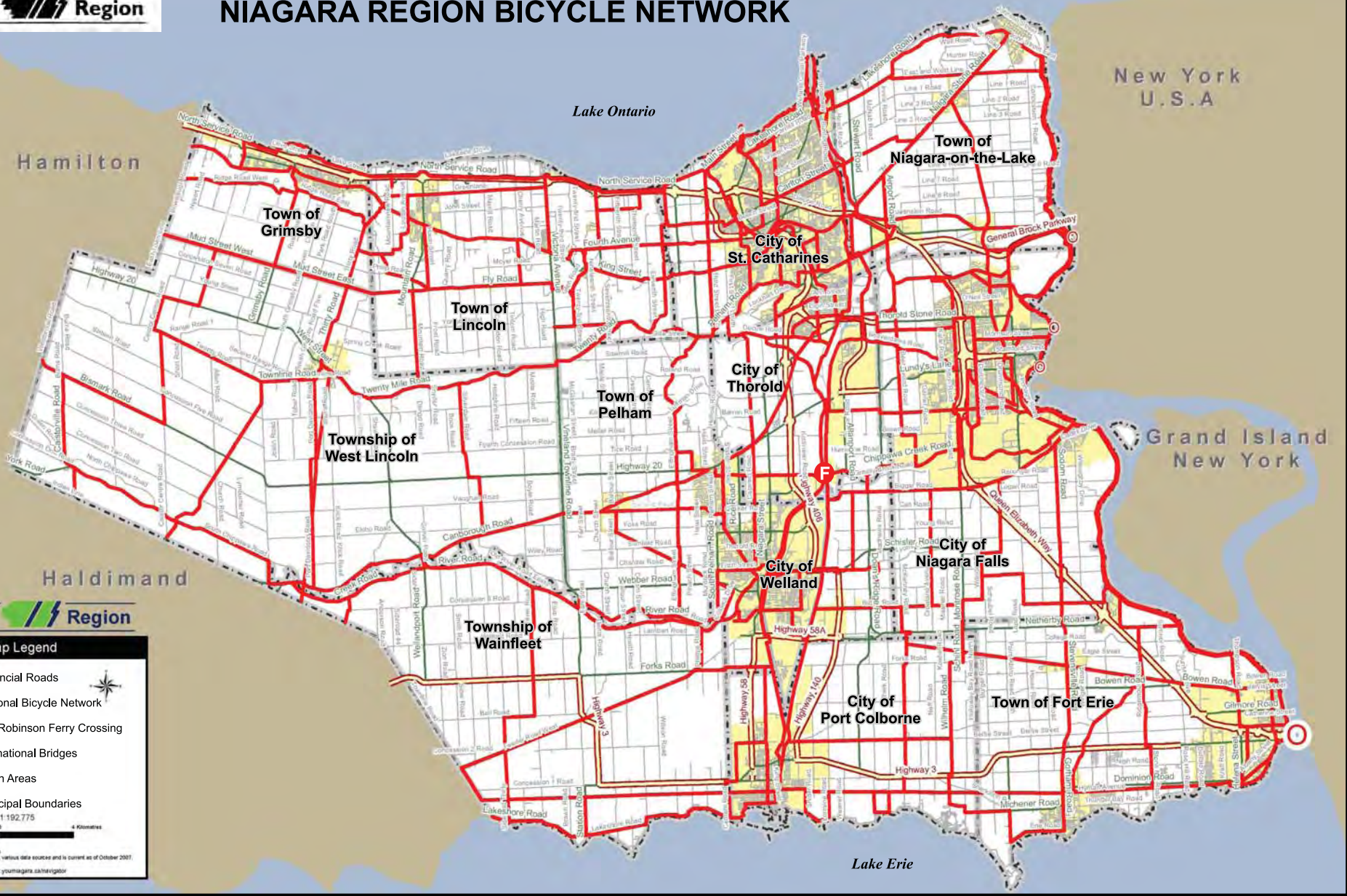
and where such roads serve, in whole or part, to support and facilitate connections or linkages to the Bicycle Network; Regional Council may consider providing bicycle routes and facilities as part of any infrastructure development or improvements on those roads after assessing the economic, social and environmental implications of the project.

- Policy 9.F.5** Minimize the risk to pedestrians, cyclists and motorists by adopting provincially and/or nationally recognized engineering standards as guidelines to assist in the planning, design, maintenance and operations of safe bicycle facilities on the Bicycling Network. Prior to the design and construction of a bikeway or facility, safety and operational matters, including agency and utility requirements, will be considered as well as the cultural, scenic and other environmental attributes through which the designated routes pass. The impact of adjacent agricultural operations on cyclists and impacts from cyclists on adjacent agricultural operations and infrastructure also will be considered. Off the Bicycling Network, the current practice of providing an extra 0.5 to 1.5 metres of paved shoulder along Regional roads will be continued where possible.
- Policy 9.F.6** Co-ordinate and promote the development and connectivity of the Niagara Region Bicycling Network with local and adjacent municipalities other agencies and other modes of transportation. Furthermore, request these jurisdictions to plan and develop their own supportive policies and bicycle infrastructure through planning documents and associated capital works programs.
- Policy 9.F.7** Support and assist in the protection of abandoned rail and other linear corridors for off-road trails; and recommend that local municipalities and other stakeholders consider various means to protect and/or acquire such corridors. Off-road trail facilities are completely separate from the travelled portion of a roadway with surface treatments that may vary according to the needs of recreational or utilitarian cyclists.
- Policy 9.F.8** Request minimum provisions for safe and secure bicycle parking and end-of-trip change facilities in high activity areas, such as work places and public facilities in Regional and local policies and regulations.
- Policy 9.F.9** Local municipalities are strongly encouraged to integrate bicycling and transit for utilitarian and recreational purposes by allowing users to access both modes of transportation through intermodal opportunities. Some strategies that might be considered include: allowing bicycles on transit vehicles during off-peak periods, bicycle racks on buses, bicycle lockers at major transit stops, and sheltered/secure bicycle parking facilities at public and institutional workplaces and for bike and ride recreation trips.

- Policy 9.F.10** Recognize that cycling facilities located on private property will only remain open with the approval of the property owner.
- Policy 9.F.11** Support the promotion and delivery of cycling tourism in the region (e.g. Niagara Bike Train, Wine Route network connections and facilities, route signage strategy, mapping and web site), as well as educational activities and initiatives designed to improve cyclists' and motorists' skills and safety. This also will include information that addresses sharing the road with agricultural vehicles and the need to recognize normal farm practices in the agricultural areas.
- Policy 9.F.12** Require all proposed developments and infrastructure undertakings at the environmental assessment and planning approval stages, to provide facilities for cycling, including extensions and improvements to the bikeway network in keeping with the provisions of this Policy Plan and the Regional Niagara Bikeways Master Plan, where feasible. In particular, public sector projects will be expected to show leadership by incorporating facilities and infrastructure for bicycling in their planning and design decisions. Local municipalities are encouraged to include in their planning documents development standards, and implementation tools and incentives, to secure bicycling infrastructure and facilities.

NIAGARA REGION BICYCLE NETWORK

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Map Legend

- Provincial Roads
- Regional Bicycle Network
- Port Robinson Ferry Crossing
- International Bridges
- Urban Areas
- Municipal Boundaries

1:192,775
0 2 4 Kilometres

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This map was compiled from various data sources and is current as of October 2007.
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