C

Appendix C: Local Area Municipalities Correspondence

From:	Gillian Thompson
Sent:	May 12, 2023 8:36 AM
To:	mingebrigtsen@grimsby.ca; bwartman@grimsby.ca
Cc:	Elmadhoon, Maged; Khalil, Ayat; Ian Dobrindt; Alejandra Boyer
Subject:	Niagara Region - Niagara Escarpment Crossing Individual Environmental Assessment Terms of Reference
Attachments:	Niagara Escarpment Crossing Preliminary Study Area.jpg

Good morning, Marvin and Brandon,

Niagara Region will be formally initiating the development of a Terms of Reference (ToR) that will guide the future preparation of an Environmental Assessment (EA) for a north-south transportation crossing of the Niagara Escarpment able to accommodate commercial vehicles and other transportation modes, between the Queen Elizabeth Way (QEW) and Regional Road 20 (potential Smithville Bypass) within the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region. A preliminary study area is depicted in the attached key map.

The north-south link is being considered in order to provide commercial vehicles with a more appropriately designed and efficient routing option for goods movement, which will result in greater safety for local communities as trucks are discouraged from routing through downtown areas.

The Study will be carried out in accordance with the Environmental Assessment Act as an Individual Environmental Assessment. An Individual Environmental Assessment represents a two-step approval process with the first step being the preparation of a Terms of Reference. The Terms of Reference is a document that will set out the framework or work plan for the planning and decision-making process to be followed during preparation of the Environmental Assessment and includes such aspects as the alternatives that will be considered and the consultation activities that will be carried out.

The Terms of Reference is subject to formal review by Government Agencies, Indigenous Communities and the public and is subject to the written approval by the Minister of the Environment, Conservation and Parks.

A formal Notice of Commencement for the Terms of Reference is being planned for mid-June 2023.

The Town of Grimsby is a key stakeholder in both the ToR and the future EA. **This purpose of this email is to provide you with advanced information about the upcoming study initiation and to request that you confirm any staff that should receive direct formal notifications regarding the study.**

Niagara Region staff and the Project Team invite you to meet as an opportunity for introductions, to discuss this initiative and identify potential shared Region and Town objectives.

We look forward to hearing from you.

Gillie Thompson B.Sc., MCIP, RPP
Senior Planner / Senior Project Manager
Transportation

T 289 288-0287 ext. :6832
C 519-635-5733
400–3027 Harvester Road Burlington Ontario L7N 3G7



From:	Gillian Thompson
Sent:	May 12, 2023 8:35 AM
To:	'dgraham@lincoln.ca'
Cc:	Elmadhoon, Maged; Khalil, Ayat; Ian Dobrindt; Alejandra Boyer
Subject:	Niagara Region - Niagara Escarpment Crossing Individual Environmental Assessment Terms of Reference
Attachments:	Niagara Escarpment Crossing Preliminary Study Area.jpg

Good morning, Dave

Niagara Region will be formally initiating the development of a Terms of Reference (ToR) that will guide the future preparation of an Environmental Assessment (EA) for a north-south transportation crossing of the Niagara Escarpment able to accommodate commercial vehicles and other transportation modes, between the Queen Elizabeth Way (QEW) and Regional Road 20 (potential Smithville Bypass) within the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region. A preliminary study area is depicted in the attached key map.

The north-south link is being considered in order to provide commercial vehicles with a more appropriately designed and efficient routing option for goods movement, which will result in greater safety for local communities as trucks are discouraged from routing through downtown areas.

The Study will be carried out in accordance with the Environmental Assessment Act as an Individual Environmental Assessment. An Individual Environmental Assessment represents a two-step approval process with the first step being the preparation of a Terms of Reference. The Terms of Reference is a document that will set out the framework or work plan for the planning and decision-making process to be followed during preparation of the Environmental Assessment and includes such aspects as the alternatives that will be considered and the consultation activities that will be carried out.

The Terms of Reference is subject to formal review by Government Agencies, Indigenous Communities and the public and is subject to the written approval by the Minister of the Environment, Conservation and Parks.

A formal Notice of Commencement for the Terms of Reference is being planned for mid-June 2023.

The Town of Lincoln is a key stakeholder in both the ToR and the future EA. **This purpose of this email is to provide you with advanced information about the upcoming study initiation and to request that you confirm any staff that should receive direct formal notifications regarding the study.**

Niagara Region staff and the Project Team invite you to meet as an opportunity for introductions, to discuss this initiative and identify potential shared Region and Town objectives.

We look forward to hearing from you.

Gillie Thompson B.Sc., MCIP, RPP
Senior Planner / Senior Project Manager
Transportation

T 289 288-0287 ext. :6832
C 519-635-5733
400–3027 Harvester Road Burlington Ontario L7N 3G7



From:	Gillian Thompson
Sent:	May 12, 2023 8:35 AM
To:	mdipaola@westlincoln.ca
Cc:	Elmadhoon, Maged; Khalil, Ayat; Ian Dobrindt; Alejandra Boyer
Subject:	Niagara Region - Niagara Escarpment Crossing Individual Environmental Assessment Terms of Reference
Attachments:	Niagara Escarpment Crossing Preliminary Study Area.jpg

Good morning, Mike

Niagara Region will be formally initiating the development of a Terms of Reference (ToR) that will guide the future preparation of an Environmental Assessment (EA) for a north-south transportation crossing of the Niagara Escarpment able to accommodate commercial vehicles and other transportation modes, between the Queen Elizabeth Way (QEW) and Regional Road 20 (potential Smithville Bypass) within the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region. A preliminary study area is depicted in the attached key map.

The north-south link is being considered in order to provide commercial vehicles with a more appropriately designed and efficient routing option for goods movement, which will result in greater safety for local communities as trucks are discouraged from routing through downtown areas.

The Study will be carried out in accordance with the Environmental Assessment Act as an Individual Environmental Assessment. An Individual Environmental Assessment represents a two-step approval process with the first step being the preparation of a Terms of Reference. The Terms of Reference is a document that will set out the framework or work plan for the planning and decision-making process to be followed during preparation of the Environmental Assessment and includes such aspects as the alternatives that will be considered and the consultation activities that will be carried out.

The Terms of Reference is subject to formal review by Government Agencies, Indigenous Communities and the public and is subject to the written approval by the Minister of the Environment, Conservation and Parks.

A formal Notice of Commencement for the Terms of Reference is being planned for mid-June 2023.

The Township of West Lincoln is a key stakeholder in both the ToR and the future EA. **This purpose of this email is to provide you with advanced information about the upcoming study initiation and to request that you confirm any staff that should receive direct formal notifications regarding the study.**

Niagara Region staff and the Project Team invite you to meet as an opportunity for introductions, to discuss this initiative and identify potential shared Region and Township objectives.

We look forward to hearing from you.

Gillie Thompson B.Sc., MCIP, RPP
Senior Planner / Senior Project Manager
Transportation

T 289 288-0287 ext. :6832
C 519-635-5733
400–3027 Harvester Road Burlington Ontario L7N 3G7



Meeting Agenda

Meeting	Town of Grimsby Meeting
Project	Niagara Region Escarpment Crossing IEA ToR
Date & Time	Wednesday May 31, 2023 9:00 am
Location	Virtual Meeting (MS Teams)
Purpose	Discuss project and the Town of Grimsby's involvement

Agenda Item	
1.	Introductions and Meeting Purpose & Objectives
2.	Proposed ToR Approach
3.	Discussion Topics
4.	Next Steps
5.	Other Business

400–3027 Harvester Road, Burlington ON. L7N 3G7 **T:** 289-288-0287 **F:** 289-288-0285
cima.ca

Meeting Minutes

Meeting: Bi-Weekly Team Meeting

Project: Niagara Region Escarpment Crossing IEA ToR

Date and Time: Monday, May 31, 2023, 9:00 am to 10:15 am

Location: Virtual Meeting (MS Teams)

Attendees:

Name	Company
Maged Elmadhoon	Niagara Region
Ayat Khalil	Niagara Region
Scott Fraser	Niagara Region
Brandon Wartman	Town of Grimsby
Michael Palomba	Town of Grimsby
Gillian (Gillie) Thompson	CIMA+
Ian Dobrindt	GHD
Alejandra (Ali) Boyer	CIMA+

Note: Please advise author immediately of any errors or omissions.

Discussion Topics		Action By
1.	**Introductions and Meeting Purpose & Objectives**	
1.1	All parties introduced themselves and Gillie reviewed the meeting purpose and objectives, which are to: • Introduce the Project & Team • Provide an Overview of the IEA ToR process • Outline the Study Process & Anticipated Schedule • Present the Preliminary Study Area, Project Purpose & Alternatives • Describe the Proposed Consultation Program • Discuss Study Topics • Identify Planned Next Steps	Info
2.	**What is an IEA ToR?**	
2.1	The IEA process was described and is summarized as follows: An Individual Environmental Assessment represent a 2-step formal approvals process: Step 1 Terms of Reference; Step 2 Environmental Assessment. A ToR is:	Info

	• A strategic work plan to set up the subsequent EA for success (known as the "cook book") • About balance – giving the Proponent approval certainty with flexibility to accommodate potential changes • Not leaving things to chance in the EA • Composed of primarily 3 elements: ToR, EA commitments, and Consultation Record • Subject to a formal review by Government Agencies, Indigenous Communities and the public • Approved by the Minister of the Environment, Conservation and Parks The ToR consists of 5 Steps: 1. Preliminary Draft Outline 2. Draft ToR 3. Proposed ToR 4. Submission of Proposed ToR to MECP 5. Review and Approval of the Proposed ToR by the Minister Areas of importance within the ToR include: • Undertaking Purpose • Preliminary Study Area & Environment Description • Alternatives To & Alternative Methods • Types of Potential Effects to be Assessed • Assessment & Evaluation Methodology • Commitments & Monitoring • Consultation Plan for the Escarpment Crossing EA • Technical and Environmental Work Plans	
2.2	The preliminary Purpose of the Undertaking was presented and discussed: The purpose of the proposed undertaking is to provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and potential Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity, redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people. Town staff noted that this 'purpose' statement is appropriate, and acknowledged that there is flexibility in refining it through the ToR process. Towns staff agreed that public safety and improving north-south connectivity for regional truck movements is paramount to the Town's own objectives.	Info

	Region staff confirmed that the Smithville Bypass will be a separate EA and is anticipated to commence in late 2023.	
2.3	The preliminary study area was discussed. The study area may be subject to refinement through the ToR process. The study area represents the area within which 'alternatives to' will be generated and where supporting technical studies will be focused. The preliminary study area considers the 2016 Niagara Escarpment Crossing Master Plan, which involved route planning and evaluation to arrive at a defined study area for what was to be a Schedule C Class EA. The study area refinement is also informed by the 2017 TMP that recommends the long-term transportation infrastructure requirement for implementing a new Niagara Escarpment Crossing (NEC) transportation corridor depicted conceptually as the extension of Bartlett Avenue between Main Street East and Mud Street East. It also identifies this link as part of the interim trade corridor connecting to Highway 20 at a future Smithville Bypass (TMP Map 7). Key considerations in the process to refine the preliminary study area include: • Optimize Attraction for Commercial Vehicles • Efficient connection to Hwy 20 and the Smithville Bypass • Multi-modal corridor • Escarpment grade (steeper to the west) • Avoid downtown areas • Accommodate a reasonable range of 'Alternatives To' • Opportunities for improved connection at QEW The preliminary proposed study area boundaries reflect an intention to consider linkages with the Beamsville Bypass and exclude Beamsville, to avoid confusion about whether we are going through the downtown. It is noted that while a preliminary study area has been defined, it may continue to be adjusted over the course of the ToR. It is also noted that the study area for some technical components e.g., traffic analysis are much larger to effectively assess network function, capacity and needs. The study area recognizes that access from QEW to the north-south link will require improvements that may range from new ramps / reconfiguration at Bartlett Avenue or Ontario Street, or possibly a new interchange between the two.	Info
2.4	The Alternatives To the Undertaking were discussed and include: • Do Nothing • Implement Additional Traffic Management Measures • Extend Bartlett Avenue Southerly and Upgrade Park Road on a New Alignment	Info

	• Construct a New North-South Transportation Crossing between Grimsby and Beamsville	
2.5	A brief overview of the consultation program was provided to highlight the milestones and ongoing points of engagement through the ToR process and to emphasize the current 'early' engagement efforts with municipalities, NEC, Indigenous Communities and MTO.	
3.	**Discussion**	
3.1	**Park Road / Bartlett Avenue alternative** Discussion points are summarized as follows: • The current status of the 7 Park Road South development was discussed. Staff understand that the plan has been presented to council but final approval is pending. This will be confirmed in follow-up and ongoing discussion with Town staff.	Town
	• Town staff noted that trucks are currently prohibited on Park Road South.	
	• The development at 37 Bartlett is in its initial stages. Town staff understand that developers might be appealing to LPAT. Status will be confirmed in follow-up and ongoing discussion with Town staff.	Town
	• Town staff noted that a consideration will be the potential for a new / improved north-south link to trigger future development.	
	• The Project Team noted that traffic counts are being planned to strategically update previous work, during the ToR process for trend analysis purposes. Town staff noted that they have traffic count information that can be shared upon request.	Town
	• The Town noted that they are undertaking a traffic study in the downtown core and can share with the Region, once complete.	
	• The Town to advise if there is a data sharing agreement we can sign (for heritage and traffic data).	
	• The Project Team noted other information include cultural and natural heritage information will be requested. This will be coordinated with Town planning staff. This information will contribute the to a description of the natural / cultural / social environment.	Town
3.2	**Current Grimsby Initiatives** Discussion points are summarized as follows: • Park Road is planned for regional infrastructure (including water and wastewater). A trunk watermain is identified within the Region's 10 yr capital plan. It is ideal that a north-south link and escarpment crossing will provide routing for municipal services.	Info
	• A multimodal corridor is important to the Town as there is a growing need for active transportation routes.	

	• CIMA+ is completing a Trails Master Plan for the Town – CIMA+ staff will confer with the Trails team to identify potential opportunities for escarpment stairs / trail amenities at a future potential escarpment crossing.	
3.3	**Town of Grimsby Involvement** Town staff confirmed that they have a significant interest in the study and will participate. There was agreement that future meetings could combine the three municipalities (Grimsby, Lincoln, West Lincoln). Town staff are supportive of finding a long term solution to address truck traffic and safety within the downtown core.	Info
3.4	Additional discussion items included: • The Town's One Window contact will be Brandon. • Town staff will facilitate and advise on communication with elected officials. Notices will be provided to the Clerk's office with a request to distribute. • Town staff suggested that once a project webpage is established, they can provide a link on their website. • Town is starting a Transportation Master Plan later in 2023. • The Town can share any information needed for truck restrictions. CIMA+ to speak to the traffic group to assemble a request list.	CIMA+ CIMA+

Meeting Minutes

Meeting: Town of Lincoln Pre-Consultation Meeting

Project: Niagara Region Escarpment Crossing IEA ToR

Date and Time: Wednesday, June 21, 2023, 3:00 pm to 4:00 pm

Location: Virtual Meeting (MS Teams)

Attendees:

Name	Organization
Maged Elmadhoon	Niagara Region
Ayat Khalil	Niagara Region
Scott Fraser	Niagara Region
Diane Maceira	Town of Lincoln
David Graham	Town of Lincoln
Gillian (Gillie) Thompson	CIMA+
Alejandra (Ali) Boyer	CIMA+
Ian Dobrindt	GHD

Discussion Topics		Action By
1.	**Introductions and Meeting Purpose & Objectives**	
1.1	All parties introduced themselves and CIMA+ reviewed the meeting purpose and objectives, which are to: • Introduce the Project & Team • Provide an Overview of the IEA ToR process • Present the Preliminary Study Area, Project Purpose & Alternatives • Discuss Study Topics • Identify Immediate Next Steps	Info
2.	**What is an IEA ToR?**	
2.1	The IEA process was described and is summarized as follows: An Individual Environmental Assessment represent a 2-step formal approvals process: Step 1 Terms of Reference; Step 2 Environmental Assessment. A ToR is:	Info

Discussion Topics		Action By
	• A strategic work plan to set up the subsequent EA for success (known as the "cook book") • Providing certainty for all parties about how the future EA will be conducted • About balance – giving the Proponent approval certainty with flexibility to accommodate potential changes • Composed of primarily 3 elements: ToR, EA commitments, and Consultation Record • Subject to a formal review by Government Agencies, Indigenous Communities and the public • Focused on making commitments to issues vs solving them now • Approved by the Minister of the Environment, Conservation and Parks The ToR consists of 5 Steps: 1. Preliminary Draft Outline 2. Draft ToR 3. Proposed ToR 4. Submission of Proposed ToR to MECP 5. Review and Approval of the Proposed ToR by the Minister Areas of importance within the ToR include: • Undertaking Purpose • Preliminary Study Area & Environment Description • Alternatives To & Alternative Methods • Types of Potential Effects to be Assessed • Assessment & Evaluation Methodology • Commitments & Monitoring • Consultation Plan for the Escarpment Crossing EA • Technical and Environmental Work Plans	
2.2	The preliminary Purpose of the Undertaking was presented and discussed: The purpose of the proposed undertaking is to provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and future Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity,	Info

	Discussion Topics	Action By
	redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people. Town staff noted that this preliminary 'purpose' statement seems appropriate and acknowledged that there is flexibility in refining it through the ToR process. Towns staff agreed that public safety and improving north-south connectivity for regional truck movements is paramount to the Town's own objectives. Region staff confirmed that the Smithville Bypass will be a separate EA and is anticipated to commence in late 2023.	
2.3	The preliminary study area was discussed. The study area may be subject to refinement through the ToR process. The study area represents the area within which 'alternatives to' will be generated and where supporting technical studies will be focused. The preliminary study area considers the 2016 Niagara Escarpment Crossing Master Plan, which involved route planning and evaluation to arrive at a defined study area for what was to be a Schedule C Class EA. The study area refinement is also informed by the 2017 TMP that recommends the long-term transportation infrastructure requirement for implementing a new Niagara Escarpment Crossing (NEC) transportation corridor depicted conceptually as the extension of Bartlett Avenue between Main Street East and Mud Street East. It also identifies this link as part of the interim trade corridor connecting to Highway 20 at a future Smithville Bypass (TMP Map 7). Key considerations in the process to refine the preliminary study area include: • Optimize Attraction for Commercial Vehicles • Efficient connection to Hwy 20 and the Smithville Bypass • Multi-modal corridor • Escarpment grade (steeper to the west) • Avoid downtown areas • Accommodate a reasonable range of 'Alternatives To' • Opportunities for improved connection at QEW The preliminary proposed study area boundaries reflect an intention to consider linkages with the Beamsville Bypass and exclude Beamsville, to avoid confusion about whether we are going through the downtown. It is noted that while a preliminary study area has been defined, it may continue to be adjusted over the course of the ToR. It is also noted that the study area for some technical components e.g., traffic analysis will be much larger to effectively assess network function, capacity and needs.	Info

	Discussion Topics	Action By
	The study area recognizes that access from QEW to the north-south link will require improvements. The objective at this stage is to provide a preliminary study area large enough that provides flexibility for a number of options that may include that may range from new ramps / ramp reconfiguration at the Bartlett Avenue or Ontario Street interchanges, or possibly a new interchange between the two. The Town suggested that the Region consider including Regional Road 18 within the Preliminary Study Area.	
2.4	The Alternatives To the Undertaking were discussed and include: • Do Nothing • Implement Additional Traffic Management Measures • Extend Bartlett Avenue Southerly and Upgrade Park Road on a New Alignment • Construct a New North-South Transportation Crossing between Grimsby and Beamsville The Project Team noted that although we are identifying these as four separate alternatives, the EA will likely look at a combination.	Info
3.	**Discussion**	
3.1	Discussion points are summarized as follows: • The Town noted that this is a very important project for them, and they continue to work on initiatives to support it, including: ○ Developing alternative truck route around Beamsville https://speakuplincoln.ca/truck-traffic/news_feed/beamsville-truck-bypass-implementation-study-update ○ Upgrading Durham Road https://speakuplincoln.ca/durham-road-reconstruction-project ○ Town of Lincoln, Ministry of Transportation (MTO), Niagara Regional Police Service (NRPS), Hamilton Police Service (HPS) and Niagara Parks Police Service (NPPS) are undertaking a joint enforcement initiative to focus on trucks intentionally bypassing the Vineland Truck Inspection Station on the Queen Elizabeth Way (QEW) between Vineland and Beamsville in Lincoln. https://www.lincoln.ca/council-and-administration/news-updates/media-release-joint-enforcement-initiatives-continue • Town staff may provide a direct link to the Region's Project Webpage from the Town website.	

	Discussion Topics	Action By
	• The Town noted confirmed that they have significant interest in the study and will participate. There was agreement that future meetings could combine the three local area municipalities. • Town staff noted that they would be able to provide GIS and other data to the Project Team. • Town Council support for the project will be important factor in the Minister's approval of the Terms of Reference. An approach was discussed to have a staff report to Council at the end of the Terms of Reference development – just prior to it being submitted to the Ministry of Environment, Conservation and Parks. A presentation by the Region Project Team may also be appropriate, the timing of which will be confirmed through further discussion with the Town. • The group discussed the approach for the distribution of the Notice of Commencement to Town senior administration and elected officials. [Post meeting note: the Notice of Commencement was distributed to the Town's CAO and Clerk's office by Frank Tassone on June 27, 2023]	

Minutes Prepared by Alejandra Boyer
Please advise author immediately of any errors or omissions.

Meeting Minutes

Meeting: Township of West Lincoln Pre-Consultation Meeting

Project: Niagara Region Escarpment Crossing IEA ToR

Date and Time: Monday, June 26, 2023, 1:00 pm to 2:00 pm

Location: Virtual Meeting (MS Teams)

Attendees:

Name	Organization
Maged Elmadhoon	Niagara Region
Ayat Khalil	Niagara Region
Scott Fraser	Niagara Region
Beverly Hendry	Township of West of Lincoln
Brian Treble	Township of West of Lincoln
Ray Vachon	Township of West of Lincoln
Jessica Dyson	Township of West of Lincoln
Beth Audet	Township of West of Lincoln
Mike DiPaola	Township of West of Lincoln
Gillian (Gillie) Thompson	CIMA+
Alejandra (Ali) Boyer	CIMA+
Ian Dobrindt	GHD

Discussion Topics		Action By
1.	**Introductions and Meeting Purpose & Objectives**	
1.1	All parties introduced themselves and CIMA+ reviewed the meeting purpose and objectives, which are to: • Introduce the Project & Team • Provide an Overview of the IEA ToR process • Present the Preliminary Study Area, Project Purpose & Alternatives • Discuss Study Topics • Identify Immediate Next Steps	Info
2.	**What is an IEA ToR?**	

Discussion Topics		Action By
2.1	The IEA process was described and is summarized as follows: An Individual Environmental Assessment represent a 2-step formal approvals process: Step 1 Terms of Reference; Step 2 Environmental Assessment. A ToR is: • A strategic work plan to set up the subsequent EA for success (known as the "cook book") • Providing certainty for all parties about how the future EA will be conducted • About balance – giving the Proponent approval certainty with flexibility to accommodate potential changes • Composed of primarily 3 elements: ToR, EA commitments, and Consultation Record • Subject to a formal review by Government Agencies, Indigenous Communities and the public • Focused on making commitments to issues vs solving them now • Approved by the Minister of the Environment, Conservation and Parks The ToR consists of 5 Steps: 1. Preliminary Draft Outline 2. Draft ToR 3. Proposed ToR 4. Submission of Proposed ToR to MECP 5. Review and Approval of the Proposed ToR by the Minister Areas of importance within the ToR include: • Undertaking Purpose • Preliminary Study Area & Environment Description • Alternatives To & Alternative Methods • Types of Potential Effects to be Assessed • Assessment & Evaluation Methodology • Commitments & Monitoring • Consultation Plan for the Escarpment Crossing EA • Technical and Environmental Work Plans The Project Team confirmed that the Terms of Reference will discuss growth and will plan for further review and analysis of the planning context in the future EA.	Info

Discussion Topics		Action By
2.2	The preliminary Purpose of the Undertaking was presented and discussed: The purpose of the proposed undertaking is to provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and future Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity, redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people.	Info
2.3	The preliminary study area was discussed. The study area may be subject to refinement through the ToR process. The study area represents the area within which 'alternatives to' will be generated and where supporting technical studies will be focused. The preliminary study area considers the 2016 Niagara Escarpment Crossing Master Plan, which involved route planning and evaluation to arrive at a defined study area for what was to be a Schedule C Class EA. The study area refinement is also informed by the 2017 TMP that recommends the long-term transportation infrastructure requirement for implementing a new Niagara Escarpment Crossing (NEC) transportation corridor depicted conceptually as the extension of Bartlett Avenue between Main Street East and Mud Street East. It also identifies this link as part of the interim trade corridor connecting to Highway 20 at a future Smithville Bypass (TMP Map 7). Key considerations in the process to refine the preliminary study area include: • Optimize Attraction for Commercial Vehicles • Efficient connection to Hwy 20 and the Smithville Bypass • Multi-modal corridor • Escarpment grade (steeper to the west) • Avoid downtown areas • Accommodate a reasonable range of 'Alternatives To' • Opportunities for improved connection at QEW It is noted that while a preliminary study area has been defined, it may continue to be adjusted over the course of the ToR. It is also noted that the study area for some technical components e.g., traffic analysis are much larger to effectively assess network function, capacity and needs. The study area recognizes that access from QEW to the north-south link will require improvements. The objective at this stage is to provide a study area large enough that provides flexibility for a number of options that may include	Info

	Discussion Topics	Action By
	ramp reconfiguration at the Bartlett Avenue or Ontario Street interchanges, or possibly a new interchange between the two. The Township noted the considerable work by staff and Council that has gone into the urban boundary expansion and Smithville Master Community Plan. The Region Project Team confirmed that they are reviewing the recently finalized Master Community Plan and that this work will be recognized in the Terms of Reference and future EA. Growth in the areas of West Lincoln, Grimsby and Lincoln is one of the foundational elements of the Niagara Escarpment Crossing project. The Township noted that the Region should consider expanding the Preliminary Study Area to encompasses the area west of Smithville and to include Regional Road 12, to provide for the possibility of the Smithville Bypass being on Young Street or the hydro corridor. The Township noted that the Regional Road 18 label is placed on a segment that is a local road. The Project Team will make this correction along with other study area refinements during the development of the Terms of Reference.	Region Region Region
2.4	The Alternatives To the Undertaking were discussed and include: • Do Nothing • Implement Additional Traffic Management Measures • Extend Bartlett Avenue Southerly and Upgrade Park Road on a New Alignment • Construct a New North-South Transportation Crossing between Grimsby and Beamsville The Project Team noted that although we are identifying these as four separate alternatives, the EA will likely look at a combination. Much discussion occurred around why the IEA appears to be 'stepping back' from previous decisions and recommendations for the Bartlett Avenue extension, working within a broader study area, as well as 'opening up' the project to other potential alternatives. The Project Team confirmed that MECP is not supportive of a 'focused' IEA study approach. Therefore, through the IEA process, the Region will have an opportunity to reexamine the study area, potential alternatives and the supporting work to determine the recommended plan. Previous work will inform the process. Discussion occurred around a future linkage to a provincial trade corridor contemplated by MTO. The Region confirmed that the IEA focuses on connection to the Region's interim trade corridor (Highway 20), per the	Info

	Discussion Topics	Action By
	Transportation Master Plan. The Project Team will be consulting with MTO on any potential timing for revisiting the provincial trade corridor.	
3.	**Discussion**	
3.1	Discussion occurred during the presentation and is captured in the sections noted above. Other general discussion is summarized as follows: • The Region noted that the Smithville Bypass Class EA should be starting later in 2023. • The Township noted future municipal infrastructure / servicing needs. The Project Team confirmed that representatives of all Region departments are involved in the project and that the intent will be to develop a multi-infrastructure corridor. • Township staff noted that they would be able to provide GIS and other data to the Project Team. • The Township suggested that a presentation to Council by Region staff would be appropriate. The Project Team agreed and suggested that a presentation will be more informative in the later stages of the project when the Draft Terms of Reference has been developed – tentative timing is suggested as fall 2023 /winter 2024 • The Township is agreeable to meeting with the other local area municipalities in future meetings. • The group discussed the approach for the distribution of the Notice of Commencement to Township senior administration and elected officials. [Post meeting note: the Notice of Commencement was distributed to the Township's CAO and Clerk's office by Frank Tassone on June 27, 2023]	Region / Township

Minutes Prepared by Alejandra Boyer
Please advise author immediately of any errors or omissions.

From: Tassone, Frank <frank.tassone@niagararegion.ca>
Sent: June 26, 2023 2:31 PM
To: Sarah Kim; cao@grimsby.ca; M Kirkopoulos; Beverly Hendry
Cc: Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Ian Dobrindt; bdunk@grimsby.ca; Gillian Thompson; Alejandra Boyer; Tripp, Ron; Carnegie, Dan; 'Vachon, Ray'; Michael Palomba; Sergi, Michelle; kviccica@grimsby.ca; ndivok@grimsby.ca; Walter Basic; mbruder@grimsby.ca; ssweeney@grimsby.ca; mingebrigtsen@grimsby.ca; Brian Treble; Brandon Wartman; clerks@lincoln.ca; D Graham; Diane Maceira; Joanne Scime; Jessica Dyson; Mike DiPaola; baudet@westlincoln.ca; Jordan, Jeff; Seaborn, Michelle; Easton, Sandra; Foster, Robert; Ganann, Cheryl; Witteveen, Albert
Subject: Niagara Escarpment Crossing Individual Environmental Assessment
Attachments: Niagara IEA ToR Notice of Study Commencement_Final.pdf

EXTERNAL EMAIL

Good Afternoon Bev, Mike, and Sarah,

I hope this email finds you well!

I wanted to take the opportunity to give you advance notice that late this week, Niagara Region will be issuing the formal Notice of Commencement for the *Terms of Reference - Niagara Escarpment Crossing Individual Environmental Assessment*. CIMA Canada Inc. has been retained to undertake this study on behalf of the Niagara Region.

The project will be examining options for a north-south transportation connection between the QEW and a potential future Regional Road 20 bypass of Smithville that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities. I know that commercial vehicle operation and road safety are key priorities for each of your communities, and accordingly we expect there to be significant local interest in this project. Our project team has met or will be meeting shortly with each of your staffs to introduce the project, and we look forward to continued collaboration throughout. While not formally linked, the project will build on the extensive history of previous studies and work – including the *2016 Niagara Escarpment Crossing Transportation Study*.

This project is being carried out as an Individual Environmental Assessment (IEA). An IEA represents a two-step approval process with the first step being the preparation of a Terms of Reference, followed by the second step which is the preparation of the Environmental Assessment (separate study) in accordance with the approved Terms of Reference. To be clear, we are initializing Phase 1 – the development of the Terms of Reference at this time, and not the full EA which will follow in the future. The Terms of Reference serves as a strategic workplan, that guides how the future EA will be conducted.

Attached you will find the Notice of Study Commencement that will be mailed/emailed to an extensive stakeholder contact list that includes Indigenous Communities, area property owners, Local Area Municipalities staff, federal and provincial agencies, emergency service providers, transit providers, utilities, special interest groups, resident groups, and developers. The Notice will also appear in Niagara This Week and NewsNow on June 29 and July 6, 2023, and will be posted on the project webpage: www.niagararegion.ca/projects/niagara-escarpment-crossing It should be noted that MECP has approved the attached Notice of Commencement.

By copy of this information to the Municipal Clerks, I would request that this information be circulated to elected officials and Council committees as appropriate.

If you have any questions or would like to discuss further, please do not hesitate to reach out.

Respectfully,

Niagara Region

Frank Tassone, C.E.T.

DIRECTOR | TRANSPORTATION SERVICES

Niagara Region, 1815 Sir Isaac Brock Way, Thorold, ON, L2V 4T7

P : (905) 980 - 6000 ext. 3349
W : www.niagararegion.ca
E : frank.tassone@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

THE CORPORATION OF THE TOWN OF LINCOLN

NOTICE OF MOTION

INTRODUCTION DATE: September 11, 2023

SUBJECT: Niagara Escarpment Crossing

CONSIDERATION DATE: October 2, 2023

REQUESTED BY: Councillor Pachereva

SECONDED BY: Councillor Timmers

WHEREAS The Niagara Region has commenced an Individual Environmental Assessment to study and provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and potential Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity, redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people. The preliminary study area for the proposed north-south transportation crossing includes portions of the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region.

WHEREAS Thirty Road and Mountainview Roads in Lincoln are local roads that do not fit the technical requirements of a new Niagara Escarpment Crossing with many businesses and tourists using these roads.

WHEREAS the Region of Niagara on June 27, 2023 announced the Notice of Commencement of the Terms of Reference for the Niagara Escarpment Crossing Individual Environmental Assessment.

WHEREAS the map of the study area (attached) to the Notice of Commencement of the Terms of Reference includes roads located in the Town of Lincoln which cross the escarpment including Mountainview Road and Thirty Road.

WHEREAS the Notice of Commencement of the Terms of Reference indicates that the preliminary study area for the proposed north-south transportation crossing

includes portions of the Town of Grimsby, Town of Lincoln and Township of West Lincoln.

WHEREAS The Town of Lincoln is supportive of the commencement of the Individual Environmental Assessment and a new Niagara Escarpment Crossing, recognizing the large economic benefit to our downtowns by removing commercial vehicle traffic, while providing for a safe and walkable pedestrian friendly environment.

WHEREAS The Town of Lincoln has been calling for a new Niagara Escarpment Crossing for many years, implementing local solutions and truck bypass options, knowing that the new crossing will take some time to implement.

WHEREAS Some lands identified in the Individual Environmental Assessment area include agricultural lands that are important to the overall economic fabric of Lincoln, supporting our tourism industry and the jobs associated with them.

WHEREAS the Region conducted the 1997 Niagara Crossing Study and the Park Road Corridor was noted as preferred route for new Niagara Escarpment Crossings.

WHEREAS the Region conducted the 2016 Niagara Crossing Environmental Assessment Study and which recommended the extension of Bartlett Avenue / Park Road Corridor to Mud Street.

WHEREAS the Region on May 19, 2016 approved PW 27-2016 that stated:
"1. That the Regional Council AUTHORIZE staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension. (a graphic showing the study area for the Schedule EA is attached as Appendix 1 to Report PW 27-2016).

WHEREAS the map attached to PW 27-2016 at that time, only indicated Bartlett/Park as the location for the study area.

WHEREAS, the approval of PW 27-2016 was the last approval by the Region on the environmental assessment.

WHEREAS the Region developed the 2017 Niagara Region Transportation Master Plan which reaffirmed the need for a new Niagara Escarpment Crossing and that the Park Road Corridor was the preferred location of the new Niagara Escarpment Crossing.

WHEREAS the Region conducted the 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study and the long-term recommendation was for a new Niagara Escarpment Crossing at Bartlett/Park.

WHEREAS the Town of Lincoln Transportation Master Plan of 2019 recommended a Niagara Escarpment Crossing at Park Rd.-Bartlett Avenue-QEW.

WHEREAS Regional staff report PW 9-2020 of June 16, 2020 did indicate that the environmental assessment would go forward as a Individual Environmental Assessment rather than a Municipal Class Environmental Assessment process (Schedule C), it did not mention a change in the study area to include Mountainview Road and Thirty Road.

WHEREAS the Regional staff report PW 9-2020 indicated a change to an Individual Environmental Assessment, the report was received for information and no approval by Regional Council was given.

WHEREAS the Niagara Official Plan of 2022 was adopted by the Niagara Regional Council by By-law 2022-47 and the North-South Niagara Escarpment Crossing was included and shown on a map to be Bartlett/Park.

WHEREAS previous studies showed Mountainview Road and Thirty Road as being unfavourable for a crossing for various reasons.

WHEREAS the Town of Lincoln's Economic Development Strategy and Action Plan 2019-2023 identified tourism as one of the four key pillars that will drive Lincoln's economic future.

WHEREAS the Town of Lincoln, with its new Niagara Benchlands tourism brand, is committed to building a strong, vibrant community by ensuring sustainable growth that serves the long-term interest of our economy, businesses, environment, and our citizens.

WHEREAS Mountainview Road and the areas served by Mountainview Road are home to seven wineries and other agricultural-related businesses that rely on tourism to flourish and is part of the Greenbelt cycle route, as well as home to over 60 residential dwellings.

WHEREAS Mountainview Road and Locust Lane are destination points for hikers, bicyclists, and foot traffic and portions of Mountainview Road are part of the Bruce Trail which connects at the Mountainview Conservation Area.

THEREFORE BE IT RESOLVED:

That the Town of Lincoln Council calls upon the Niagara Region to implement the Niagara Escarpment Crossing at the proposed location of Bartlett Avenue and Park Road South in Grimsby; and

That Town of Lincoln staff provide this feedback and make any necessary submissions and/or presentation to the Niagara Region communicating this position.

REPORT TO: **Public Works Committee**

MEETING DATE: **May 10, 2016**

SUBJECT: **Niagara Escarpment Crossing Transportation Study**

RECOMMENDATIONS

1. That the Regional Council **AUTHORIZE** staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension. A graphic showing the study area for the Schedule C EA is attached as **Appendix 1**.

2. That a gross budget increase to Capital Project ZRC1236 – Capacity Improvement-New Escarpment Crossing of $1,500,000 **BE APPROVED** in order to proceed with the Capacity Improvement-New Escarpment Crossing project.

3. That a funding transfer from the Development Charges – Roads deferred revenue of $1,120,000 **BE APPROVED** as detailed in this report.

4. That a funding transfer from the Capital Variance Project – Levy in the amount of $380,000 **BE APPROVED** as detailed in this report.

KEY FACTS

- A Third Public Information Centre (PIC #3) for this Study was held on Jan 21, 2016. The comments and suggestions received from stakeholders have been reviewed and considered in the Study.

- The key Study recommendations are:

    - Short term safety and operational improvements be made to the existing crossings as soon as possible.
    - The commercial vehicles escarpment crossing corridors within Niagara Region in the east and central areas of the escarpment should be Regional Road 24 (Victoria Avenue) in Lincoln and the extension of Regional Road 14 (Bartlett Avenue) in Grimsby.
    - The Bartlett Avenue extension will extend Regional Road 14 (Bartlett Avenue) southerly to Regional Road 73 (Mud Street East) utilizing a portion of Park Road. The final alignment of the extension could connect to Park Road either on, or above the Niagara Escarpment

  - Phases 3 and 4 of the Schedule C Class Environmental Assessment (EA) process should be undertaken for the Bartlett Avenue Extension to confirm alignment, cross-section and cost through the preparation of a preliminary design.
  - Once the new Bartlett Avenue Extension is implemented the following roadway transfers should occur:
    - Transfer of Regional Road 12 (Mountain Road) between Main Street W to Mud Street W to the Town of Grimsby.
    - Transfer Regional Road 18 (Mountain Street) between King St to Fly Road to the Town of Lincoln
    - Transfer a section of Park Road from the Bartlett Avenue Extension Connection to Regional Road 73 (Mud Street) from the Town of Grimsby to the Region of Niagara

- There is a need to carry out the Phases 3 and 4 of the Schedule C EA for Bartlett Avenue Extension on a priority basis due to safety concerns, and to bring the new Escarpment Crossing to a shovel ready position in order to leverage the upcoming infrastructure funding programs.

- The project is eligible to be 60% Development Charge (DC) funded as per the 2012 DC Background Study, with the non-DC funding to come from the Capital Variance Project – Levy.

CONSIDERATIONS

Financial

As the Master Plan Study was underway the infrastructure needs related to the Escarpment Crossing were not identified in the 2016 Capital Program or in the ten year capital forecast; however there is an urgency to allocate funds in 2016 to carry the study further as outlined below and maintain the momentum/support developed in this study.

The 2012 DC By-Law Update had identified a new Escarpment Crossing during the 2012-2021 period, which would be eligible for 60% DC funding. The existing funding in capital project ZRC1236 – Capacity Improvement – New Escarpment Crossings as well as the funding for the proposed gross budget increase (GBI) along with the total project funding are outlined in the following table. The proposed funding would bring the total project funding in line with the 2012 DC Background Study.

	DC Funding	Non-DC Funding	Total
Existing Project	$200,000	$500,000	$700,000
Proposed GBI Funding	$1,120,000	$380,000	$1,500,000
Total Project Funding	$1,320,000	$880,000	$2,200,000
% of Funding	**60%**	40%	100%

With the firming-up of the Study recommendations, following PIC#3 in January 2016, investigation for a new Regional Road corridor has been identified. Due to the significant cost of this project (in the range of $90,000,000 to $115,000,000 discussed later in the report) there is a need to leverage upcoming infrastructure funding programs by bringing this roadway closer to a “shovel ready” position.

As the Master Plan Study is driven by safety concerns due to truck traffic in residential areas, implementing a solution sooner rather than later would be prudent. In addition carrying out the Phases 3 and 4 of this EA process will help answer a number of questions related to the new road corridor such as the alignment, costs, and impacts that will help earnestly develop a comprehensive strategy for implementing the safety improvement.

Project Costing

There is notable risk and complexity involved in collecting data and completing studies within the Niagara Escarpment environment. These risks have been identified and incorporated within the development of the study cost estimates. The estimated distribution of costs are outlined below.

Administration and EA Process and Report - $200,000

- Meetings and supporting documentation (Project Team, Stakeholders, Technical Agencies, Public), Local and Regional Council Presentations, draft and final reports.

Studies and Data collection - $450,000

- Topographic survey, geotechnical studies, natural environment studies (birds, trees, habitat, noise, air quality, etc.)

Alignment Development and Evaluation – $575,000

- Develop several roadway alignments, structure design, traffic assessment, assess environmental impacts and required mitigation, storm water, property and utility impacts, design review and alternative evaluation, and costing,
- Develop preliminary Design of Preferred Alternative (30% design) detailing storm water management, structure requirements, roadway cross-section (modes accommodated), illumination, traffic control and ITS strategy, environmental mitigation (e.g. Noise, amphibian/animal crossings, etc.), reforestation/ vegetation strategy, costing.

With estimated staff time of $125,000 and a project contingency of $150,000, the estimated total cost to carry out Phases 3 and 4 of the EA is $1,500,000. It is recommended that $1,120,000 of this amount be funded from the Development Charges – Roads deferred revenue account and that the remaining $380,000 be funded from the Capital Variance Project – Levy. Project closures and budget reductions have

resulted in previous budget surpluses being returned to the Capital Variance Project – Levy which will be available for application to fund this capital request.

Corporate

The roadway alignment at this stage in the EA process (Phase 2) is undefined and only represented by a corridor extending southerly from Bartlett Avenue. Through the completion of Phases 3 and 4 of the EA process roadway alignments (30% design), natural/socio-economic impacts, required mitigations and construction costs will be developed and refined. A preferred alignment will be recommended for detailed design along with required mitigation strategies and a more refined capital cost estimate based on the 30% design.

Governmental Partners

Consultations have been held with staff from West Lincoln, Grimsby, and Lincoln and with the Niagara Escarpment Commission throughout the Study process. Consultations have also occurred with the Technical Advisory Group consisting of the members from interested municipalities, and review agencies as part of the EA process.

Throughout the study meetings were held with each of the local municipalities to review the study purpose, scope and progress, as well as to receive input on recommendations.

Public and/or Service Users

Escarpment crossing is of very high interest to the residents from the surrounding municipalities of Lincoln, West Lincoln, and Grimsby, and also of interest to the businesses which rely on goods movement. The PIC#3 like the earlier PICs was very well attended and a number of comments were received. From the PIC#3 comments it can be gathered that a majority of the attendees support the new escarpment crossing at Bartlett Avenue, however, there are some residents in the area of the proposed crossing that have concerns about impacts and how they will be mitigated. The mitigation of these concerns will be explored and developed during the next phases of the EA study along with the preparation of a roadway preliminary design. A summary of comments received are included in **Appendix 2.**

ANALYSIS

The context and the timelines for Escarpment Crossing (EA) Study are discussed in PW 66-2015. The study was initiated in 1997 as Phase 1 and 2 of the EA process and developed the following problem statement which has guided the process:

"Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses."

The 1997 study recommended that there be three escarpment crossings defined for commercial vehicles: Centennial Parkway in the west, Regional Road 24 (Victoria Avenue) in the east, and a central corridor to be confirmed at a later date. In 2012 the EA was reopened following Council direction with intent to carry the EA process through to Phase 4 for a new or improved central escarpment crossing that addressed the project problem statement.

Currently all of the existing central area escarpment crossings have incompatibilities for continued use as preferred commercial vehicle route, such as, continued intrusion of commercial vehicles into residential areas and areas of high pedestrian or cyclist activity. The Study in 2014 followed an EA Master Plan approach to allow for development of a range of solutions which were presented at PIC #2. Following further refinements of these solutions, the recommended plan was presented at PIC #3 in January 2016. Subsequent to PIC #3 final revisions were made to the recommended solutions incorporating where possible input from the stakeholders and the public. Accordingly, this study has concluded with a series of recommendations over a variety of time horizons. The project executive summary is attached in **Appendix 3** and includes a tabular summary of the various project recommendations by time frame.

Short Term

Safety and operational improvements (e.g. signage, line painting, curbs) be made to the existing crossings to the degree that is practicable. Further, that a Phases 3 and 4 of the Municipal Class Environmental Assessment be initiated for the extension of Bartlett Avenue across the escarpment to an appropriate standard for commercials vehicles and other modes. Detailed design would follow the completion of the EA process.

Medium Term

Extend Bartlett Avenue southerly across the escarpment with a cross-section that accommodates commercial vehicles and other modes. Following the completion of this construction, the section of Park Road from where the Bartlett Avenue Extension connects southerly to Mud Street would be uploaded to Niagara Region from the Town of Grimsby. Subsequently, the Region would transfer Regional Road 12 (Mountain Road) and Regional Road 18 (Mountain Street) to the Town of Grimsby and the Town of Lincoln, respectively from RR 81(Main St/King St) to RR73 (Mud St/Fly Rd). The municipalities should consider placing restrictions on these roadways for non local truck trips which would be accommodated through either the Regional Road 24 (Victoria Avenue) or the new Regional Road 14 (Bartlett Avenue) extension.

Long Term

In the longer term (50+ years) if the commercial vehicle travel demands exceed the capacity of the Bartlett Extension, then a new crossing in the eastern study area, between Beamsville and Vineland, should be studied. This recommendation should be incorporated in the Regional Master Plan for longer term corridor needs.

Bartlett Avenue Extension

Staff is ready to commence Phases 3 and 4 of the Municipal Class EA study for a new escarpment crossing corridor following approval from Regional Council. The corridor will extend Regional Road 14 (Bartlett Avenue) southerly to Regional Road 73 (Mud Street East) utilizing a portion of Park Road. The final alignment of Bartlett Avenue extension could connect to Park Road either on, or above the Niagara Escarpment

Staff intends to file the Study (Niagara Escarpment Crossing Master Plan EA Study) following the completion of the Phases 3 and 4 of the Schedule C EA for this new road corridor. Other recommendations included in this (Master Plan) Study would also be programed and undertaken in the future as required. A process timeline has been included in **Appendix 4.**

Preliminary project cost estimates were developed as part of the first 2 phases of the EA study for the recommended alternative. Construction and engineering are estimate to be in the range of $80 to $95 Million and property acquisition in the range of $10 to $20 Million. These costs are preliminary in nature and attempt to include sufficient contingency to encompass all the possible roadway alignments that could be selected to traverse the escarpment. Also, the estimates are prepared without knowledge of key factors which will be collected and studied during Phases 3 and 4 of the EA project. These include but are not limited to:

- Geotechnical and foundation information
- Detailed topographic survey to develop digital terrain model
- Mitigation required for natural, social, and cultural environmental impacts of the proposed alignment
- Need for and number of structures in the various alignments
- Requirements for land reclamation and reforestation
- Drainage requirements in the escarpment area
- Property requirements and their impacts
- Need for noise attenuation

As the need for a new escarpment crossing is driven by safety concerns arising out of commercial vehicle traffic currently passing through residential communities along the Niagara escarpment, staff is recommending that funds be allocated to carry forward with Phases 3 and 4 of the Class EA process.

ALTERNATIVES REVIEWED

The alternatives reviewed as part of the master plan (EA) study are outlined in PW 66-2015 and range from traffic operational improvements on area escarpment crossings to the development of new crossings on new alignments.

The investigation of operational improvements on their own was found to not fully address the study problem statement; however, they would have some incremental localized benefit. A preliminary investigation of the engineering feasibility of either a new crossing or an improved existing crossing revealed that both would result in significant impacts to the escarpment. The new crossing alternatives were found to provide greater design flexibility (e.g. grades, curvature, safety features) and the ability to divert commercial vehicles away from the downtown core areas.

ORIGIN OF REPORT

Regional Council direction to re-open the 1997 Class EA Study (2012)

OTHER PERTINENT REPORTS

PW 9-2014	Escarpment Crossing Study: Status Update and Alternatives Analysis
PW 31-2014	Escarpment Crossing Study - Analysis of Alternatives, and Proposed Next Steps
PW 66-2015	Class Environmental Assessment, Niagara Escarpment Crossing Study - Update

SUBMITTED & SIGNED BY:
Ron Tripp, P.Eng., Commissioner
Public Works Department

APPROVED & SIGNED BY:
Harry Schlange
Chief Administrative Officer

This report was prepared by Kumar Ranjan P.Eng., Manager Transportation Systems and Planning, and reviewed by, Manoj Dilwaria, B.Eng., M.Pl. (Transp.), MCIP, RPP, AVS Associate Director of Transportation Systems and Planning, Beth Brens, Acting Manager of Program Financial Support, and by Nick Palomba, P.Eng., Director Transportation Services.

APPENDICES

Appendix 1: Study Area for Schedule C EA
Appendix 2: PIC#3 Summary of Comments
Appendix 3: Transportation Study Report: Executive Summary
Appendix 4: Process Timelines

Appendix 1: Study Area For Schedule C EA



© 2016 Niagara Region and its suppliers.
Projection is UTM, NAD 83, Zone 17.
This map was compiled from various data sources and is current as of April 2016.

Date Printed: 2016-04-15
Author: Alysha Robins

Appendix 2
Niagara Escarpment Crossing Study
PIC#3 - Summary of Comments

Theme	Key Points from Comments	# Commnets
Support Bartlett Avenue Extension	• Bartlett Road appears to be a solution. Needed now. Better linkages to Smithville, to get trucks out of downtown Smithville. • Link recommendations into Region TMP, requires leadership from Region and partnership with Town of West Lincoln. • Grimsby/Beamsville have poor escarpment routes. • Logical choice for truck route due to existing interchange. New corridor between Vineland and Beamsville won't solve truck traffic issues through Grimsby. New routes should use existing roads and crossings, otherwise impact on liveable areas. Bartlett is most sensible option. • Pleased about road improvement recommendations – sooner implemented; the better. New Bartlett/Park perfect choice – run parallel to existing road in ravines. • Need to design/build new truck route up to West Lincoln near Industrial park. Need to deal with big trucks because MTO removed inspection station along Hwy 20.	12
Support Bartlett Avenue Extension - Taking too long	• It should go up Bartlett Ave like discussed in the 1960s. How many lives have to be lost for this to be completed? Extend the grade to Elm Tree Rd. • Endorse plan to tie into Smithville Industrial Park and tie into RR 20 to the west. • Will improve dangerous environment in Grimsby/Beamsville due to truck traffic.	6
Support Bartlett Avenue Extension - concern with bureaucracy	• Do not understand why NEC has to potentially hold up Bartlett extension. Region and municipalities should be able to take care of this and get moving on solution.	1

Do not support - Opposed to impacting Escarpment, impact to socio-environmental, economics, not feasible, against jurisdiction change	• Unaware that Bartlett Plans included Park Road. Opposed to impacting escarpment to promote truck traffic (truck traffic will impact quality of life), residential areas and senior residents. Park Rd access is not realistic and will not be approved by NEC. • Ridge Road is scenic route for hikers, bikers and cars. • How do these options protect the Escarpment and Greenbelt? A highway will not solve the truck traffic needs. How will homeowners recover investment? • 8% is still too steep – planning for failure. • Against jurisdiction change for Mountain Roads – they provide important access up and down and need to remain. Will be costly to trucks forced to travel extra miles for access. Will also cost municipalities increased maintenance. Mountainview is better; Park is too steep • local access needed	9
Concerns with content/format	• Map shows very little detail. Separate maps should have been provided with specific details including pros, cons, existing land uses, slopes/grades, etc. Feel like studies will continue for many years. Did not like meeting set up; map confusing. No real solutions. Trucks use Park Road as highway – not safe to residents. Project contested to read. Information felt vague and speculative. Displeased with presentation – cannot hear comments or see study area maps.	7
Traffic Data - Gravel trucks, trucks missing scale, truck traffic not local, missing accident counts, outdated	• Please provide gravel truck traffic numbers between quarries and Ontario St. Significant number of trucks miss scales on QEW. Region should consider portable weight scale. Surprised truck traffic identified as local. Transport trucks are not local and we are not concerned about small delivery trucks. Traffic numbers seem low. No documented truck/car accidents presented. 2013 truck survey numbers do not match reality.	6
Biodigester concerns	• Is this project motivated by the Biodigester requiring easy access to move waste products? Biodigester project will prompt another Study. Concerned Biodigester will increase traffic on Mountain Road. Biodigester may create heavy truck traffic.	4

Traffic Calming – Victoria Ave, safety lanes, Mountain St.	• Please provide traffic calming measures on Victoria Ave; safety lanes and enforcement on Park Road; improve signage on Mountain St North and enforce speed limits.	3
Truck Restrictions	• Short term solutions were needed yesterday. Mountain Rd. needs speed enforcement, truck limit usage/bans, and have seen several accidents related to speed and congestion. Restrict trucks from Mountain Rd/Park Rd and force to drive Victoria Ave/Red Hill Parkway. Trucks disturbing stability of escarpment, causing landslides.	3
Concern about impact to Tufford/Quarry Road	• Quarry Rd goes up the gully. Presently 2 areas of Quarry Road sliding into ravine. How many lanes? Bicycle lanes or sidewalks? Has consideration to impact on underground lake at top of escarpment been considered if Tufford Route selected.	1
Radius too tight for trucks	• Bartlett Ave exit/entrance on S. Service Rd. is not safe for large trucks, radius is too tight.	1
Other	• Do you expect resistance from Niagara Escarpment Commission?	1

Niagara Escarpment Crossing Study

Transportation Study Report

Prepared for the Public Works Department – Niagara Region

4/14/2016

This Transportation Study Report summarizes the results of Phases 1 and 2 of the Niagara Escarpment Crossing Municipal Class Environmental Assessment (EA) Study undertaken by Niagara Region. This study is a continuation of and builds upon an earlier EA study undertaken in 1997. The document summarizes the data collected in this phase of the EA process, the identification of current and future commercial vehicle patterns and volumes, and current and future problems associated with truck movement across and along the Niagara Escarpment in an area extending from the Town of Grimsby to the community of Vineland.

Project: 305078

Executive Summary

In September, 2012, the Niagara Region, through its Public Works Department, re-opened the 1997 Niagara Escarpment Crossing Municipal Class Environmental Assessment (EA) Study that examined the need for a new or improved crossing of the escarpment suitable to accommodate commercial vehicles. The first 2 phases of the EA process were completed in the original study and a need to improve an existing crossing in the area between the Town of Grimsby and the community of Vineland was identified. As a result of a direction from Council, the re-opened study is to consider the need for a new or improved crossing of the escarpment in the area between the west Regional boundary and the community of Vineland. This new or existing route is intended to be a truck route. The study was to complete the first 4 phases of the EA process and take approximately two years to complete.

Base traffic, topographical, environmental and planning data was collected and reviewed. Additional traffic counts and roadside surveys were undertaken to confirm truck patterns and volumes. This base data was analyzed to identify current and future issues and problems related to the movement of trucks across or along the escarpment.

The results of the traffic data and modelling analysis indicate that since 1997, truck volumes have increased on some routes and decreased on others. The main north – south crossings of the escarpment that carry significant truck volumes are Victoria Avenue in Vineland, Mountain Street in Grimsby and Mountain Street in Beamsville.

Truck patterns were established through a series of roadside surveys that identified truck trip origins, destinations and reasons for choosing a particular route across the escarpment. These surveys identified that more than half of the trucks using the current crossings have an origin or destination in the study area. Furthermore, approximately 48% of truck drivers indicated that they would not change their route, even if a new or improved route was provided. The study concluded that if a new or improved crossing suitable for trucks was provided there would still be a significant number of trucks using the existing crossings.

The study confirmed that there is sufficient capacity to accommodate present and future travel demand on an aggregate screenline basis. However, the capacity analysis also indicated localized areas of congested conditions in the built up areas of Grimsby, Beamsville, Vineland and Smithville. The study also found that all of the existing crossings have geometric features that make them unsuitable for use as truck routes. Steep grades were found to be the main constraining factor for truck movement. In addition, all of the routes have incompatibilities for continued movement of trucks such as the intrusion of trucks into residential areas and into areas of high pedestrian or cyclist activity. Currently, the Region does not restrict trucks on its roads and designs regional roads to accommodate trucks. The application of truck restrictions to control the movement of trucks would require higher levels of enforcement on a continual basis since more than half of the trucks have either an origin or destination within the study area and are choosing to travel on the existing routes.

Throughout the study, consultation with stakeholders and technical agencies was conducted on an ongoing basis. Meetings were held with each of the local municipalities to review the study purpose, scope and progress, as well as to receive input on findings during the study.

Based on these findings and conclusions, the Project Team formulated the following Problem Statement to update the one contained in the 1997 study:

Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses.

This problem statement was presented at meetings with stakeholders, technical agencies and with members of the public at the initial Public Information Centre held in June, 2013. It was subsequently used as a basis to develop a range of solutions to be studied during the second phase of the Class EA process. The solutions identified at this stage in the study included the following:

1. Do Nothing
2. New truck route
3. Improved existing truck route in central area
4. Improved traffic management
5. Combination of the above

In the summer of 2013, a workshop was convened with regional staff to identify appropriate evaluation criteria and their importance rankings so that they could be applied to the alternative solutions. The solutions were assessed using generalized factors and measures, with and without a factor weighting, to identify a preference ranking for the solutions. A new truck route solution alternative was ranked first on the basis of the flexibility that this alternative provided, as well as its potential to attract truck traffic from the built-up areas. The traffic management solution alternative was ranked second on the basis of the reduced cost and impact associated with this alternative, as well as its potential to improve safety of the existing crossings. Improving an existing crossing was ranked third on the basis of the improved network connections and right-of-way, although recognizing that the selected route would still be passing through built-up areas. Further demand modelling of the traffic effects associated with these alternatives with the Region's macro transportation model updated with future land use forecasts (Option D) for a 2031 planning horizon confirmed that while there is sufficient capacity across an escarpment screenline to accommodate future traffic demands, there are areas of congestion in the built-up areas that need to be addressed. It was also confirmed that none of the solutions fully addresses the identified problems across the entire study area but offers a more 'localized' solution that affects traffic only in the vicinity of the improvements.

A preliminary investigation of the engineering feasibility of either a new or improved existing crossing revealed that both solutions will cause significant impact to the escarpment. The new crossing alternative was found to provide greater design flexibility to mitigate some impact and would result in a route located more distant to built-up areas.

The purpose of this Class EA study was to re-examine the recommendations of the 1997 study and if appropriate advance the analysis of these design alternatives to select a preferred design alternative. The 1997 study recommended an improved escarpment crossing in the Mountainview Road or Park Road / Bartlett Avenue (Park – Bartlett) corridor in the central part of the study area. Further analysis of the Mountainview Road alternative found that an adequate connection to the QEW which meets the MTO criteria for interchange spacing could not be provided and consequently this alternative was deferred from further examination. Improving the existing crossing on Park Road / Bartlett Avenue would involve major reconstruction and new construction to upgrade Park Road and connect it to Bartlett Avenue. To provide a truck route to an acceptable design standard in this corridor would involve significant impact to the escarpment and adjacent property. For this solution to be effective, truck movements on the other escarpment crossings would need to be restricted so that longer-distance truck movements are directed to Park Road/Bartlett Avenue. In the absence of some truck restriction, this alternative was found to not address the Problem Statement. The route would still result in trucks travelling on steep grades and passing through a built-up area.

The alternative of a new escarpment crossing between the communities of Beamsville and Vineland was found to potentially provide a truck route that did not pass through built-up areas and that may be feasible, subject to more detailed engineering analysis of the route location and impact to adjacent areas. It was concluded that this alternative solution is preferred over improving an existing escarpment crossing on the basis of it having greater design flexibility.

However, a new crossing alternative does not by itself fully address the Problem Statement, as truck traffic would still need to access the built-up areas of Grimsby, Beamsville and Vineland, via an altered direction of approach. Traffic analysis of an improved existing crossing or a new crossing indicates that the improved routes will only affect truck movements in the area of the crossing. Additional truck restrictions would be necessary to confine truck movements to selected crossings of the escarpment. This finding is consistent with the findings and recommendations of the 1997 study.

It was concluded that no one alternative fully addresses the Problem Statement and that the preferred solution is a combination of the solutions to provide improved traffic management for truck movements using the existing crossings in the short term; and consideration of a new crossing in the longer term as a way of redirecting some of the truck traffic away from the urban areas. If impact from a new crossing is found to be unacceptable, further consideration can be given to improving the Park Road – Bartlett Avenue corridor to accommodate trucks. On the basis of these findings, it was recommended to Regional Council that since a single solution was not apparent and that a combination of solutions that involved both new and improved existing crossings, as well as improved traffic management would be required, a Master Plan approach be adopted to complete the study. In March 2014, Regional Council approved this approach and the study scope was expanded to include possible improvements to all of the existing escarpment crossings.

The approach taken was to conduct a detailed field review of the operational and safety characteristics of the seven existing crossings within the study area and to identify a number of alternative

improvements ranging from non-structural (traffic management), as well as structural (new or improved escarpment crossings). These improvements were assessed using the evaluation factors developed earlier in the study and were ranked in terms of their degree of impact, implementation flexibility, and need. A series of short-term, medium-term and long-term improvements applicable to regional roads, as well as municipal roads were developed and are presented in Figure 3-5 in this report. Essentially, the strategy employed in developing the Master Plan was to initiate traffic management improvements first as these improvements are designed to address safety and operational problems either currently occurring or projected to occur within a given timeframe. These recommendations included minor improvements such as improving road and shoulder widths where possible, guiderail and illumination treatments, traffic control devices (pavement marking, signing, traffic control), traffic calming measures to reduce traffic speeds, as well as pedestrian improvements.

The improvements also included consideration of a prohibitive restriction of truck movements on one or more of the three regional roads serving the area (Regional Roads 12, 18 and 24). These restrictions could initially include only the northbound movements on these roads. These restrictions would be supported by an implementation by-law that is enforceable by the Niagara Regional Police or by any officer appointed for the enforcement or carrying out of the provisions of the traffic by-law. The restrictions would apply to non-local truck movements, whereby those trucks that are stopped and that can substantiate an origin or destination within the municipalities of either Grimsby or Lincoln, would still be permitted to use the escarpment crossings. Others would be found in violation of the by-law. This resulted in a recommendation that, subject to an assessment of the effectiveness of other short-term traffic management and traffic calming improvements, the Region consider a prohibition of northbound truck movements on one or more of these roads with implementation on a trial basis to determine the effects of these restrictions.

The results of the Master Plan development were presented at a second Public Information Centre held in September, 2014. The majority of comments supported improvements to existing crossings. They also reinforced the recommendation to focus on safety and enforcement, as well as support for the extension of Bartlett Avenue to Park Road. Although the majority of attendees didn't agree with a new crossing, they did however agree that a long-term solution was needed to address trucks travelling nearby sensitive land uses.

Based on the comments received at PIC #2 and further consultation with Regional staff, it was concluded that the longer-term new crossing solution does not address the problem of trucks passing through the built-up areas at the foot of the escarpment in the short and medium term. The safety issues related to trucks passing through these areas regularly, as well as the intrusiveness of these movements on the land uses and activities in these areas remain unaddressed for the foreseeable future. However, this study has identified that the Park Road – Bartlett Avenue truck route solution offered the best solution among all of the existing escarpment crossings to address the Problem Statement in the medium term. If Bartlett Avenue is connected to Park Road and Park Road is upgraded to an acceptable truck design standard, and some form of restriction applied to the other crossings with unacceptable design standards, potential exists to reduce the truck movements on the other crossings and through the built-

up areas. This solution would have the added benefits of improving safety for other road users and offer potential for the built-up areas to develop to their potential without suffering the intrusive effects of regular movements by large trucks. This solution is also consistent with the recommendation made in the 1997 Escarpment Crossing Study, that the strategic long-term solution for truck movements across the escarpment between Hamilton and St. Catharines be provided by three corridors: Centennial Parkway (now also including the Red Hill Valley Parkway) in the west, Victoria Avenue (NR24) in the east and Bartlett Avenue/Park Road in the central area as shown on Figure ES-1 below.

Accordingly, this study has concluded that in the short term, safety and operational improvements be made to the existing crossings to the degree that is practicable. Further, that a Municipal Class Environmental Assessment be initiated for the connection of Bartlett Avenue to Park Road and for the upgrading of Park Road from Bartlett Avenue to Mud Street to an appropriate truck route standard. Once this connection and upgrading is approved, the section of Park Road between the Bartlett Avenue connection and Mud Street would be uploaded to Niagara Region to become a Regional road. Mountain Street (NR12) and Mountain Road (NR18) between Mud Street and King Street (NR81) are to be transferred to the jurisdiction of the local area municipalities. A new crossing in the eastern study area, between Beamsville and Vineland would be considered further should the Park Road – Bartlett Avenue alternative not be approved.

A third PIC was held in January 2016 to present the recommendations to the public and review agencies. The majority of comments supported the Bartlett Ave extension to Park Road, however there were some concerns raised regarding impact to the Escarpment, and impact to the socio-economic environment. All of these concerns will be assessed in the subsequent Class EA initiated for the Bartlett Ave Extension.

Study Recommendations

The recommended transportation improvements are outlined in Figure ES-2 below. In addition, Table ES-1 outlines further details regarding the short, medium and long term recommended improvements, timeframes and approximate costs.



Figure ES - 1 Strategic Niagara Escarpment Truck Routes

Figure ES - 2 Recommended Transportation Improvements

Niagara Escarpment Crossing Study Area
Proposed Improvements

Legend

- Operational and safety improvement including signage, pavement marking, traffic calming/ urban treatments, and drainage improvements
- Region to investigate Bartlett/Park connection and Park Rd transfer to Region
- Municipalities to consider operational and safety improvements that may include reducing steep grades, improving shoulders, illumination, drainage, guide rail, signage and pavement marking
- Road Transfer - Regional to Municipal



1 | 2 | 3

Woolverton Rd *(Grimsby)*

Existing Issues

- Skewed intersection at Main St W and steep approach grade to the intersection
- Steep grades (approx. 16%)
- Narrow travel lanes and shoulders
- Poor drainage at rock face with water spillover onto road
- Shoulder and pavement erosion from shallow rock ditches
- Inconsistent guiderail and end treatment
- Pavement marking/sign reflectivity low
- No pedestrian or cyclist refuge areas
- Limited lighting
- Total vehicle p.m. peak hour volume (two-way) = 280 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 9 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.











4 | 5 | 6

RR 12 / Mountain Rd *(Grimsby)*

Existing Issues

- Skewed intersection at Main St W with wide westbound through lane and long southbound left turn lane
- Narrow two-lane pavement with sharp horizontal curves
- Steep grades (to approx. 11%)
- Sidewalk on east side and inconsistent/narrow shoulders on west side
- Limited lighting
- Total vehicle p.m. peak hour volume (two-way) = 740 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 43 vehicles/hour

Recommendations

- Improve signage, including installing warning signs and electronic speed limit signs.
- Install traffic calming measures such as cross banding at critical locations.
- Investigate added operational and safety improvements including roundabout at Ridge Rd W and widening of curve by 1m near Oak St
- Investigate reconstruction of section between Main St W to Elm St
- South of Elm St improve current grade and horizontal alignment, as well as cross section with 3.5m lanes, 1.5m sidewalk on east side and 0.5m paved shoulder on west side
- Investigate providing on-road bicycle facility as described in Niagara Region Bikeways Master Plan Study
- Provide rolled curb and drainage improvements in cut areas when road is being rehabilitated/ reconstructed











7 | 8 | 9

Park Rd *(Grimsby)*

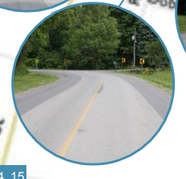
Existing Issues

- Indirect connection to QEW via Bartlett Ave
- Pavement in poor condition
- Narrow two-lane pavement with sharp horizontal curves throughout length
- Narrow two-lane pavement with sharp horizontal curves north of Ridge Road and south of Bell Ave
- Steep grades (to approx. 16%)
- Visibility restricted at Ridge Rd west approach
- Some lighting provided
- Total vehicle p.m. peak hour volume (two-way) = 355 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 13 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.





13 | 14 | 15

Mountainview Rd *(Lincoln)*

Existing Issues

- No direct connection to QEW
- Pavement poor near King St
- Narrow two-lane pavement with 90-degree horizontal curve
- Narrow gravel shoulders (0-1m)
- Steep grades (to approx. 11%)
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 70 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 6 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.

16 | 17 | 18

RR 18 / Mountain St *(Lincoln)*

Existing Issues

- Constrained turns for trucks at King St intersection
- Pavement poor near King St
- Narrow two-lane pavement
- Gravel shoulders (0-1m)
- Steep grades (to approx. 11%)
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 465 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 20 vehicles/hour

Recommendations

- Reconstruct Mountain St from King St to Hillside Dr (currently being implemented); Provide two 3.5m lanes and reinstate existing sidewalks; Install mountable curb from Hillside Dr to Leonard Cres; Upgrade illumination to include intersections and curved areas; Improve signage (i.e., installing warning signs and electronic speed limit signs)
- Install traffic calming measures such as cross banding at critical locations
- Improve existing alignment and grade through remainder of crossing
- Provide 1.2m paved shoulders when road is being rehabilitated / reconstructed between Leonard Cres and Fly Rd





10 | 11

Thirty Rd *(Grimsby/Lincoln)*

Existing Issues

- No direct connection to QEW
- Pavement poor near King St E
- Narrow two-lane pavement with sharp horizontal curves throughout length
- Narrow and inconsistent shoulders
- Steep grades (to approx. 13%)
- Closely spaced intersections at Ridge Rd E
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 195 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 7 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.
- Town of Grimsby to consider installation of roundabout at the intersection of Thirty Rd and Ridge Rd.







19 | 20 | 21

RR 24 / Victoria Ave *(Lincoln)*

Existing Issues

- Skewed intersection at King St with 10% grade on south approach
- Long northbound left turn lane approaching King St
- Signs and pavement markings dated / need upgrading
- Steep grades (to approx. 7-10%)
- Narrow shoulders on west side north of Moyer Rd
- Lighting not provided south of Moyer Rd
- Traffic speeds may be higher with wider rural roadway cross section
- Total vehicle p.m. peak hour volume (two-way) = 870 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 104 vehicles/hour

Recommendations

- Improve signage, including installing warning signs and electronic speed limit signs
- Install traffic calming measures such as cross banding at critical locations and improve pavement markings
- Reconfigure south King St intersection to reduce length of northbound left turn lane and provide centre left turn lane/streetscaping south of King St
- Improve lane delineation on north approach to King St through channelized right turn
- Improve existing alignment and grade through remainder of crossing to reduce impact to escarpment







Investigate new crossing through future EA Study

Niagara Region

Table ES-1 Transportation Improvements Timings and Cost Estimates

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
Regional Road 12 (Mountain St) –Main St W to Ridge Rd W	Installation of warning signs and electronic speed signs	2015-2020	Operational Improvement	1.2	$10,000
Regional Road 12 (Mountain St) –Main St W to Ridge Rd W	Install traffic calming measures such as cross banding at critical locations	2015-2020	Operational Improvement	1.2	Raised Transverse Rumble Strips $1,000
Regional Road 18 (Mountain St) – Hillside Dr to Philp Rd	Reconstruct Mountain St from King to Hillside Dr, including: - 3.5 m lanes and reinstate sidewalks - Install mountable curb from Hillside Dr to Leonard Cres - Improve signage (warning lights and electronic speed limit signs)	2015-2020	Minor Improvement	1.6	Between Hillside Dr and Philp Rd: $ 1,663,000 Traffic Signs: $ 9,000
Regional Road 18 (Mountain St) – Hillside Dr to Philp Rd	Install traffic calming measures such as cross banding at critical locations	2015-2020	Operational Improvement	1.6	Raised Transverse Rumble Strips: $ 1000
Regional Road 24 (Victoria Ave) – King St to Fly Rd	Improve signage, including installing warning signs and electronic speed signs	2015-2020	Operational Improvement	1.7	$ 9,000
Regional Road 24 (Victoria Ave) – King St to Fly Rd	Install traffic calming measures such as cross banding at critical locations and improve pavement markings	2015-2020	Operational Improvement	1.7	Raised Transverse Rumble Strips: $ 2,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
Regional Road 12 (Mountain St), Main Street W to Mud St. W, Grimsby	Niagara Region to enter into discussion with the Town of Grimsby for transfer as municipal Roadway	2015 - 2020	Road Transfer	1.2	--
Regional Road 18 (Mountain St), King St to Fly Rd, Lincoln	Niagara Region to enter into discussion with the Town of Lincoln for transfer as municipal Roadway	2015 - 2020	Road Transfer	3.1	--
Bartlett Avenue Extension	Niagara Region to complete Phases 3 and 4 of the Municipal Class Environmental Assessment process in order to develop a preferred alignment and preliminary design for the extension of Regional Road 14 (Bartlett Avenue) southerly across the escarpment to Mud Street	2015 – 2020	Municipal Class Environmental Assessment Study	1.5	$1,200,000 to $1,500,000
Municipal Roads (Woolverton Rd, Park Rd, Thirty Rd, Mountainview Rd – between Main St W/King St and Ridge Rd)	Towns of Grimsby and Lincoln to investigate operational and safety improvements including signage, pavement marking, illumination and intersection improvements	2015-2020	Operational Improvement	1.2 1.3 1.5 2.3	Only Signs: $ 13,000 $ 10,000 $ 22,500 $ 23,000
Regional Road 12 (Mountain St)	Investigate added operational and safety improvements including roundabout at Ridge Rd W and widening of curve by	2020-2030	Major improvement	0.1	$ 600,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
	1m near Oak St				
	Investigate reconstruction of section between Main St W and Elm St	2020-2030	Minor Improvement	0.2	$ 900,000
	South of Elm St improve current grade and horizontal alignment, as well as cross-section with 3.5m lanes, 1.5m sidewalk on east side and 0.5m paved shoulder on west	2020-2030	Major Improvement	1.4	$ 2,100,000
	Investigate providing on-road bicycle facility as described in Niagara Region Bikeways Master Plan Study	2020-2030	Major Improvement	-	No on-road bicycle facility
	Provide rolled curb and drainage improvements in cut areas when road is being rehabilitated	2020-2030	Minor Improvement	-	-No rolled curb -No drainage improvements
Regional Road 18 (Mountain St)	Improve existing alignment and grade through remainder of crossing	2020-2030	Major Improvement	-	-Price included in previous sheet
	Provide 1.2m paved shoulders when road is being rehabilitated / reconstructed between Leonard Cres and Fly Rd	2020-2030	Major Improvement	1.6	-No road design between Philp Road and Fly Road
Regional Road	Reconfigure south King	2020-	Minor	-	-No changes

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
24 (Victoria Ave)	St intersection to reduce length of northbound left turn lane and provide centre left turn lane/streetscaping south of King St	2030	Improvement		
	Improve lane delineation on north approach to King St through channelized right turn	2020-2030	Minor Improvement	-	$ 500
	Improve existing alignment and grade through remainder of crossing to reduce impact to escarpment	2020-2030	Minor Improvement	1.8	$ 3,442,000
Bartlett Avenue Extension	Niagara Region to complete Phase 5 of the Municipal Class Environmental Assessment process in order to develop detailed design and to construct Regional Road 14 (Bartlett Avenue) southerly across the escarpment to Mud Street	2020 - 2024	Major Improvement	1.5	$ 90,000,000 - $ 115,000,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
New crossing	Conduct further investigations into new crossing of escarpment in Beamsville – Vineland areas. Separate EA to be undertaken to confirm location and connection to QEW and Regional Road network.	2030+	Major Improvement	-	$ 9,202,000 No sign costs included
Thirty Rd/ Ridge Rd	Town of Grimsby to consider installation of roundabout at intersection	2030+	Major Improvement	-	$ 807,000

Appendix - 4
Niagara Escarpment Crossing Study
Process Timelines

May 2016	2016-17	2016-18*	2018-19
Complete Phases 1 and 2 of the Master Plan Report	Implement Short Term Operational improvements identified in the Master Plan Report	Complete Phases 3 and 4 of the EA process for a new Regional Road Corridor extending Bartlett Avenue southerly crossing the Escarpment	File Master Plan EA incorporating recommendations from the Phases 3 and 4 of the Bartlett Avenue Extension Study

A ⇨

⇦ A

2018-19	2019-22*	2020-24*	2020-24*
Advance discussion with Grimsby and Lincoln for modalities of transfer of roads identified in the Master Plan Study (2018-19)	Complete Phase 5 of the EA Process to develop Detail Design for Bartlett Avenue Extension (2019-22)*	Construct Bartlett Avenue Extension new Escarpment Crossing (2022-25)*	Formalize Road Transfers (Based on completion date of the Bartlett Ave Extension)

* Subject to Budget availability. The timelines are subject to change depending on the duration of completion of the Environmental Assessments and year the Budget is available

Subject: Niagara Region Transportation Master Plan

Report to: Transportation Steering Committee

Report date: Wednesday, May 17, 2017

Recommendations

1. That the Transportation Master Plan Recommendations noted in the Transportation Master Plan Executive Summary (Appendix 1) and summarized in Appendix 2 **BE APPROVED**.

Key Facts

- The purpose of this report is to seek Council approval of the Niagara Region Transportation Master Plan that provides the long term transportation plan, directives and policies to accommodate significant population and employment growth to year 2041.
- The Transportation Master Plan Vision is to build, preserve and enhance livable communities; economic development; tourism, sustainable transportation practices and the emerging shared economy.
- The transportation policies and direction associated with Complete Streets, Active Transportation and Public Transit will facilitate sustainable development and complete communities.
- The proposed road infrastructure improvements to year 2041 will assist in economic and tourism development as well as provide accessibility and connectivity within Niagara Region and to the Greater Toronto and Hamilton Area.
- The advocacy of a Niagara-Hamilton Trade Corridor, supported by Federal, Provincial and Municipal governments, connecting the QEW from Fort Erie to the Hamilton International Airport/Highway 403 will enable the planning of a corridor that will accommodate goods movement within and through Niagara Region in the absence of the NGTA corridor.

Financial Considerations

The estimated capital cost for infrastructure to 2041 which includes new roadways, widened roadways and road rehabilitation is $1.261B (in 2017 dollars) of which $462M is assigned to Development Charges - Benefiting New Development. The expenditure of $1.261B over 25 years reflects an average annual expenditure of approximately $50M which is slightly lower than the current 2017 Roads Capital Budget of approximately $67M.

The estimated capital costs for the Regional transportation infrastructure identified in the TMP will inform the 2018 budget process and forecast, however approval of specific project implementation is subject to each year's budget approval process.

It is noted that the transportation infrastructure cost estimates include an allowance for the additional cost of constructing a road to Complete Street standards. These improvements will result in a 5-15% increase in costs depending on the street typology, with the Rural typology at approximately 5% and the Main Street at approximately 15%.

The estimated capital investment to implement the recommended TMP transportation infrastructure and the associated cost assigned to Development Charges – Benefiting New Development are summarized below.

TMP Capital Investment	Estimated Capital Costs	
	Capital Cost Estimate	DC – Benefiting New Development
Strategic Road Capacity	$494.4 M	$351.2 M
AT Strategic Network	$ 25.8 M	$ 6.4 M
Intersection Improvement Program	$ 63.4 M	$ 22.0 M
Road Rehabilitation Program	$583.9 M	$ 56.6 M
Annual Programs	$ 94.0 M	$ 25.7 M
Total	**$1,261.5 M**	**$461.9 M**

It is noted that the estimated cost of $25.8M for active transportation includes increasing the Bikeways Facilities Grant program from $200,000 per annum to $1,000,000 per annum over the next 10 years, subject to budget approval.

In order to implement the Travel Demand Management, Transportation System Management and Transportation Monitoring programs that are required to support the Transportation Master Plan recommendations, an additional staff member is required in the Public Works Transportation Section along with appropriate operational funding to be determined through the budget process.

The estimated capital investment for the strategic road capacity improvements by phase is summarized below. The timing for these investments will be refined through on-going monitoring of transportation system performance, land development and the annual capital budget process.

Phase	Estimated Capital Costs	
	Road Expansion Projects	AT Infill Projects
Short term, 2017-2021	$120.4 M	$12.9 M
Medium term, 2022-2031	$267.7 M	$12.9 M
Long term, 2032-2041	$106.3 M	-
Total	**$494.4 M**	**$25.8 M**

Analysis

The development of the Transportation Master Plan occurred in four stages:

- Stage 1: Establish Vision and Context
- Stage 2: Identify the Opportunities
- Stage 3: Develop Supporting Strategies
- Stage 4: Prepare the Transportation Master Plan document

In Stage 1, the existing transportation systems in the Region were examined to better understand and answer the questions: “Where are we now?”, “What are the Region’s assets?”, “What are the trends?”, What have we learned?” and “What is the Vision for Niagara?”. The completion of Stage 1 resulted in the development of a Transportation Master Plan Vision and seven supporting goals:

1. Integrate transportation and land use
2. Support economic development
3. Enhance multi-modal connectivity
4. Improve options for sustainable modes of transportation
5. Maintain and improve the efficiency of the goods movement network
6. Promote the development of healthy communities
7. Develop a realistic yet innovative blueprint for implementation

Based on an understanding of current and future conditions, Stage 2 was completed with the identification of transportation opportunities (or themes) and the resulting needs and desired outcomes. The opportunities that would need to be addressed by the Transportation Master Plan included: transportation as a catalyst for change, connecting the Region, meeting the needs of residents and taking advantage of new technologies.

These opportunities were used to develop supporting strategies in Stage 3 of the study. The transportation directives and policy directions that resulted included:

- A Complete Streets Vision and Direction Report and a Complete Streets Design Guidelines document to support smart growth while serving both a place making and transportation function.
- A Strategic Cycling Network that prioritizes the implementation of strategic cycling links within the shorter-term horizon (10-year plan) to address missing links and improve cycling connectivity in areas of higher use.
- A need for Funding and Staffing of a Transportation Demand Management (TDM) group within Public Works Transportation Division to manage Ride Sharing, Active Transportation, Public Transit and Emerging Technologies.
- Policies that support the public's mobility needs and provide an attractive alternative to the car including: support for inter-municipal transit connecting all 12 municipalities in the longer term using flexible transit routes, ride share and emerging technologies
- Advocacy of the advancement of a Niagara-Hamilton Trade Corridor and NGTA East Corridor with provincial and federal governments in support of both economic development opportunities and efficient goods movement.

The key to the success of the Transportation Master Plan was the extensive consultation that occurred throughout the four stages of the study, which allowed the Project Team to obtain input on relevant transportation issues, constraints and opportunities through the following methods:

- 14 Public Information Centres
- 2 On-line Surveys (over 3,000 responses)
- 3 Stakeholder Advisory Group Meetings
- 2 rounds of Local Area Municipality meetings
- Meetings with transportation agencies (e.g., MTO, SLSMC, Municipal Transit)
- Additional stakeholder activities (e.g., Freight Industry Survey, First Nations meetings, Active Transportation Group meetings)

This process and its recommendations were compiled into a Transportation Master Plan document as part of Stage 4.

Alternatives Reviewed

The Transportation Master Plan focused on the following alternatives:

- Developing a long term transportation system that accommodates all modes of travel in a safe, efficient and cost effective manner.
- Defining transportation infrastructure requirements related to population and employment growth scenarios for the Planning Horizons of 2021, 2031 and 2041.
- Defining Complete Streets Policies and Design Guidelines, Active Transportation strategies including Strategic Cycling Network implementation and Transportation Demand Management policies and direction to provide for healthy, sustainable communities.

- Defining opportunities to provide inter-municipal transit to all municipalities and the use of flexible transit service and ride share programs.
- Defining the specific provincial highway improvements required to complement the regional road system to year 2041.
- Reviewing the longer term goods movement requirements that identify the need to advocate for a Niagara – Hamilton Trade Corridor.

Relationship to Council Strategic Priorities

The Transportation Master Plan specifically addresses the following Council Strategic Priorities:

- **Moving People and Goods**
  - The TMP identifies a long term transportation system that accommodates all modes of travel, maximizes walking and cycling for short trips and providing the transportation connections to destinations within and external to Niagara Region that increases the economic interchange between Niagara and the GTHA, improving the efficiency of goods movement to regional, national and international markets.
- **Fostering Innovation, Investment and Entrepreneurship**
  - The TMP accounts for the changing demographics within Niagara Region (number of seniors and young adults will increase significantly) requiring more flexible and convenient alternatives to car ownership which will retain young adults to stay and work as well as ensure full participation of seniors. Addressing the transportation needs of all residents and in particular the seniors and young adults will promote innovation, investment and entrepreneurship.
- **Positioning Niagara Globally**
  - The TMP provides the transportation direction, policies and long term transportation infrastructure to support international bridge crossings, the Welland Canal system and the Foreign Trade Zone Point which allow Niagara access to international, national and regional markets.

Other Pertinent Reports

Not applicable.

Prepared by:
Jack Thompson
Transportation Strategic Projects Lead
Public Works Department

Recommended by:
Ron Tripp, P.Eng.
Commissioner
Public Works Department

Submitted by:
Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared in consultation with Shawn McCauley, Acting Director, Transportation Services and Carolyn Ryall, Associate Director, Transportation Engineering.

Appendices

Appendix 1 Niagara Region Transportation Master Plan Executive Summary

Appendix 2 Summary of Transportation Master Plan Recommendations for Approval

Appendix 3 Summary of Recommended Road Capital Investment to 2041

NIAGARA REGION TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY

Final — May 2017

IBI Group in association with
Parsons and Brook McIlroy

TABLE OF CONTENTS

1 INTRODUCTION 1

2 A VISION FOR NIAGARA 2

3 TMP DRIVING FORCES 4

4 NEEDS AND OPPORTUNITIES 5

5 A COMPLETE STREETS APPROACH 8

6 TRANSPORTATION CHOICE 11

6.1 Active Transportation 11

6.2 Public Transit 12

6.3 Road Network 14

6.4 Transportation Demand and System Management 18

7 GOODS MOVEMENT 20

8 IMPLEMENTATION 22

1 INTRODUCTION

The purpose of a Transportation Master Plan (TMP) is to present a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with projected needs, and aligned with the region's growth and with the overall vision for a sustainable Niagara Region.

Niagara Region (Map 1) is undergoing signi□cant change and by 2041 will have grown and evolved on economic, demographic, social and technological fronts. To prepare for this change, and to maximize the growth potential and opportunities that will accompany this change, Niagara Region is actively planning for new growth, in conformity with Places to Grow – the Province's Growth Plan for the Greater Golden Horseshoe. As part of the Niagara 2041 Growth Strategy, Niagara Region is undertaking three supporting studies that will guide development and accommodate change over the next twenty-□ve years: a Municipal Comprehensive Review (**How We GROW**), a Water and Wastewater Master Servicing Plan (**How We FLOW**), and this Transportation Master Plan (**How We GO**).

This Transportation Master Plan (TMP) is intended to set out a strategic vision for transportation and its implications in the Niagara Region over the next twenty-□ve years, and illustrate how effective transportation can enhance quality of life. It will ensure that future transportation needs are addressed through pedestrian and cycling facilities, demand-responsive and conventional transit, and an integrated network of roads and highways.

As the TMP is a guiding document for transportation that will impact Niagara Region's existing and future residents and stakeholders, open consultation was a critical contributor to its development. A range of activities provided opportunities for both stakeholders and members of the public to give feedback and to help shape this document. The activities included Public Information Centres (PICs), online surveys, stakeholder advisory group meetings, targeted meetings, and engagement through social media. Through these consultation activities, many creative ideas were generated and transportation-related issues identi□ed. Consideration was given to all concerns and comments brought forward by stakeholders and the public.

2 A VISION FOR NIAGARA

Niagara Region Council set strategic priorities that focused on economic development, supporting growth and improving Niagara's position globally. Transportation will play a key role in achieving these priorities and the TMP will be the driving force behind initiating the process and articulating the goals. In response to the Council directives, the TMP process has identified and adopted a strategic transportation vision that incorporates these priorities and addresses the key trends expected to impact the Region:

In 2041, Niagara Region will be supported by a transportation network that will help establish Niagara as a leader in: building, preserving and enhancing livable communities; economic development; tourism; sustainable transportation practices; and the emerging shared economy.

In addition to the strategic vision, seven high-level goals, as illustrated below, were identified.

GOALS FOR THE TMP



Integrate transportation and land use

Transportation and land use planning will be coordinated and reflect the unique needs of the Region's communities.



Support economic development

The transportation network will support the efficient movement of goods, provide adequate connections to support the tourism industry, and provide high-quality access to employment for all residents.



Enhance multi-modal connectivity

Modes of travel will be fully integrated across the Region, allowing seamless connections and more travel choices.



Improve options for sustainable modes of transportation

A balance between modes will be achieved, minimizing the need for new infrastructure and reducing greenhouse gas emissions.



Maintain and improve the efficiency of the goods movement network

The transportation network will optimize the efficiency of the freight transportation sector.



Promote the development of healthy communities

The TMP will support and promote active transportation options for all network users.



Develop a realistic yet innovative blueprint for implementation

The TMP will provide the blueprint for decision-making that will be transparent, inclusive and accountable, and that will provide better value to households, businesses and governments.

3 TMP DRIVING FORCES

The TMP is driven by what we know about current and future conditions and by how the Region will respond to them.

What We Know About Policy. The current policy and planning environment places a critical emphasis, even an obligation, on the integration of land use planning and transportation planning. Land use policy will be addressed in **How We GROW**, and the Region must develop a transportation policy response that seeks to support the growth that is required to meet the Provincial Growth Plan targets.



What We Know About What People Think. Residents and stakeholders were actively engaged in all elements throughout the duration of the study and were passionate about transportation in Niagara Region. The key messages are clear and the Region needs to develop strategies to respond to these messages, including support for:

- Complete Streets road design and complete neighbourhood development;
- Expanded and connected cycle network with consistent way□nding;
- A solution to QEW congestion, including safe provincial highway alternatives;
- Enhanced GO Rail service to Niagara Region for connectivity to the Greater Toronto and Hamilton Area (GTHA);
- Improved inter-municipal transit to connect more communities in Niagara Region;
- Transportation improvements along QEW, 406, Escarpment Crossing, new South Niagara East-West Arterial Road, and NGTA East Link; and,
- Localized road improvements that improve overall ef□ciency and operations.

What We Know About the Existing Network. The current transportation network (Map 2) is mature and well-developed, providing a solid base that can accommodate the basic needs of Niagara Region, however performance analysis of the existing network and systems identified a number of opportunities for strategic improvement to better meet future needs including: active transportation expansion and connectivity; transit inter-municipal integration; road extension, widening, and rehabilitation; airport and marine capacity considerations; and rail passenger and freight availability maximization. Many of these issues were also raised during the engagement activities, giving additional credence to the earlier analysis conclusions.

What We Know About Demand for Travel. After a prolonged period of relatively limited growth, Niagara's population and employment are expected to grow more rapidly. The demand for transportation will both increase and become more complex as Niagara Region evolves. In response, the Region will need to strengthen connectivity between its municipalities and to the GTHA, and to provide better options for non-car travel. Without significant action, car travel will remain the overwhelming choice of residents—a situation that could have detrimental impacts on Niagara's quality of life, economy and environment.

4 NEEDS AND OPPORTUNITIES

Discussed below are the four main cross-cutting transportation themes (or opportunities), the needs they produce, the goals they address, and the associated desired outcome. Capturing these, as identified in the Needs & Opportunities Report, is vital to achieving this range of higher-order outcomes fundamental to Niagara Region's long-term quality of life, economic competitiveness, and environmental health.

Transportation as a catalyst for change. The Region's substantial growth over the next 25 years provides a major opportunity for constructive change. As new land uses develop, transportation can act as a catalyst to support a number of strategic objectives. Transportation systems will influence where people choose to live and work in the region, how business investors perceive it, and how people think about the prospect of moving there. The Region has the opportunity to focus transportation investments to create a more multimodal approach that offers improved choice, reduces effort, maximizes connectivity, and makes Niagara more attractive to potential investors and residents.

GOALS ADDRESSED



DESIRED OUTCOMES

- Attract a talented workforce
- Maintain and attract new business investment
- Create more healthy and liveable communities
- Improve financial sustainability
- Establish leadership on climate change and environmental sustainability

Connecting the Region. Niagara Region's location, unique geography and urban structure make it an attractive place to live, work and play however it needs a greater degree of transportation connectivity locally - within its communities; regionally - between its communities; and, externally - between it and other regions to make it more prosperous. These connections need to be multimodal, giving maximum opportunity to all residents, including the many who do not own or drive a car. Over time, the Region should aim to reduce the significantly high proportion of daily travel by car across Niagara, which currently sits at 90%, the majority of these being single-occupant vehicles.

GOALS ADDRESSED



DESIRED OUTCOMES

- Increase economic interchange with GTHA and other surrounding municipalities
- Strengthen economic and social connections between area municipalities
- Boost efficiency of goods movement; regional, national and international markets
- Maximize use of walking and cycling for short trips
- Improve international trade
- Increase effective freight capacity through region and reduce QEW congestion

Meeting the needs of residents. Niagara Region's demographics are changing and by 2041 its current population of seniors will more than double. Older residents will require more age-friendly infrastructure and better alternatives to driving, especially for trips between municipalities and outside peak periods. The number of younger people in Niagara will also grow, and the region's population of young adults will represent a particularly important factor in terms of attracting business investments in the booming "new economy" knowledge and service industries. In the urban areas young adults are demanding more flexible and convenient alternatives to car ownership. Maximizing transportation affordability for residents of all income levels will boost social equity and economic opportunity.

GOALS ADDRESSED



DESIRED OUTCOMES

- Retain young adults after they complete high school and post-secondary education
- Ensure full participation of seniors
- Promote Niagara Region as a place for families to thrive
- Improve equity for all

Taking advantage of new technologies. Technology represents a "disruptive force" that if managed properly, could positively change how people travel and how businesses move goods. By proactively identifying, testing and adopting technologies that work for its specific needs and context, Niagara Region could enhance its competitiveness in attracting both residents and businesses.

GOALS ADDRESSED



DESIRED OUTCOMES

- Reduced personal and business costs for transportation
- Extended coverage of transit system
- Reduced need for road expansion
- Region seen as leader in innovative transportation solutions

5 A COMPLETE STREETS APPROACH

The purpose of a street should be more than just a route for automobiles. Streets are the de□ning elements of Niagara's towns and cities and showcase the character of a place. Complete Streets is an approach to street design where the public right-of-way and adjacent lands are designed to equitably and ef□ciently support all mobility modes as needed, including delivery of goods, and to assist people of all ages and abilities in travelling throughout Niagara Region. Complete Streets serve both a place-making and transportation function, and form the spine of healthy and economically viable communities.

The Complete Streets approach is consistent with the strategic goals of the TMP to integrate land use and transportation, promote sustainable options and healthy communities.

The Region will be incorporating new Complete Streets policies into the Regional Of□cial Plan. By adopting a Complete Streets approach to the development, refurbishment or reconstruction of all road and street projects, Niagara Region is dramatically changing the way it conducts the business of urban and community development. Incorporation of this new approach into the planning process will be a cornerstone of Niagara Region's ongoing development and is a transformative measure in establishing a new identity for Niagara Region as a leader in community design and mobility. This new identity will enable the Region to attract businesses and residents, both contributing to economic growth in Niagara.

Supporting these new policies, the Complete Streets Design Guidelines are intended to provide guidance to the Region and local municipalities in assessing and incorporating, where reasonable, Complete Streets design principles. The guidelines de□ne six road typologies that encompass the range of Regional roads in Niagara, including main streets, wide and narrow urban roads, transitioning roads, rural roads and roads through hamlets.

The Complete Streets concept is not always about accommodating all modes of transportation on a street to the highest level of service. Rather, the aim is to pursue incremental improvement to a street, making it as complete as possible, with a priority for the main function of the road and ensuring network connectivity.

Inclusive design to meet changing needs

The concept of universal design, or inclusive and barrier-free design, refers to a broad-spectrum of ideas that lead to the production of buildings, products and environments that are inherently accessible to all people, including people with and without disabilities, aging populations and children. The trend is moving from design only in relation to those with mobility concerns, to using an overarching lens on the population as a whole and the impact of the environment in which communities need to live, work and play.

Changing demographics in Niagara Region is one key trend that needs to be addressed through design. In Ontario as a whole, the seniors' population – those aged 65 years and older – is expected to more than double to 3.5 million over the 25-year horizon of this Plan. Older residents will require more age-friendly, accessible infrastructure and better alternatives to driving, and this will have a direct impact on the transportation system in Niagara Region.

According to Statistics Canada, 15% of Ontario's population has some form of disability, rising to 37% for the over 65s.

Age-friendly communities are those that are taking steps to help their older residents remain healthy, active and independent, and encourage them to continue contributing to their communities as they age.

Special considerations must be given to transportation and public transit options as well as public spaces and walkability.

Key Recommendation

It is recommended that the Region plan and design all Regional Road projects identified in the Road Capital Plan, including repaving, using a Complete Streets approach, designing roads to be universally accessible, safe and comfortable for all users.

Key Actions

- Adopt the Niagara Region Complete Streets: Vision and Direction for a Changing Region document which provides decision-making tools to reflect an integrated consideration of land use and transportation issues.
- Implement Complete Streets design guidelines and standards as part of road rehabilitation and reconstruction projects.
- Initiate an accessibility and universal design advisory committee.
- Demonstrate leadership in transportation projects by incorporating barrier-free and universal design principles.
- Retrofit existing infrastructure to remove barriers to access in the transportation network as part of road reconstruction and rehabilitation program.

6 TRANSPORTATION CHOICE

Key goals in **How We GO** are to improve options for equitable transportation choice, sustainable modes, and to enhance multimodal connectivity – a theme echoed in the public consultation. Providing transportation choice and opportunities to access multiple modes of transportation to people of all ages and abilities will improve the quality of life, economic vitality, and system efficiency. The transportation network should promote healthy, vibrant communities where all residents, regardless of age or ability, enjoy a high quality of life. Residents will have a wide range of options available to them for getting around and meeting their daily needs including accessing goods, services, employment and recreation by alternate travel modes (i.e., walking, cycling, public transit and the automobile.

6.1 Active Transportation

Active transportation includes all modes of self-propelled transportation including walking, cycling, rolling, etc.

Active transportation also plays a major role in supporting public transit as the majority of transit users start and end their trip by walking or cycling.

Niagara Region is already a cycling destination, but the TMP aims to make travel by bicycle a realistic option for Niagara's residents and visitors alike. A major focus for this TMP was the creation of a safe, highly connected network of active transportation (AT) facilities that is attractive to both residents and visitors, regardless of age or ability. AT facilities should be designed, developed and maintained to ensure they are safe and accessible for all users while balancing the needs of the different AT modes and trip types that share the network. Supportive walking environments to accommodate pedestrian circulation is discussed under Section 5 Complete Streets. Niagara Region should build on recent success and seek to further raise the profile of AT through the Active Transportation Sub-Committee.

In 2005, the Niagara Bikeways Master Plan identified a 1,200 km network of cycling facilities, of which 760 km has been implemented to date, primarily through road capital projects. To advance the implementation of the Bikeways Master Plan network, the Region requires a strategy to systematically eliminate barriers and connect gaps in the network. A Strategic Cycling Network (Map 3) was developed to address gaps and underserved areas by providing a high-quality, connected network, in areas where it will most likely be used, within the shorter-term. Guidelines for consistent wayfinding signage were developed to direct cyclists to routes, facilities, and points of interest throughout Niagara Region.

Key Recommendation

It is recommended that the Region invest in active transportation facilities and supporting infrastructure to promote active lifestyles and healthy communities. To advance the development of the Bikeways Master Plan network, it is recommended that the Region adopt a Strategic Cycling Network to address gaps and underserved areas by building a connected network, in areas where it will most likely be used, within a shorter-term horizon. To support the local area municipalities in implementing the municipal components of the Strategic Cycling Network, it is recommended that Niagara Region increase the bicycle facilities grant for Regional Bikeways Network facilities on local roads to $1 million per year for the next 10 years.

Key Actions

- Implement the Strategic Cycling Network Concept, as part of the Council Approved Bikeways Master Plan.
- Work with Active Transportation Sub-Committee to develop and support cycling education and safety, cycle way□nding implementation and improving the overall cycling experience for all users including tourists.
- Adopt and implement the Bikeway Identi□cation and Destination Way□nding Signage for Cyclists guidelines.
- Complete the Niagara Bikeways Master Plan network.

6.2 Public Transit

Transit service levels in Niagara Region are among the lowest in Ontario's regional municipalities. The dispersed communities in Niagara are dif□cult to serve ef□ciently and cost-effectively using traditional □xed-route services. Recent technological advances present an opportunity for the Region to provide demand-responsive transit in a more ef□cient and cost effective manner than was previously possible. However, challenges remain with the local geography and concerted effort and investment will be necessary to create a transit system that is able to support the public's mobility needs and provide an attractive alternative to the car.

The transit strategy (Map 4) for Niagara Region is to adopt a new transit model that aims to strengthen core fixed-route transit services and better connects all its local municipalities to support growing demand for inter-municipal travel. In lower-density areas, where traditional, fixed-route transit systems perform poorly, a demand-responsive transit model, using existing and emerging technology and supportive Active Transportation infrastructure, will maximize the efficiency of providing transit service and increase convenience to travellers. The proposed transit strategy will require increased transit service levels for both GO and IMT bus services.

The recommendations of the TMP are meant to complement recent work undertaken by the Inter-Municipal Transit (IMT) Working Group and guide high-level decision making about the Region's transit policy.

Key Recommendation

It is recommended that the Region strengthen core transit services and provide transit connections to all of its local municipalities through a combination of fixed-route and demand-responsive transit, using existing and emerging technologies to improve efficiency and cost-effectiveness, to support growing demand for inter-municipal travel and inter-regional transit services.

Key Actions

- Develop transit demand-responsive model/pilot to extend access to Niagara Region Transit service.
- Move towards a consolidated transit model for one transit entity in Niagara Region that can provide better coordinated transit services and fare integration.
- Support the expansion of GO Transit passenger rail service to Niagara Region, and the development / redevelopment of rail stations to serve as major transit station areas.

6.3 Road Network

Niagara Region needs to ensure that it maintains accessibility and connectivity within Niagara and to the Greater Toronto and Hamilton Area (GTHA) through the provision of upgrades/improvements to key links resulting in a prosperous economy and connected population. Niagara Region's mature and well-developed road network is comprised of urban arterials, many with four travel lanes, and rural arterials that connect the many communities spread throughout Niagara.



With forecast population and employment growth, travel by motorized vehicles is expected to grow by 55%, reaching more than 10 million vehicle-km daily in 2041. Future growth and increasing demands to move people and goods within and through the Region will intensify the need for a safe, connected and sustainable road network. Strategies and initiatives to influence how, how much, when, where, and why people travel and technologies to maximize the capacity of the existing network (discussed in Section 6.4) work hand-in-hand with proposed capacity improvements.

A number of constraints will exist along key corridors, such as the major Provincial and Regional corridors that traverse Niagara, and at key locations, such as the crossings of the Niagara Escarpment and Welland Canal. A program of strategic network capacity improvements is needed to meet the needs of residents and businesses.

The recommended 2041 Road Network (Map 5) includes the following improvements, which will be supplemented by transportation demand and system management:

Provincial Highways

The QEW is the only major provincial highway that traverses Niagara Region and connects the GTHA to the international border in South Niagara. Highway 405 and Highway 420 branch from the QEW to the Queenston-Lewiston Bridge and to the Rainbow Bridge, respectively. The QEW is the main link from Niagara Region to the GTHA, and is a signi□cant constraint on tourist and trucking activities in Niagara. The vast majority of Niagara's truck traf□c travels to or from the GTHA on the QEW. Trucks represent about 15% of weekday traf□c volumes on the QEW, which is congested during weekday peak periods and off-peak tourist times. Increasing demands on the QEW will lead many truck drivers to look for alternatives.

The MTO is responsible for the provincial highway network including: QEW; Highway 405; Highway 406; Highway 420; Highway 58; Highway 3 and Highway 140, and has identi□ed a program of key projects. Niagara Region must continue to advocate for the delivery of the MTO program.

Niagara-Hamilton Trade Corridor

Over the past 15+ years, multiple studies have examined the existing highway network and possible outcomes for a proposed Niagara to Greater Toronto Area (NGTA) Corridor connecting Niagara Region to Hamilton, Burlington and other municipalities in the GTHA. Analysis shows that such a corridor will be required over the long term to provide necessary capacity and required operational redundancy. However, while planning of this corridor is underway, it has not yet reached the point of identifying a corridor right-of-way. Such a major corridor will take a considerable time to be approved, for the acquisition of right-of-way and for construction, suggesting an operational NGTA Corridor could still be in excess of 25 years into the future.

In the meantime, the need for a trade corridor as an alternate to the QEW is clear. A Niagara-Hamilton Trade Corridor, which connects Niagara Region from Fort Erie to Hamilton in the vicinity of the Hamilton Airport / Highway 403 would address the more immediate demands of moving goods in and through Niagara Region in the absence of the full NGTA Corridor. The Region should actively advocate for the Niagara-Hamilton Trade Corridor (NHTC) as an alternate route to the QEW that improves Niagara's connection to both Hamilton and the international border. A right-of-way should be designated as soon as possible and safeguarded for the future.

In the interim, while planning for the new corridor proceeds, Niagara Region should actively work with MTO to identify a shorter-term solution to provide network capacity and redundancy through an alternate provincial route. This includes a role and function study for the former Highway 20 to assess its potential to accommodate longer-distance, inter-regional travel and goods movement in Niagara Region.

Interchange Improvements

To support access to the provincial highway network, three interchange projects were identified, including a new Highway 405 interchange at Concession 6 Road, a new Highway 406 Interchange at Third Avenue Louth, and improvements to the QEW / Glendale interchange.

Although not part of the TMP, the Region and MTO are addressing operational improvements to the QEW interchanges at Casablanca Boulevard and at Victoria Avenue.

Regional Roads

Niagara Region has a 10-year road capital improvement program that is endorsed annually by Council, which identifies on-going and planned projects for improving the existing road network and supporting infrastructure, including network expansion where necessary. As a long-term planning document, this TMP has identified transportation needs for the 25-year horizon and, its recommendations goes beyond what Niagara Region may have identified previously.

The recommended road network improvements were identified through a combination of reviews of previous/on-going studies, travel demand forecast modelling, sub-area analyses, input from Regional and municipal staff, and input from stakeholders and the public. The recommended improvements are intended to provide a connected road network that better accommodates economic demands, tourism demands and facilitates travel for Niagara residents.

Key Recommendation

It is recommended that the Region accommodate future growth in travel through strategic network capacity increases and address operational improvements at key constraints. It is recommended that the Region continue to advocate for highway capacity improvements to address inter-regional and international trade and tourism-related demands, including a new trade corridor connecting Niagara to Hamilton and the international border.

Key Actions

- Advocate and work with MTO for capacity improvements to accommodate inter-regional and international travel demand, including:
  - Widening of QEW;
  - Role and function study for Regional Road 20 / Highway 20;
  - Highway interchange improvements;
  - Implementing the NGTA East corridor and extension of Highway 406; and
  - Building a new Niagara-Hamilton trade corridor.
- Undertake and/or complete Environmental Assessment for Niagara Escarpment Crossing and South Niagara East-West Arterial Road,
- Protect non-Regional transportation corridors that provide local bene□ts and network connectivity including: crossing of QEW (Morrison Street), crossing of Twelve Mile Creek (Carlton Street), and crossing of Welland River (future road).
- Complete the 2041 Road Network.

6.4 Transportation Demand and System Management

Transportation Demand Management is a set of policies, programs, services, and initiatives that aim to increase ef ciency in the transportation network by changing how, how much, when, where, and why people travel.

Transportation System Management is a strategy to maximize the ef ciency, reliability, capacity, and safety of the transportation network economically and environmentally using technology to manage congestion and traf c operations.

Transportation Demand Management (TDM) provides a means to protect the Region's investments by ensuring that transportation facilities are used ef□ciently and by tapping into currently underutilized capacity. Transportation systems management (TSM) uses technology to maximize the capacity of existing roads and make travel by all modes safer and more ef□cient. These strategies typically include Intelligent Transportation Systems (ITS) which have been evolving over the course of the past few decades. TDM and TSM typically cost a fraction of the capital costs required for expanding roadway and transit infrastructure.

TDM is aimed at in□uencing behaviour to reduce travel - particularly the need to travel alone by car during the peak hours. TDM is an effective tool to defer the need for signi□cant capital investments in new infrastructure by reducing demand and making better use of existing transportation facilities and services. TDM is also an excellent way to reduce greenhouse gas emissions and encourage active lifestyles by promoting sustainable transportation modes. TDM focuses on all modes in the transportation network, but is largely directed at reducing the number and type of trips made using single-occupancy vehicles. Potential TDM initiatives could include carpool programs, park and ride lots, paid parking initiatives, and workplace-based commuter programs.

Niagara Region is currently developing an ITS Strategic Plan to identify actions to improve the ef□ciency of the transportation network. The initial ITS Strategic Plan □ndings identi□ed opportunities for Niagara Region to improve traveller information systems, traf□c control systems, and corridor management systems that will better support the regional economy and improve user experience. The ITS Strategic Plan, once completed and Council approved, will also provide recommendations for funding and staff resources to support implementation of the plan.

Increasingly, internet access and online services are reducing a portion of travel demand. "New mobility" technologies, such as connected and autonomous

vehicles (CAV), and services like ride hailing applications (e.g., Uber), represent major shifts in the delivery of transportation services and the movement of goods. Niagara Region can stay ahead of the curve and maximize its competitiveness by preparing for changes in business models, vehicle fleets and personal tastes. While it is still too soon to be prescriptive on the best approaches for the Region to take, the TMP identifies the need to track developments closely, and to evaluate possible applications as soon as practical.

Embracing new technologies is only possible however, if an internet connection of sufficient bandwidth and reliability is available to support these technologies. Internet services in Niagara Region vary considerably between communities, and between urban versus rural areas. Efforts are underway to improve internet access through the South Western Integrated Fibre Technology (SWIFT) initiative – led by a partnership of 16 regional and local municipalities, including Niagara Region – to build an ultra-high-speed fibre optic Internet network for southwestern Ontario.

Key Recommendation

For Niagara Region to improve sustainability, efficiency and safety for the transportation system, it is recommended that the Region fund and staff programs to adopt and lead TDM and TSM initiatives, and embrace new mobility services and the use of technology to monitor and maximize capacity.

Key Actions

- Develop Business Case for transfer of Niagara Ride Share Program to Niagara Region.
- Provide funding and staff resources to manage and coordinate Regional TDM and TSM programs and initiatives.
- Initiate a Travel Demand Management (TDM) study to identify a TDM program and supporting initiatives in collaboration with local municipalities.
- Complete and implement ITS Study (initiated in 2015) to identify TSM program and supporting initiatives.
- Coordinate policy development related to emerging technologies with local municipalities and neighbouring jurisdictions.
- Advocate for advancement of SWIFT as opportunities arise.

7 GOODS MOVEMENT

Improving the movement of goods through and within the Region is vital to Niagara Region's economic development.

Niagara Region is located on a critical international trade corridor – every day, thousands of commercial vehicles pass through Niagara's international border crossings. The QEW is the main link from Niagara Region to the GTHA, and congestion is a signi□cant constraint on trucking activities in the area. To support Niagara's employment areas and Foreign Trade Zone Point designation, network improvements are required to minimize impedance from commuters and tourists – thereby reducing business costs and increasing the value of operating in Niagara Region.

The number of truck trips in Niagara Region will grow in conjunction with population and economic growth in the region. A majority of those trips will continue to be through trips or trips between Niagara and the GTHA. Minimizing impedance from commuter and tourist traf□c improves the ef□ciency of goods movement which reduces business costs and increases the value of operating a business in the Niagara Region. Potential road improvements that would bene□t local business include the Niagara-Hamilton Trade Corridor, better escarpment crossings to accommodate commercial vehicles, and improved connections to the highway network.

Niagara also has considerable marine, rail, and air infrastructure that play an important role in the movement of goods. Recent trends have shown a decrease in goods movement by marine, rail and air, Niagara Region should protect the capacity of the multi-modal freight network infrastructure to support future growth opportunities that could have the added bene□t of off-loading a congested, highway corridor and supporting economic development in Niagara Region. The Welland Canal is a strategic international, national and regional freight and passenger marine corridor that supports both transportation and economic bene□ts to the Region of Niagara. The St. Lawrence Seaway Management Corporation is undertaking a long-range planning study that will maintain the ef□ciency of the Welland Canal operations and supporting infrastructure to address long term transportation, economic and social commitments and policy mandates.

Emerging technologies will play both a supportive and disruptive role in the goods movement and manufacturing sectors. These technologies present opportunities

to improve the ef□ciency of goods movement and potentially reduce the demand for transporting goods on the Region's road network. These include connected and autonomous vehicles (increasing capacity by enabling closer car- following as a platoon, driver-less trucking), drone deliveries, and 3D printing which could reduce the demand for goods movement.



Key Recommendation

It is recommended that the Region advocate with the provincial and federal governments to advance the Niagara-Hamilton Trade Corridor and NGTA East Corridor, providing an ef□cient trade route connecting Niagara Region to the GTHA and USA. In the shorter-term, it is recommended that Region actively work with MTO for continuing improvements to the QEW and undertake a role and function study for Regional Road 20 as an alternate provincial route that can accommodate longer-distance and inter-regional goods movement.

Key Actions

- Initiate a Niagara Trade Corridor Sub-Committee made up of Regional Councillors, Municipal Councillors, and Senior Public Works and Planning Staff to advocate for major infrastructure needs, including the Niagara-Hamilton Trade Corridor, NGTA East Corridor, and a shorter-term solution to provide network redundancy through an alternate Provincial route parallel to the QEW that can accommodate longer-distance, inter-regional travel and goods movement.
- Initiate Goods Movement Study to address trade corridors, truck routes, changing delivery methods and emerging technology, and addressing localized goods movement issues.
- Protect Niagara Region's marine, rail and air infrastructure for future growth opportunities.

8 IMPLEMENTATION

It is essential to have a comprehensive implementation, funding, and plan monitoring framework as part of the Transportation Master Plan to provide guidance for the actions to be taken by Niagara Region and key stakeholders/ agencies in the short, medium, and long term. Most importantly, it provides the framework necessary to evaluate and monitor the progress of the TMP.

Action Plan

The action plan (Attachment A) outlines the speci□c actions to implement the recommendations of this TMP. It re□ects the vision and goals and addresses opportunities to support constructive change, connecting all parts of Niagara Region, meeting the needs of the residents today and tomorrow, and taking advantage of new technologies. The action plan comprises a complete list of actions identi□ed in the TMP.

Phasing

The recommended timeframe for actions to be undertaken have been prioritized into three timeframes: short term (2017 to 2021); medium term (2022 to 2031); and long term (2032 to 2041). The recommended TMP capital projects by phase are shown in Map 6.

In the short term, by 2021, the Region will focus on implementing policies that will transform its approach to transportation, addressing existing constraints in the road system, adopting TDM and TSM measures to support the road network, □lling in gaps in the active transportation network, and taking the next steps to plan for the major network needs for the future. Speci□cally, the early actions to be undertaken in the □rst □ve years of the program include:

- Incorporating the Complete Streets approach in the Region's design process.
- Constructing AT in□ll projects to implement the Strategic Cycling Network and working with AT Sub-Committee to support cycling education, safety, and way□nding.
- Initiating a demand-responsive transit model/pilot, identifying opportunities to expand the transit service area, and identifying potential transit priority measures for Regional roads.

- Advocating for the advancement of a new trade corridor in Niagara Region, and working with MTO to identify a shorter-term solution, including a role and function study for Regional Road 20.
- Implementing the Capital Program.
- Undertaking / completing Environmental Assessment studies for the Niagara Escarpment Crossing, South Niagara East-West Arterial Road, recommended highway interchanges, and St. Catharines CN rail grade separation.
- Funding and staf□ng TDM/TSM programs and initiatives.

With respect to capital infrastructure, transportation projects are prioritized on an on-going basis through Niagara Region's Capital Budget and 10-year Forecasting process. This process, conducted annually by Region staff, accounts for existing and projected transportation needs, development-driven needs, on-going asset management, and □nancial envelopes. This TMP provides a longer-term outlook of the road capital program, planning to the 2041 horizon. A prioritization process to balance the needs of travel demand, providing access to new development lands, supporting areas of employment growth and providing value for money was undertaken. Consideration for timing on adjacent or upstream corridors and the status of projects in the environmental assessment process were also factors in the project phasing.

In the medium term, by 2031, Niagara Region will begin to implement major Regional road projects and improve connections to the freeway network, both of which will support goods movement in Niagara Region. The Strategic Cycling Network will be completed and incremental improvements to the cycling network will continue through the roads capital program. Transit service will continue to expand and inter-municipal service will connect all the local municipalities.

In the long term, by 2041, the Niagara-Hamilton Trade Corridor will support economic growth in Niagara Region and provide a signi□cant bene□t to the movement of goods in and through Niagara. Inter-municipal connections by road and transit, and crossings of major barriers, will continue to be implemented.

Capital Investment

The estimated capital investment for the recommended network to 2041 is $494 million for road capacity improvement projects and $25.8 million for active transportation in-fill projects, including the annual grant for Regional Bikeways Network facilities on local roads. A summary of recommended road capital investments in provided in Attachment B.

Although the TMP focused on only a limited number of strategic road capacity improvements, the required capital investment to implement the network still represents an increased level of investment for Niagara Region over the next 25 years. The current network in Niagara Region is mature and fairly well-developed but the components of the network that are missing which will be needed to support continued growth and economic development are those that require significant capital investment to construct such as crossings of major barriers (e.g. Niagara Escarpment) or major infrastructure pieces (e.g. South Niagara East-West Arterial Road).

The estimated capital investment for Niagara Region by phase is summarized below. The timing for these investments will be refined through on-going monitoring of transportation system performance, land development and the annual capital budget process.

Phase	Estimated Capital Costs	
	Road Expansion Projects	AT In-fill Projects
Short term, 2017-2021	$120.4 M	$12.9 M
Medium term, 2022-2031	$267.7 M	$12.9 M
Long term, 2031-2041	$106.3 M	-
Total	$494.4 M	$25.8 M

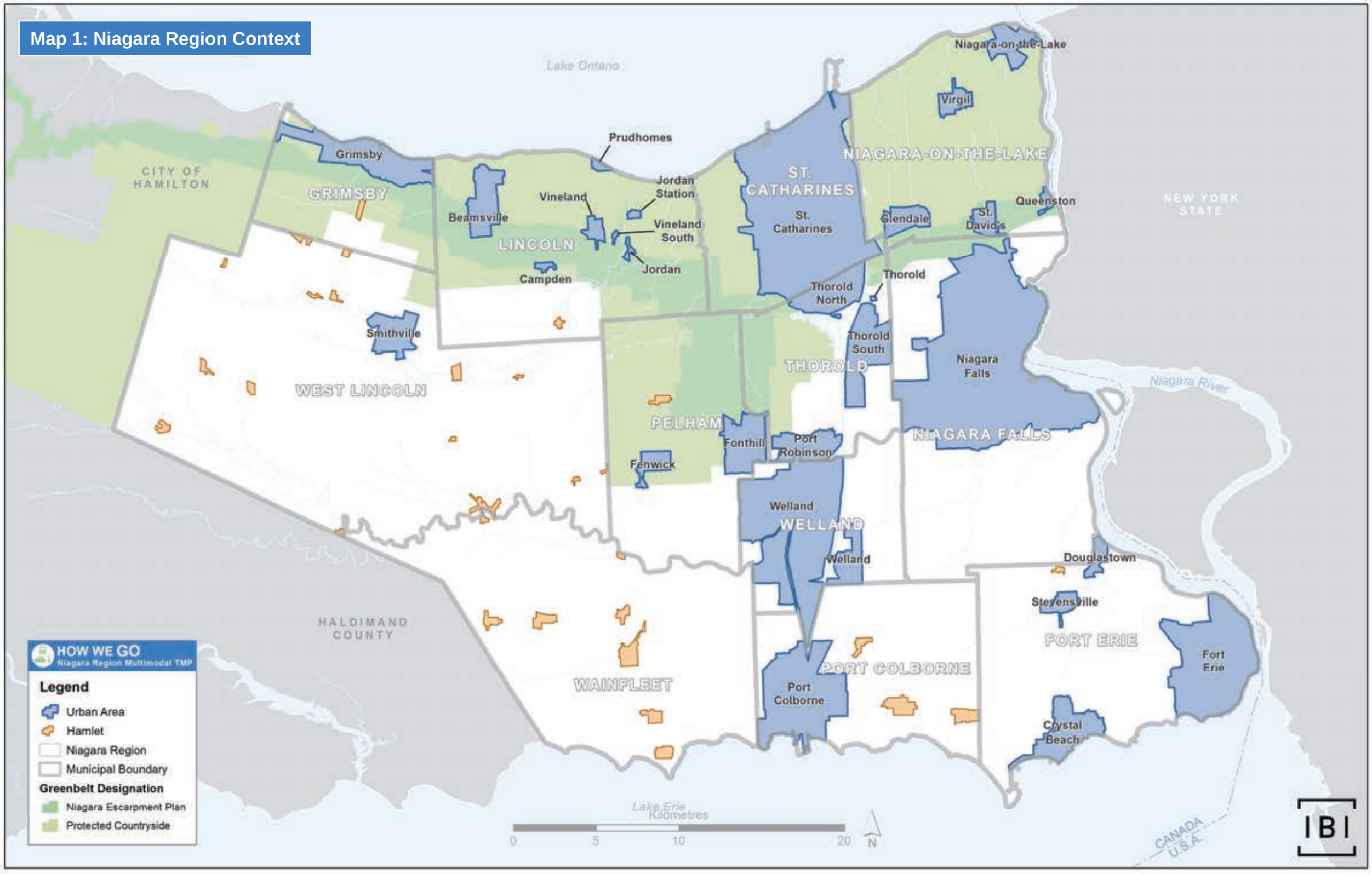
Plan Monitoring and Updates

Performance measurement is necessary to gauge the effectiveness of the policies, programs and infrastructure improvements in achieving the Plan's strategic goals and enabling strategies. A performance measurement program, including Key Performance Indicators, provides a framework for the Region to track changes in land use patterns, demographic characteristics, and system performance over time. This information will allow the Region to assess the success of actions taken and provide guidance in further implementation of the TMP.

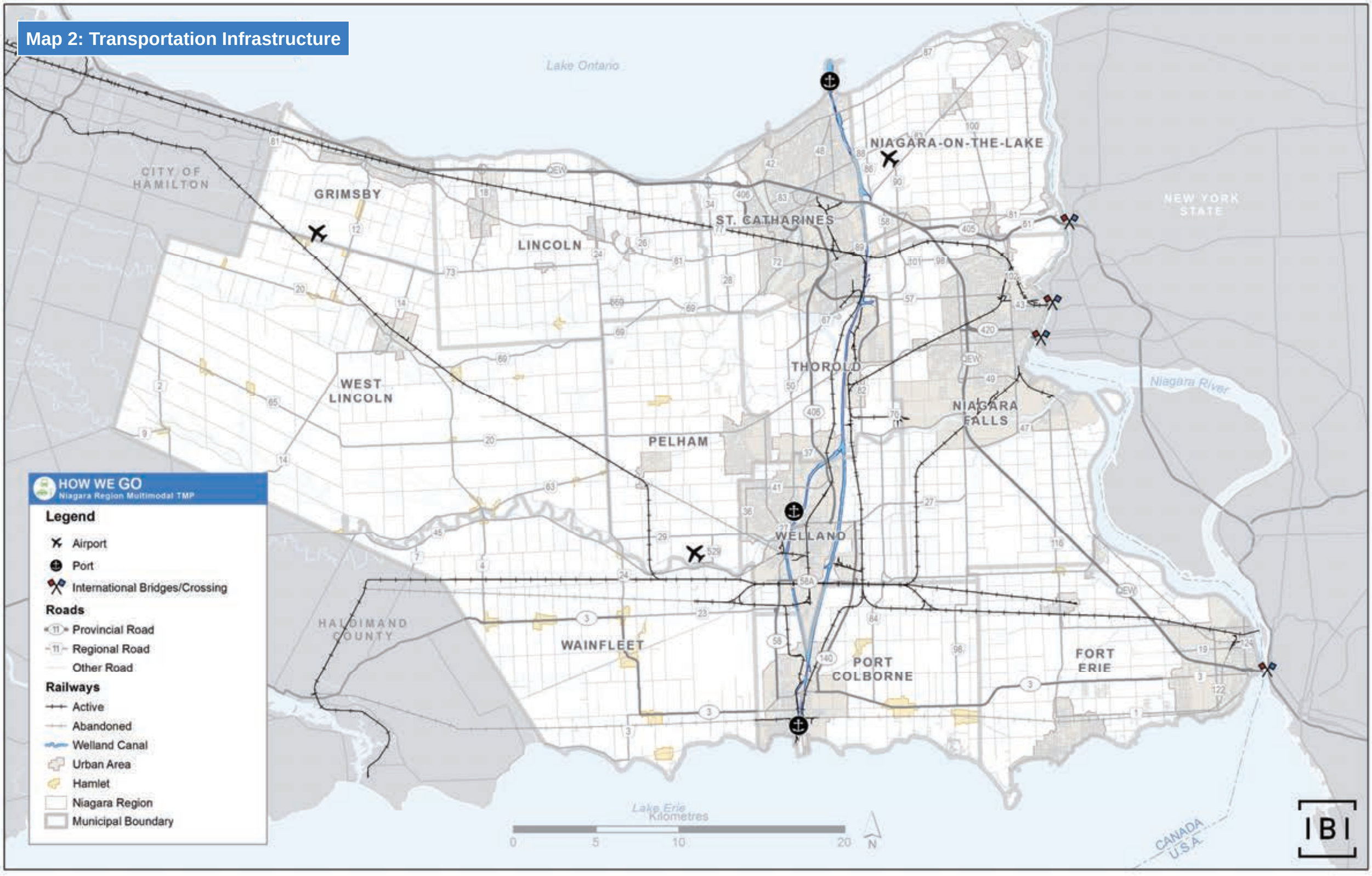
Regular reviews and updates of this Plan will allow for the on-going assessment of its effectiveness and relevance. Establishing a regular transportation planning cycle ensures the Plan strategies remain flexible to respond to new developments and changes in the planning environment. The Municipal Class EA recommends that master plans be reviewed every five years to determine the need for a detailed formal review and/or update.

The Planning Act requires the Region to assess the need for an update to its Official Plan up to 10 years from when a new official plan comes into effect and every five years thereafter unless it is replaced by a new Official Plan. That review process provides a timely opportunity to revisit the assumptions of the TMP and consider the need for an update.

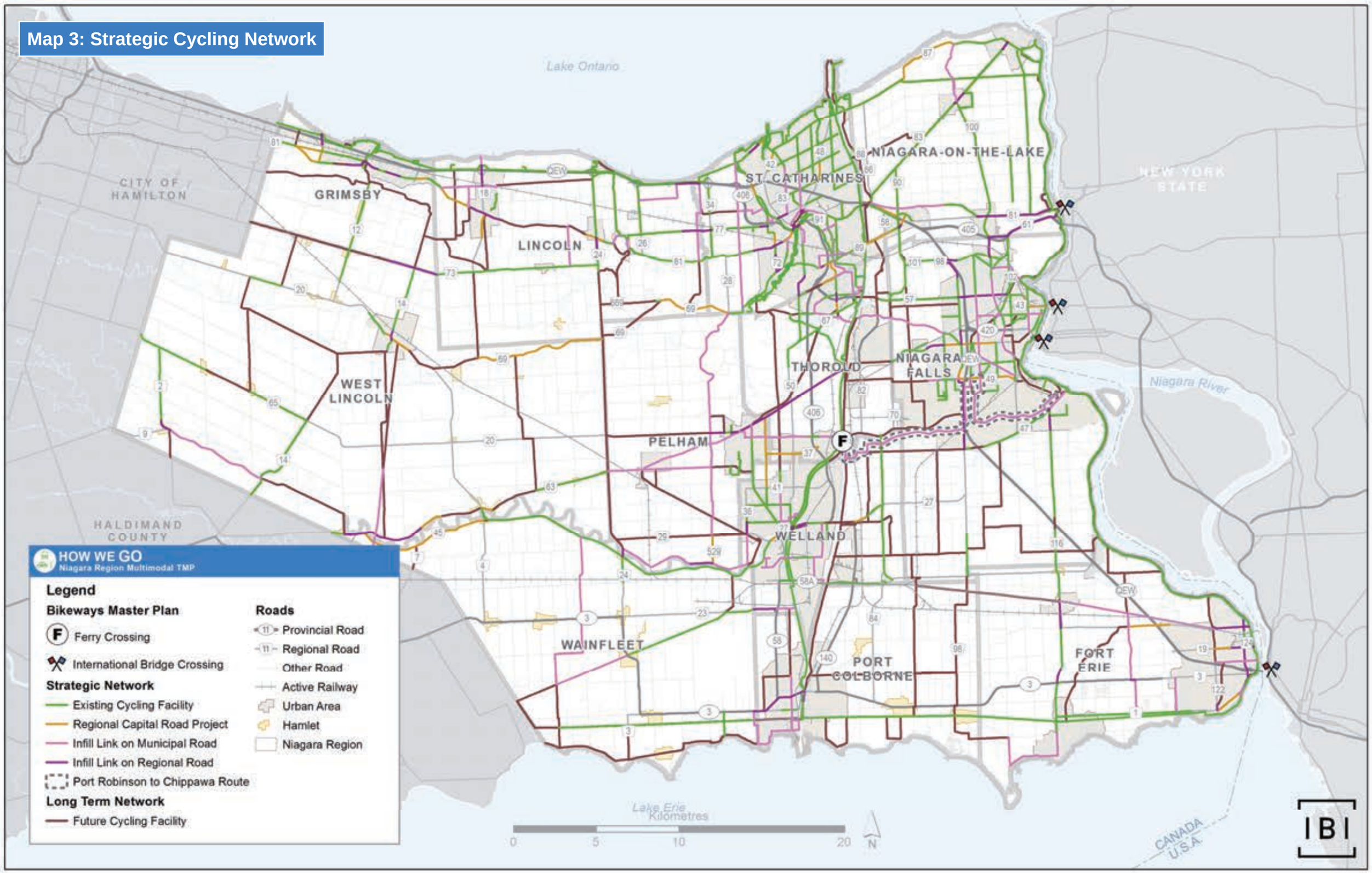
Map 1: Niagara Region Context



Map 2: Transportation Infrastructure



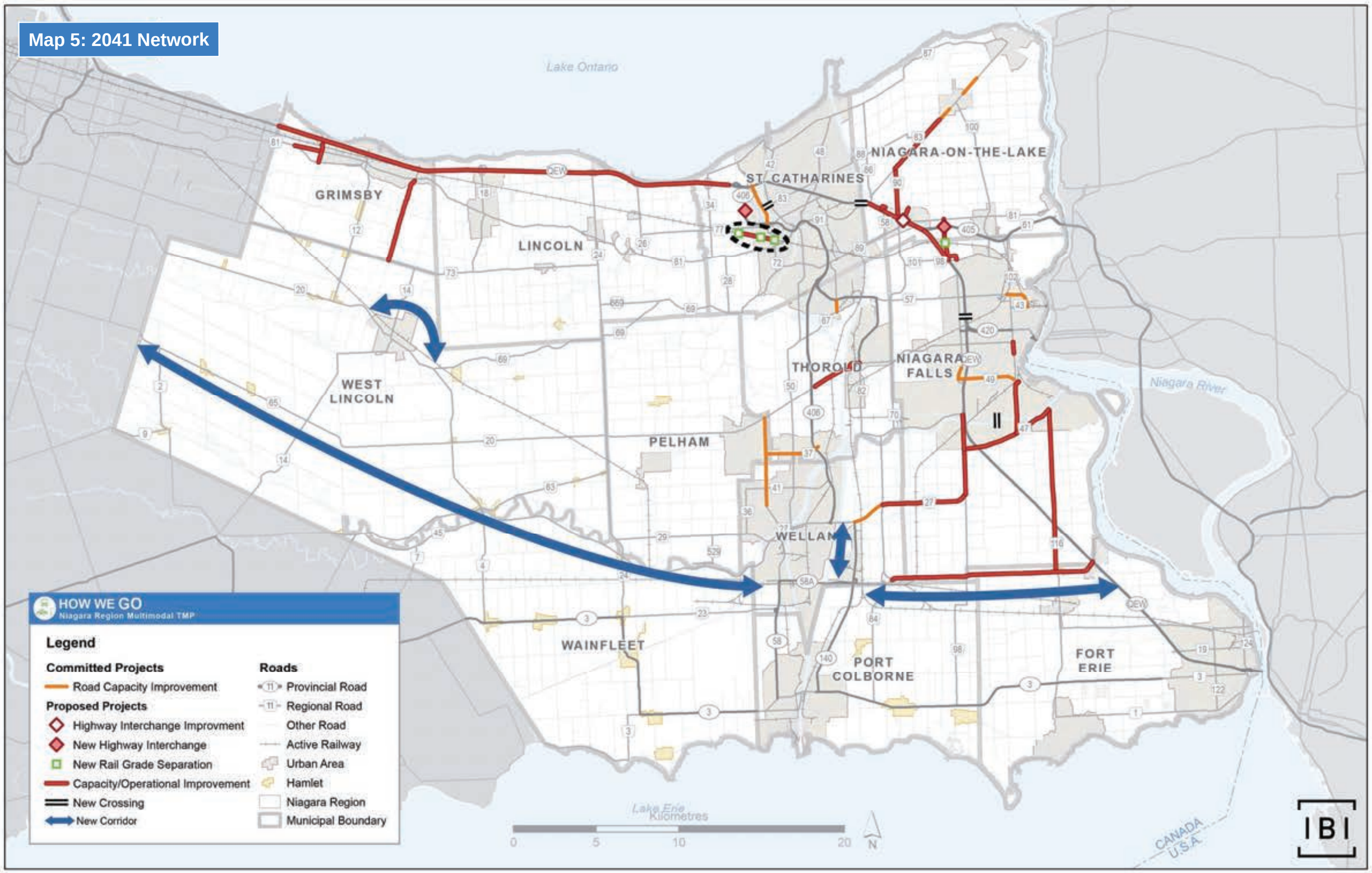
Map 3: Strategic Cycling Network



Map 4: Conceptual Transit Network



Map 5: 2041 Network



Map 6: Proposed Phasing

Lake Ontario

CITY OF HAMILTON

GRIMSBY

LINCOLN

WEST LINCOLN

HALDIMAND COUNTY

ST. CATHARINES

NIAGARA-ON-THE-LAKE

NEW YORK STATE

THOROLD

NIAGARA FALLS

Niagara River

PELHAM

WELLAND

WAINFLEET

PORT COLBORNE

FORT ERIE

Lake Erie

CANADA U.S.A.

Kilometres

0 5 10 20

HOW WE GO
Niagara Region Multimodal TMP

Legend

Roads

- Provincial Road
- Regional Road
- Other Road
- Active Railway
- Urban Area
- Hamlet
- Niagara Region
- Municipal Boundary

Proposed Phasing

- Phase 1 (2017 - 2021)
- Phase 2 (2022 - 2031)
- Phase 3 (2032 - 2041)

Phase 2 Proposed Projects

- Highway Interchange Improvment
- New Highway Interchange
- New Rail Grade Separation

IBI

Attachment A

	Action Plan	Timeframe			Supports Strategic Goals							Addresses Opportunities			
		Short	Med	Long	1 Integrate transportation and land use	2 Support economic development	3 Enhance multi-modal connectivity	4 Improve options for sustainable modes of transportation	5 Maintain and improve the efficiency of the goods movement network	6 Promote the development of healthy communities	7 Develop a realistic yet innovative blueprint for implementation	Transportation as a Catalyst for Change	Connecting the Region	Meeting the Needs of Residents	Taking Advantage of New Technologies
	A Complete Streets Approach														
1	Adopt and implement the Niagara Region Complete Streets Policy document which provides decision-making tools to re□ect an integrated consideration of land use and transportation issues.	✓			✓		✓	✓		✓	✓	✓	✓	✓	
2	Implement Complete Streets design guidelines and standards as part of road rehabilitation and reconstruction projects.	✓			✓		✓	✓		✓	✓	✓		✓	
	Accessibility														
3	Initiate an accessibility and universal design advisory committee.	✓			✓		✓	✓		✓	✓	✓		✓	
4	Demonstrate leadership in transportation projects by incorporating barrier-free and universal design principles.	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	
5	Retro□t existing infrastructure to remove barriers to access in the transportation network as part of road reconstruction and rehabilitation program.	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	
	Active Transportation														
6	Implement the Strategic Cycling Network Concept, as part of the Council Approved Bikeways Master Plan, giving priority to projects with the greatest cycling impact, balance complexity of work to be undertaken, and taking advantage of opportunities to work jointly with local area municipalities.	✓	✓		✓		✓	✓		✓	✓	✓	✓	✓	
7	Work with Active Transportation Committee to develop and support cycling education and safety, cycle way□nding implementation and improving the overall cycling experience for all users including tourists.	✓				✓	✓	✓		✓	✓	✓	✓	✓	
8	Adopt and implement the *Bikeway Identi cation and Destination Way nding Signage for Cyclists* guidelines.	✓					✓	✓		✓	✓	✓	✓	✓	
9	Invest in cycling facilities and supporting infrastructure to promote active lifestyles and healthy communities.	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	
10	Encourage pedestrian- and cycling-supportive site design that provide safe pedestrian and cycling opportunities for all ages and abilities, in all new developments.	✓	✓	✓	✓		✓	✓		✓		✓	✓	✓	
11	Promote safe walking, cycling and driving through education, engineering, evaluation and enforcement.	✓	✓	✓			✓	✓		✓		✓	✓	✓	
12	Complete the Niagara Bikeways Master Plan network.			✓		✓	✓	✓		✓	✓	✓	✓	✓	
	Public Transit														
13	Develop transit demand-responsive model/pilot to extend access to Niagara Region Transit service.	✓					✓	✓		✓	✓	✓	✓	✓	✓
14	Complete framework process to move towards a consolidated transit model for one transit entity in Niagara Region.	✓				✓	✓	✓			✓		✓		
15	Undertake a Business Case to review opportunities for extending the inter-municipal transit system beyond the current service areas of St. Catharines, Welland and Niagara Falls.	✓					✓	✓		✓	✓		✓	✓	✓
16	Conduct study to potential transit priority measures along Regional roads.	✓					✓	✓		✓	✓		✓	✓	✓
17	Support the expansion of GO Transit passenger rail service to Niagara Region, and the development / redevelopment of rail stations to serve as major transit station areas.	✓	✓		✓	✓	✓	✓		✓		✓	✓	✓	
18	Support the development of major transit station areas, and connections to active transportation and local transit, to stimulate investment in adjacent employment lands, commercial services, and residential development	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	
19	Introduce regular, reliable and coordinated transit connections to GO stations and major transit stations.		✓			✓	✓	✓		✓		✓	✓	✓	
20	Introduce subsidized co-fares between Niagara Region Transit and GO Transit.		✓			✓	✓	✓				✓	✓	✓	
21	Provide inter-municipal transit to all of Niagara's municipalities through a combination of □xed-route and demand-responsive transit.		✓		✓	✓	✓	✓		✓		✓	✓	✓	✓
22	Develop a detailed policy on the usage of connected and autonomous vehicles for the purposes of public transportation.		✓		✓	✓	✓	✓			✓	✓	✓	✓	✓
23	Implement incremental service improvements to further encourage transit travel between and within Niagara Region municipalities.			✓		✓	✓	✓		✓		✓	✓	✓	✓

	Action Plan	Timeframe			Supports Strategic Goals							Addresses Opportunities			
		Short	Med	Long	1 Integrate transportation and land use	2 Support economic development	3 Enhance multi-modal connectivity	4 Improve options for sustainable modes of transportation	5 Maintain and improve the efficiency of the goods movement network	6 Promote the development of healthy communities	7 Develop a realistic yet innovative blueprint for implementation	Transportation as a Catalyst for Change	Connecting the Region	Meeting the Needs of Residents	Taking Advantage of New Technologies
	Road Network														
24	Implement the 2017 Capital Road Infrastructure Program.	✓				✓	✓		✓		✓		✓	✓	
25	Work with MTO to identify a short-term solution to provide network redundancy through an alternate Provincial route parallel to the QEW that can accommodate longer-distance, inter-regional travel and goods movement, including a Role and Function study of Regional Road 20 and a study to address the Smithville Bypass.	✓	✓			✓	✓		✓		✓		✓	✓	
26	Advocate and work with MTO for capacity improvements to accommodate inter-regional and international travel demand, including: widening of QEW, implementing the NGTA East corridor and extension of Highway 406; and building a new Niagara-Hamilton trade corridor.	✓	✓			✓	✓		✓		✓		✓	✓	
27	Undertake and/or complete EA for Niagara Escarpment Crossing and South Niagara East-West Arterial Road,	✓				✓	✓		✓		✓		✓	✓	
28	Work with MTO to undertake Environmental Assessments / Detailed Design for interchange improvements including: - QEW / Glendale Avenue - Highway 405 / Concession 6 / Mewburn Road Interchange - Highway 406 / Third Avenue Louth Interchange	✓	✓			✓	✓		✓		✓		✓	✓	
29	Work with City of City Catharines, Metrolinx and CN Rail to undertake Environmental Assessment for the rail grade separation in West St. Catharines.	✓				✓			✓		✓		✓	✓	
30	Work with MTO to progress the widening and introduction of managed lanes on QEW from Hamilton to Hwy 406.		✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓
31	Work with MTO on progress the widening and rehabilitation of QEW from McLeod Road to Mountain Road.		✓	✓		✓			✓		✓		✓	✓	
32	Work with MTO to progress the NGTA Corridor, NGTA East Corridor and Hwy 406 extension to provide for the ef□cient movement of people and goods connecting Niagara Region to the GTHA and USA.		✓	✓		✓			✓		✓		✓	✓	
33	Protect non-Regional transportation corridors that provide local bene□ts and network connectivity including: crossing of QEW (Morrison Street), crossing of Twelve Mile Creek (Carlton Street), and crossing of Welland River (future road).	✓	✓	✓		✓	✓	✓	✓				✓	✓	
34	Complete implementation of the 2041 Road Network.			✓		✓	✓	✓	✓		✓		✓	✓	
	Transportation Demand and System Management														
35	Develop Business Case for transfer of Niagara Ride Share Program to Niagara Region and manage program starting October 2017.	✓					✓	✓		✓		✓		✓	✓
36	Initiate a Travel Demand Management (TDM) study.	✓			✓		✓	✓		✓	✓	✓		✓	✓
37	Adopt and lead TDM initiatives through a TDM program that is funded and staffed in collaboration with local municipalities.	✓	✓	✓	✓		✓	✓		✓	✓	✓		✓	✓
38	Develop and implement policies to support the goals of the TDM program.	✓			✓		✓	✓		✓	✓	✓		✓	✓
39	Complete and implement ITS Strategic Plan Study to identify TSM program and supporting initiatives, including recommendations for funding and staff resources.	✓				✓	✓	✓	✓		✓	✓	✓	✓	✓
40	Coordinate policy development related to emerging technologies with local municipalities and neighbouring jurisdictions.	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
41	Advocate for advancement of SWIFT as opportunities arise.	✓	✓			✓		✓				✓	✓	✓	✓
	Goods Movement														
42	Initiate a Niagara Trade Corridor Sub-committee made up of Regional Councillors, Municipal Councillors, and Senior Public Works and Planning Staff to advocate for major infrastructure needs.	✓				✓			✓				✓		✓
43	Work with MTO to advance the Niagara-Hamilton Trade Corridor and NGTA East Corridor to provide an ef□cient trade route connecting Niagara Region to both the GTHA and USA.		✓	✓		✓			✓		✓		✓		
44	Actively work with MTO to identify a short-term solution to provide network redundancy through an alternate Provincial route parallel to the QEW that can accommodate longer-distance, inter-regional travel and goods movement.					✓			✓		✓		✓	✓	
45	Initiate Goods Movement Study to address trade corridors, truck routes, changing delivery methods and technology and addressing localized goods movement issues.	✓			✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
46	Protect Niagara Region's marine, rail and air infrastructure for future growth opportunities that could have the added bene□t of off-loading a congested, highway trade corridor and supporting economic development in Niagara Region.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	

Attachment B – Summary of Recommended Road Capital Investment to 2041

Projects in Capital Budget					
Proj #	**Corridor**	**Section**	**Improvement Type**	**Phasing**	**Capital Cost Estimate**
10.1	Casablanca Blvd	QEW to Livingston Ave	Capacity	2017-2021	$ 7,448,000
27.2	East Main St	Hwy 140 to Moyer Rd	Capacity	2022-2031	$ 2,970,000
37.1	Merritt Rd	Rice Rd to Niagara St	New Road	2017-2021	$ 8,610,000
37.2	Merritt Rd	Niagara St to Hwy 406	Capacity	2017-2021	
38.1	Martindale Rd	QEW to Vansickle Rd	Capacity	2017-2021	$ 31,461,000
38.2	Martindale Rd	Vansickle Rd to Fourth Ave	Capacity	2017-2021	
38.3	Martindale Rd	Bridge widening at Hwy 406	Capacity	2017-2021	
49.1	McLeod Rd	Phase 1 - Montrose Rd, Pin Oak Dr. to Hydro Canal	Capacity	2017-2021	$ 14,392,000
49.2	McLeod Rd	Phase 2 - Hydro Canal to Wilson Cr	Capacity	2017-2021	$ 4,312,000
49.3	McLeod Rd	Phase 3 - Wilson Cr to Stanley Ave	Capacity	2022-2031	$ 3,640,000
54.1	Rice Rd	Old Hwy 20 to Merritt Rd	Capacity	2017-2021	$ 9,828,000
54.2	Rice Rd	Merritt Rd to Quaker Rd	Capacity	2017-2021	$ 16,200,000
54.3	Rice Rd	Quaker Rd to Thorold Rd	Capacity	2017-2021	
55.2	Niagara Stone Rd	Concession 6 Rd to Line 2	Capacity	2017-2021	$ 12,528,000
55.3	Niagara Stone Rd	Penner St (Line 1 Rd) to East and West Line	Capacity	2017-2021	
56.1	Collier Rd	Hwy 58 to Beaverdams Rd	Capacity	2022-2031	$ 5,616,000
57.2	Thorold Stone Rd	East of Stanley Ave	New Road	2017-2021	$ 11,088,000
57.3	Thorold Stone Rd	Gale Centre to Victoria Ave	New Road	2022-2031	$ 11,200,000
89.4	Glendale Ave	Interchange at QEW (1/3 contribution)	Capacity	2022-2031	$ 3,333,000
98.x	Montrose Road	Charnwood to McLeod	Capacity	2017-2021	$ 1,904,000
406.1	Hwy 406 Interchange	At Third Ave Louth (1/3 contribution)	Highway Improvement	2022-2031	$ 13,333,000
512.1	Livingston Ave	Main St to Casablanca Blvd	New Road	2017-2021	$ 8,456,000
803.1	South Niagara East-West Arterial	South Niagara East-West Arterial (1/3 contribution)	New Road	2022-2031	$ 16,275,000
x.x	Canadian Motor Speedway Infrastructure Improvements			2017-2021	$ 2,625,000
	Subtotal - Projects in Capital Budget				**$ 185,219,000**

Additional Projects Identified in TMP					
Proj #	**Corridor**	**Section**	**Improvement Type**	**Phasing**	**Capital Cost Estimate**
14.1	Bartlett Avenue extension	Muscat Dr. to Park Rd.	New Road (1/3 Contribution)	2022-2031	$ 38,733,000
14.2	Escarpment Crossing Improvement	Bartlett St Extension to Mud St	Capacity (1/3 Contribution)	2022-2031	
20.1	Highway 20 Smithville Bypass	Smithville	New Road (1/3 Contribution)	2022-2031	$ 9,834,000
20.2	Hwy 20	Kottmeier Rd to Davis Rd/Allanport Rd	Capacity (1/3 Contribution)	2032-2041	$ 25,019,000
27.3	Schisler Rd	Moyer Rd to Montrose Rd	Capacity	2032-2041	$ 23,179,000
47.1	Lyons Creek Rd	Montrose Rd to Stanley Ave	Capacity	2032-2041	$ 17,337,000
47.2	Lyons Creek Rd	Stanley Ave to Sodom Rd	Capacity	2022-2031	$ 25,251,000
55.1	Niagara Stone Rd	Airport Road to Conc. 6	Capacity	2022-2031	$ 7,180,000
89.6	Glendale Ave	York Rd to Queenston Rd	New Road	2032-2041	$ 13,732,000
90.1	Airport Road	Niagara Stone Rd to York Rd	Capacity	2022-2031	$ 9,871,000
98.1	Montrose Rd	Lyons Creek Rd to Schisler Rd	Capacity	2032-2041	$ 8,917,000
98.2	Montrose Rd	Chippawa Creek Rd to Lyons Creek Rd	Capacity	2032-2041	$ 18,113,000
102.2	Stanley Ave	Ferry St to Murray St	Capacity	2022-2031	$ 5,897,000
102.3	Stanley Ave	Marineland Pkwy to Lyons Creek Rd	Capacity	2022-2031	$ 41,871,000
116.1	Sodom Rd	Lyons Creek Rd to Netherby Rd	Capacity	2022-2031	$ 27,879,000
405.1	Hwy 405 interchange	Concession 6 Rd	Highway (1/3 contribution)	2022-2031	$ 3,333,000
406.2	Hwy 406 Extension	E Main St to NGTA corridor	Highway	2032-2041	$ -
451.2	Garden City Skyway	Bunting Road to York Rd	Highway	2022-2031	$ -
451.3	QEW	York Rd to Hwy 405	Highway	2022-2031	$ -
451.4	QEW	Hwy 405 to Mountain Rd	Highway	2022-2031	$ -
451.7	QEW	Hamilton to Hwy 406	Highway	2022-2031	$ -
461.1	NGTA corridor	Hwy 403 to Hwy 406 Ext.	Highway	2032-2041	$ -
461.2	NGTA East Corridor	Hwy 406 extension to QEW	Highway	2032-2041	$ -
601.1	Concession 6 Rd	York Rd to Warner Rd	Capacity	2022-2031	$ 4,991,000
601.2	Mewburn Rd	Warner Rd to Mountain Rd	Capacity	2022-2031	$ 1,885,000
601.3	Mewburn Rd bridge	Bridge over CN Rail	New structure	2022-2031	$ 1,625,000
607.1	Queenston Road realignment	Queenston Rd to York Rd	New Road	2022-2031	$ 4,045,000
901.1	West St. Catharines Grade Separation	Louth St / Vansickle Rd / First St Louth	Capacity	2022-2031	$ 20,500,000
	AT Strategic Network Grant Program	Strategic Network		2017-2026	$ 10,000,000
	AT Infill Projects	Strategic Network		2017-2021	$ 7,900,000
	AT Infill Projects	Strategic Network		2022-2031	$ 7,900,000
	Subtotal - Additional Projects Identified in TMP				**$ 334,992,000**
	Subtotal - Capacity Improvement, New Roads and Active Transit Infill Projects				**$ 520,211,000**

Intersection Improvement Program					
Proj #	**Intersection**	**Intersection Side Street**	**Improvement Type**	**Phasing**	**Capital Cost Estimate**
	Thorold Stone Rd	@ Cardinal Drive	Left turning lane	2017-2021	$ 1,500,000
	Geneva St	@ St. Paul	Two way traffic reversion - Cost Sharing	2017-2021	$ 7,000,000
	Niagara Stone Rd	@ Airport Road and Concession 4	Traffic signal and turning lane	2017-2021	$ 3,000,000
	McLeod Road	@ Drummond	Possible joint contract with NF	2017-2021	$ 2,000,000
	Four Mile Creek Rd	@ York Rd	New Signal and modifications	2017-2021	$ 1,400,000
	Falls Ave / Bender Intersection Improvements		Turning lanes and signal mod	2017-2021	$ 900,000
	Victoria Avenue	@ RR63 Canboro Rd	New signal and turning lane	2017-2021	$ 1,650,000
	Int. Improve. - Regional Road 20 between Townline Road & South Grimsby Rd 6		Roundabouts EA & Design & Improve for new school	2017-2021	$ 1,100,000
	Regional Road 20	Phase 1 - South Grimsby Rd 6 to Griffin	Roundabout and urbanization	2017-2021	$ 4,250,000
	Regional Road 20	Phase 2 - Industrial Pard Rd to Townline Road	Roundabout and urbanization	2017-2021	$ 3,800,000
	King Street	@ Main Street and Nineteenth Street	Cost Sharing for intersection improvement	2017-2021	$ 2,400,000
	Fourth Ave	@ First	Modifications and NB right Turn Lane	2017-2021	$ 600,000
	Intersection Improvement Program - 2027-2041			2027-2041	$ 33,825,000
	Subtotal - Intersection Improvement Program				**$ 63,425,000**

Road Rehabilitation Program					
Proj #	**Corridor**	**Section / Location**	**Improvement Type**	**Phasing**	**Capital Cost Estimate**
	Canoboro Rd	@ Warner	Embankment stabilization	2017-2021	$ 5,090,000
	Main Street	Cabernet to Baker Rd & Nelles to Orchard	Reconstruction - Urban	2022-2031	$ 7,560,000
	York Road	Reg Rd 55 to Airport	Rehabilitation	2017-2021	$ 1,890,000
	Old Hwy. 8	Vinehaven Trail to 23rd Street	Reconstruction/ streetscaping	2017-2021	$ 5,270,000
	Ontario Street	Lakeshore Road to Linwell Road	Reconstruction - Urban - 2 Lane	2017-2021	$ 8,532,000
	St. Paul Street West	Burgoyne Bridge to CNR Tracks	Reconstruction and intersection Imprv	2022-2031	$ 9,180,000
	Louth Street	Between RR 81 (St. Paul W) & Crestcomb	Reconstruction - urban- 2 lane / GS	2017-2021	$ 6,156,000
	Lakeshore Rd	Townline Rd to Four Mile Creek Rd	Rehabilitation c/w bike lanes	2017-2021	$ 8,500,000
	Main Street West	Prince Charles Drive to Niagara Street	Rd Reconstruction / City WM	2017-2021	$ 4,104,000
	McLeod Road Storm P.S	@ Stanley Ave and CNR	Upgrades to Storm Pumping Station	2017-2021	$ 1,250,000
	Glendale Ave	Tremont Drive to Burliegh Hill	Road Reconstruct & Widening	2017-2021	$ 9,396,000
	Riverside Drive	Prince Charles Drive to Lincoln Street	Road Reconstruct / Download	2017-2021	$ 5,778,000
	Lakeshore Rd Phase 3	Lake St to Geneva & Bradmon Dr to O'Mara	Reconstruction - urban-2 lane	2017-2021	$ 8,046,000
	Bridge Street	Victoria Ave to Erie	Cost Share with City	2017-2021	$ 575,000
	Lakeshore Rd West	Third Street to Seventh Street	Reconstruction	2017-2021	$ 5,778,000
	Canborough Road	Baldwin Road to Coffey Bridge	Embankment stab & Road Recon	2017-2021	$ 3,277,800
	Pelham Road Phase 2	Effingham Rd to Wessel Drive	Reconstruction	2017-2021	$ 9,828,000
	Pelham Road Phase 3	Wessell Drive to Centre	Reconstruction	2017-2021	$ 4,320,000
	Pelham Road Phase 4	Centre to 8th	Reconstruction	2017-2021	$ 3,240,000
	Niagara St	Carlton to Scott	Reconstruction - Urban - 2 Lane	2017-2021	$ 7,344,000
	St. David's Road	Hwy 406 to Collier Road	Reconstruction - Urban - 2 Lane	2017-2021	$ 5,290,000
	Dominion Road	Helena to Lakeshore Rd	Reconstruction - Urban - 2 Lane	2017-2021	$ 7,587,000
	King Street	Durham Rd to Lincoln Avenue	Reconstruction rural - 2 Lane / Town WM	2017-2021	$ 6,669,000
	Dick's Creek crossing	@ Glendale Ave	Culvert replacement	2017-2021	$ 750,000
	Regional Road 20	Griffin St South to Industrial Park Road	Road Rehabilitation	2017-2021	$ 2,268,000
	Creek Road	RR 4 (Wellandport Rd) to RR 63 Canborough	EA Study, Bridge Replace & Rd Rehab	2017-2021	$ 405,000
	Creek Road	RR 4 to RR7 & RR7 to RR63	Road Rehab - 2 Bridge Replacement	2017-2021	$ 15,552,000
	Dominion Road	Burleigh Road to Buffalo Road	Road Rehabilitation	2017-2021	$ 10,179,000
	Main Street	Locke Street to Ann Street	Road Rehabilitation	2017-2021	$ 4,158,000

Road Rehabilitation Program (cont.)					
Proj #	**Corridor**	**Section / Location**	**Improvement Type**	**Phasing**	**Capital Cost Estimate**
	Glendale Ave	Welland Canal to Homer Road	Road Rehabilitation	2017-2021	$ 3,780,000
	Townline Road	McLeod Road to Lundy's Lane	Reconstruction rural 2 lane	2022-2031	$ 6,480,000
	Stewart Road	Lakeshore Road to Carlton Street	Reconstruction rural 2 lane	2022-2031	$ 7,560,000
	Effingham Street	Webber Rd to River Rod	Reconstruction rural 2 lane	2017-2021	$ 4,914,000
	Canborough Road	RR27 Wellandport Rd to Community Centre	Reconstruction and Drainage Imp.	2017-2021	$ 3,996,000
	Lundy's Lane	Highland Ave to Montrose Road	Cost Sharing with City CIP and W/M	2017-2021	$ 3,450,000
	Burliegh Hill	Glendale Ave to St. David's	Cost Sharing with City Storm Sewer	2017-2021	$ 2,000,000
	Main Street Old Hwy 8	Oakes Road North to Casablanca Blvd	Reconstruction - Urban - 2 Lane	2017-2021	$ 5,670,000
	Twenty Mile Road	RR24 Victoria Ave to Mountain Rd	Reconstruction - Rural - 2lane	2017-2021	$ 8,856,000
	St. David's Road	@ Hwy 406 Interchange	Cost Sharing on MTO project	2017-2021	$ 2,000,000
	Townline Road	Stanley Ave to Four Mile Creek Road	Reconstruction	2017-2021	$ 2,052,000
	Sodom Road	Lyons Creek Road to Willick Road	Reconstruction	2017-2021	$ 2,484,000
	Stanley Avenue	Hwy 420 to Ferry Street	Road Recon. and City CIP / Watermain	2022-2031	$ 2,160,000
	Stevensville Rd	Eagle Street to Bowen Road	Road Reconstruct Urban	2017-2021	$ 2,700,000
	Bowen Road	QEW to Thompson Road	Road Reconstruct	2022-2031	$ 3,780,000
	Roads Reconstruction Program - 2017-2021		Road Reconstruction	2017-2021	$ 22,680,000
	Roads Reconstruction Program - 2022-2026		Road Reconstruction	2022-2026	$ 58,320,000
	Roads Reconstruction Program - 2027-2041		Road Reconstruction	2027-2041	$273,026,700
	Subtotal - Road Rehabilitation Program				**$583,881,500**

Annual Transportation Programs			
Proj #	**Annual Transportation Programs**	**Phasing**	**Capital Cost Estimate**
	Traffic Signal Annual Program	2017-2041	$ 51,290,000
	Illumination Annual Program	2017-2041	$ 12,350,000
	Transportation Studies	2017-2041	$ 9,925,000
	Road Facility Program / Yards	2017-2041	$ 14,000,000
	Provision for Additional Vehicles	2017-2041	$ 6,440,000
	Subtotal – Annual Programs		**$ 94,005,000**
	Total Road Capital Program	**2017-2041**	**$1,261,522,500**

Appendix 2 – Summary of Transportation Master Plan Recommendations for Approval

1. That the Region plan and design road projects using a Complete Streets approach to designing roads to be universally accessible, safe and comfortable for all users.
2. That the Region invest in active transportation facilities and supporting infrastructure to promote active lifestyles and healthy communities.
    a. That the Region adopt the Strategic Cycling Network, a prioritized system of links from the Bikeways Master Plan network, to address gaps and underserved areas within a shorter-term horizon.
    b. That the Region increase the bicycle facilities grant for Regional Bikeways Network facilities on local roads to $1 million per year for the next 10 years to support the municipalities in implementing the municipal components of the Strategic Cycling Network.
3. That the Region strengthen core transit services and provide transit connections to all of its municipalities through a combination of fixed-route and demand-responsive transit in support of growing demand for inter-municipal travel.
4. That the Region accommodate future growth in travel through strategic network capacity increases and address operational improvements at key areas of constraint as noted in Appendix 3.
5. That the Region continue to advocate for highway capacity improvements to address inter-regional and international trade and tourism- related demands, including a new trade corridor connecting Niagara to Hamilton and the international border.
6. That the Region fund and staff programs to adopt and lead Transportation Demand Management and Transportation System Management initiatives, to embrace new mobility services and to use technology to monitor and maximize capacity as a means of improving sustainability, efficiency and safety for the transportation system.
7. That the Region advocate with the provincial and federal governments to advance the Niagara-Hamilton Trade Corridor and the NGTA East Corridor, providing an efficient trade route connecting Niagara Region to the Greater Toronto Hamilton Area and the USA.
8. That the Region actively work with MTO for continuing improvements to the QEW and to undertake a role and function study for Regional Road 20 as an alternate provincial route to accommodate longer-distance and inter-regional goods movement.

Appendix 3 - Summary of Recommended Road Capital Investment to 2041

Projects in Capital Budget

Proj #	Corridor	Section	Improvement Type	Phasing	Capital Cost Estimate
10.1	Casablanca Blvd	QEW to Livingston Ave	Capacity	2017-2021	$ 7,448,000
27.2	East Main St	Hwy 140 to Moyer Rd	Capacity	2022-2031	$ 2,970,000
37.1	Merritt Rd	Rice Rd to Niagara St	New Road	2017-2021	$ 8,610,000
37.2	Merritt Rd	Niagara St to Hwy 406	Capacity	2017-2021	
38.1	Martindale Rd	QEW to Vansickle Rd	Capacity	2017-2021	$ 31,461,000
38.2	Martindale Rd	Vansickle Rd to Fourth Ave	Capacity	2017-2021	
38.3	Martindale Rd	Bridge widening at Hwy 406	Capacity	2017-2021	
49.1	McLeod Rd	Phase 1 - Montrose Rd, Pin Oak Dr. to Hydro Canal	Capacity	2017-2021	$ 14,392,000
49.2	McLeod Rd	Phase 2 - Hydro Canal to Wilson Cr	Capacity	2017-2021	$ 4,312,000
49.3	McLeod Rd	Phase 3 - Wilson Cr to Stanley Ave	Capacity	2022-2031	$ 3,640,000
54.1	Rice Rd	Old Hwy 20 to Merritt Rd	Capacity	2017-2021	$ 9,828,000
54.2	Rice Rd	Merritt Rd to Quaker Rd	Capacity	2017-2021	$ 16,200,000
54.3	Rice Rd	Quaker Rd to Thorold Rd	Capacity	2017-2021	
55.2	Niagara Stone Rd	Concession 6 Rd to Line 2	Capacity	2017-2021	$ 12,528,000
55.3	Niagara Stone Rd	Penner St (Line 1 Rd) to East and West Line	Capacity	2017-2021	
56.1	Collier Rd	Hwy 58 to Beaverdams Rd	Capacity	2022-2031	$ 5,616,000
57.2	Thorold Stone Rd	East of Stanley Ave	New Road	2017-2021	$ 11,088,000
57.3	Thorold Stone Rd	Gale Centre to Victoria Ave	New Road	2022-2031	$ 11,200,000
89.4	Glendale Ave	Interchange at QEW (1/3 contribution)	Capacity	2022-2031	$ 3,333,000
98.x	Montrose Road	Charnwood to McLeod	Capacity	2017-2021	$ 1,904,000
406.1	Hwy 406 Interchange	At Third Ave Louth (1/3 contribution)	Highway Improvement	2022-2031	$ 13,333,000
512.1	Livingston Ave	Main St to Casablanca Blvd	New Road	2017-2021	$ 8,456,000
803.1	South Niagara East-West Arterial	South Niagara East-West Arterial (1/3 contribution)	New Road	2022-2031	$ 16,275,000
x.x	Canadian Motor Speedway Infrastructure Improvements			2017-2021	$ 2,625,000
	Subtotal - Projects in Capital Budget				**$ 185,219,000**

Additional Projects Identified in TMP

Proj #	Corridor	Section	Improvement Type	Phasing	Capital Cost Estimate
14.1	Bartlett Avenue extension	Muscat Dr. to Park Rd.	New Road (1/3 Contribution)	2022-2031	$ 38,733,000
14.2	Escarpment Crossing Improvement	Bartlett St Extension to Mud St	Capacity (1/3 Contribution)	2022-2031	
20.1	Highway 20 Smithville Bypass	Smithville	New Road (1/3 Contribution)	2022-2031	$ 9,834,000
20.2	Hwy 20	Kottmeier Rd to Davis Rd/Allanport Rd	Capacity (1/3 Contribution)	2032-2041	$ 25,019,000
27.3	Schisler Rd	Moyer Rd to Montrose Rd	Capacity	2032-2041	$ 23,179,000
47.1	Lyons Creek Rd	Montrose Rd to Stanley Ave	Capacity	2032-2041	$ 17,337,000
47.2	Lyons Creek Rd	Stanley Ave to Sodom Rd	Capacity	2022-2031	$ 25,251,000
55.1	Niagara Stone Rd	Airport Road to Conc. 6	Capacity	2022-2031	$ 7,180,000
89.6	Glendale Ave	York Rd to Queenston Rd	New Road	2032-2041	$ 13,732,000
90.1	Airport Road	Niagara Stone Rd to York Rd	Capacity	2022-2031	$ 9,871,000
98.1	Montrose Rd	Lyons Creek Rd to Schisler Rd	Capacity	2032-2041	$ 8,917,000
98.2	Montrose Rd	Chippawa Creek Rd to Lyons Creek Rd	Capacity	2032-2041	$ 18,113,000
102.2	Stanley Ave	Ferry St to Murray St	Capacity	2022-2031	$ 5,897,000
102.3	Stanley Ave	Marineland Pkwy to Lyons Creek Rd	Capacity	2022-2031	$ 41,871,000
116.1	Sodom Rd	Lyons Creek Rd to Netherby Rd	Capacity	2022-2031	$ 27,879,000
405.1	Hwy 405 interchange	Concession 6 Rd	Highway (1/3 contribution)	2022-2031	$ 3,333,000
406.2	Hwy 406 Extension	E Main St to NGTA corridor	Highway	2032-2041	$ -
451.2	Garden City Skyway	Bunting Road to York Rd	Highway	2022-2031	$ -
451.3	QEW	York Rd to Hwy 405	Highway	2022-2031	$ -
451.4	QEW	Hwy 405 to Mountain Rd	Highway	2022-2031	$ -
451.7	QEW	Hamilton to Hwy 406	Highway	2022-2031	$ -
461.1	NGTA corridor	Hwy 403 to Hwy 406 Ext.	Highway	2032-2041	$ -
461.2	NGTA East Corridor	Hwy 406 extension to QEW	Highway	2032-2041	$ -
601.1	Concession 6 Rd	York Rd to Warner Rd	Capacity	2022-2031	$ 4,991,000
601.2	Mewburn Rd	Warner Rd to Mountain Rd	Capacity	2022-2031	$ 1,885,000
601.3	Mewburn Rd bridge	Bridge over CN Rail	New structure	2022-2031	$ 1,625,000
607.1	Queenston Road realignment	Queenston Rd to York Rd	New Road	2022-2031	$ 4,045,000
901.1	West St. Catharines Grade Separation	Louth St / Vansickle Rd / First St Louth	Capacity	2022-2031	$ 20,500,000
	AT Strategic Network Grant Program	Strategic Network		2017-2026	$ 10,000,000
	AT Infill Projects	Strategic Network		2017-2021	$ 7,900,000
	AT Infill Projects	Strategic Network		2022-2031	$ 7,900,000
	Subtotal - Additional Projects Identified in TMP				**$ 334,992,000**
	Subtotal - Capacity Improvement, New Roads and Active Transit Infill Projects				**$ 520,211,000**

Intersection Improvement Program

Proj #	Intersection	Intersection Side Street	Improvement Type	Phasing	Capital Cost Estimate
	Thorold Stone Rd	@ Cardinal Drive	Left turning lane	2017-2021	$ 1,500,000
	Geneva St	@ St. Paul	Two way traffic reversion - Cost Sharing	2017-2021	$ 7,000,000
	Niagara Stone Rd	@ Airport Road and Concession 4	Traffic signal and turning lane	2017-2021	$ 3,000,000
	McLeod Road	@ Drummond	Possible joint contract with NF	2017-2021	$ 2,000,000
	Four Mile Creek Rd	@ York Rd	New Signal and modifications	2017-2021	$ 1,400,000
	Falls Ave / Bender Intersection Improvements		Turning lanes and signal mod	2017-2021	$ 900,000
	Victoria Avenue	@ RR63 Canboro Rd	New signal and turning lane	2017-2021	$ 1,650,000
	Int. Improve. - Regional Road 20 between Townline Road & South Grimsby Rd 6		Roundabouts EA & Design & Improve for new school	2017-2021	$ 1,100,000
	Regional Road 20	Phase 1 - South Grimsby Rd 6 to Griffin	Roundabout and urbanization	2017-2021	$ 4,250,000
	Regional Road 20	Phase 2 - Industrial Pard Rd to Townline Road	Roundabout and urbanization	2017-2021	$ 3,800,000
	King Street	@ Main Street and Nineteenth Street	Cost Sharing for intersection improvement	2017-2021	$ 2,400,000
	Fourth Ave	@ First	Modifications and NB right Turn Lane	2017-2021	$ 600,000
	Intersection Improvement Program - 2027-2041			2027-2041	$ 33,825,000
	Subtotal - Intersection Improvement Program				**$ 63,425,000**

Road Rehabilitation Program

Proj #	Corridor	Section / Location	Improvement Type	Phasing	Capital Cost Estimate
	Canoboro Rd	@ Warner	Embankment stabilization	2017-2021	$ 5,090,000
	Main Street	Cabernet to Baker Rd & Nelles to Orchard	Reconstruction - Urban	2022-2031	$ 7,560,000
	York Road	Reg Rd 55 to Airport	Rehabilitation	2017-2021	$ 1,890,000
	Old Hwy. 8	Vinehaven Trail to 23rd Street	Reconstruction/ streetscaping	2017-2021	$ 5,270,000
	Ontario Street	Lakeshore Road to Linwell Road	Reconstruction - Urban - 2 Lane	2017-2021	$ 8,532,000
	St. Paul Street West	Burgoyne Bridge to CNR Tracks	Reconstruction and intersection Imprv	2022-2031	$ 9,180,000
	Louth Street	Between RR 81 (St. Paul W) & Crestcomb	Reconstruction - urban-2 lane / GS	2017-2021	$ 6,156,000
	Lakeshore Rd	Townline Rd to Four Mile Creek Rd	Rehabilitation c/w bike lanes	2017-2021	$ 8,500,000
	Main Street West	Prince Charles Drive to Niagara Street	Rd Reconstruction / City WM	2017-2021	$ 4,104,000
	McLeod Road Storm P.S	@ Stanley Ave and CNR	Upgrades to Storm Pumping Station	2017-2021	$ 1,250,000
	Glendale Ave	Tremont Drive to Burliegh Hill	Road Reconstruct & Widening	2017-2021	$ 9,396,000
	Riverside Drive	Prince Charles Drive to Lincoln Street	Road Reconstruct / Download	2017-2021	$ 5,778,000
	Lakeshore Rd Phase 3	Lake St to Geneva & Bradmon Dr to O'Mara	Reconstruction - urban-2 lane	2017-2021	$ 8,046,000
	Bridge Street	Victoria Ave to Erie	Cost Share with City	2017-2021	$ 575,000
	Lakeshore Rd West	Third Street to Seventh Street	Reconstruction	2017-2021	$ 5,778,000
	Canborough Road	Baldwin Road to Coffey Bridge	Embankment stab & Road Recon	2017-2021	$ 3,277,800
	Pelham Road Phase 2	Effingham Rd to Wessel Drive	Reconstruction	2017-2021	$ 9,828,000
	Pelham Road Phase 3	Wessell Drive to Centre	Reconstruction	2017-2021	$ 4,320,000
	Pelham Road Phase 4	Centre to 8th	Reconstruction	2017-2021	$ 3,240,000
	Niagara St	Carlton to Scott	Reconstruction - Urban - 2 Lane	2017-2021	$ 7,344,000
	St. David's Road	Hwy 406 to Collier Road	Reconstruction - Urban - 2 Lane	2017-2021	$ 5,290,000
	Dominion Road	Helena to Lakeshore Rd	Reconstruction - Urban - 2 Lane	2017-2021	$ 7,587,000
	King Street	Durham Rd to Lincoln Avenue	Reconstruction rural - 2 Lane / Town WM	2017-2021	$ 6,669,000
	Dick's Creek crossing	@ Glendale Ave	Culvert replacement	2017-2021	$ 750,000
	Regional Road 20	Griffin St South to Industrial Park Road	Road Rehabilitation	2017-2021	$ 2,268,000
	Creek Road	RR 4 (Wellandport Rd) to RR 63 Canborough	EA Study, Bridge Replace & Rd Rehab	2017-2021	$ 405,000
	Creek Road	RR 4 to RR7 & RR7 to RR63	Road Rehab - 2 Bridge Replacement	2017-2021	$ 15,552,000
	Dominion Road	Burleigh Road to Buffalo Road	Road Rehabilitation	2017-2021	$ 10,179,000
	Main Street	Locke Street to Ann Street	Road Rehabilitation	2017-2021	$ 4,158,000
	Glendale Ave	Welland Canal to Homer Road	Road Rehabilitation	2017-2021	$ 3,780,000
	Townline Road	McLeod Road to Lundy's Lane	Reconstruction rural 2 lane	2022-2031	$ 6,480,000

Proj #	Corridor	Section / Location	Improvement Type	Phasing	Capital Cost Estimate
	Stewart Road	Lakeshore Road to Carlton Street	Reconstruction rural 2 lane	2022-2031	$ 7,560,000
	Effingham Street	Webber Rd to River Rod	Reconstruction rural 2 lane	2017-2021	$ 4,914,000
	Canborough Road	RR27 Wellandport Rd to Community Centre	Reconstruction and Drainage Imp.	2017-2021	$ 3,996,000
	Lundy's Lane	Highland Ave to Montrose Road	Cost Sharing with City CIP and W/M	2017-2021	$ 3,450,000
	Burliegh Hill	Glendale Ave to St. David's	Cost Sharing with City Storm Sewer	2017-2021	$ 2,000,000
	Main Street Old Hwy 8	Oakes Road North to Casablanca Blvd	Reconstruction - Urban - 2 Lane	2017-2021	$ 5,670,000
	Twenty Mile Road	RR24 Victoria Ave to Mountain Rd	Reconstruction - Rural - 2lane	2017-2021	$ 8,856,000
	St. David's Road	@ Hwy 406 Interchange	Cost Sharing on MTO project	2017-2021	$ 2,000,000
	Townline Road	Stanley Ave to Four Mile Creek Road	Reconstruction	2017-2021	$ 2,052,000
	Sodom Road	Lyons Creek Road to Willick Road	Reconstruction	2017-2021	$ 2,484,000
	Stanley Avenue	Hwy 420 to Ferry Street	Road Recon. and City CIP / Watermain	2022-2031	$ 2,160,000
	Stevensville Rd	Eagle Street to Bowen Road	Road Reconstruct Urban	2017-2021	$ 2,700,000
	Bowen Road	QEW to Thompson Road	Road Reconstruct	2022-2031	$ 3,780,000
	Roads Reconstruction Program - 2017-2021		Road Reconstruction	2017-2021	$ 22,680,000
	Roads Reconstruction Program - 2022-2026		Road Reconstruction	2022-2026	$ 58,320,000
	Roads Reconstruction Program - 2027-2041		Road Reconstruction	2027-2041	$273,026,700
	Subtotal - Road Rehabilitation Program				**$583,881,500**

Annual Transportation Programs

Proj #	Annual Transportation Programs	Phasing	Capital Cost Estimate
	Traffic Signal Annual Program	2017-2041	$ 51,290,000
	Illumination Annual Program	2017-2041	$ 12,350,000
	Transportation Studies	2017-2041	$ 9,925,000
	Road Facility Program / Yards	2017-2041	$ 14,000,000
	Provision for Additional Vehicles	2017-2041	$ 6,440,000
	Subtotal – Annual Programs		**$ 94,005,000**
	Total Road Capital Program	**2017-2041**	**$1,261,522,500**

Subject: Niagara Escarpment Crossing Update

Report to: Public Works Committee

Report date: Tuesday, June 16, 2020

Recommendations

1. That this report **BE RECEIVED** for information.

Key Facts

- At the July 9, 2019 Public Works Committee Meeting (Item 7.2), Niagara Regional Council requested an update on the Environmental Assessment (EA) for Regional Road 14 (Bartlett Avenue), in the Town of Grimsby also known as the Niagara Escarpment Crossing EA.
- Niagara Regional Council Strategic Plan identifies facilitating the movement of people and goods as objective 3.4 of the Responsible Growth and Infrastructure Planning priority.
- The Niagara Region Transportation Master Plan (TMP), approved by Regional Council July 2017, recommended the long-term transportation infrastructure requirement for implementing a new Niagara Escarpment Crossing (NEC) transportation corridor.
- In 2018, Transportation Services retained the services of an Environmental Assessment consultant to provide guidance related to alternate EA processes that could be used to plan the Niagara Escarpment Crossing including: Municipal Class EA and Individual EA (IEA) processes.
- The Consultant IEA alternative process review and subsequent meeting with Ministry of Environment, Conservation and Parks (MECP) staff (2018) indicated that an IEA is the best process for projects like the Niagara Escarpment Crossing that have potentially a large environmental impact, property acquisition and high potential for stakeholder concerns.
- In 2019, Transportation Services completed the Niagara Escarpment Crossings Traffic Operations Study that identified short-term operational and safety recommendations and the requirement for a new Niagara Escarpment Crossing.
- The 2020 approved budget available for this project is $2.5M and Transportation Services plans initiating the IEA Terms of Reference Study Q1/Q2 2021.
- The IEA process for a new Niagara Escarpment Crossing can take upwards of 3 years to obtain MECP approval which includes approved IEA Terms of Reference

(approximate 1-year time line) and the preparation of the EA Report (approximate 2-year timeline).

- The planning, EA approval, detailed design, property acquisition, funding, and construction activities required for implementing a new Niagara Escarpment Crossing transportation corridor is a complex undertaking that can take upwards of ten years.

Financial Considerations

The Niagara Region Transportation Master Plan (TMP), as approved by Council in 2017, provides the direction, policies and infrastructure improvements to address planned future growth and increasing travel demands to move people and goods within and through the Region to the 2041 planning period.

The TMP implementation strategy includes undertaking the Planning and Environmental Assessment studies associated with major transportation infrastructure projects including the Niagara Escarpment Crossing.

The 2017 Capital Cost estimate for the Niagara Escarpment Crossing (Bartlett Avenue Extension to Mud Street) identified in the 2017 Development Charges Bylaw (DCB) is $38.7M which represents a one-third contribution by Niagara Region with the remaining Capital Costs to be funded by Federal and Provincial funding programs. The 2017 DCB identified approximately 85% of these project costs as eligible for development charge funding.

The initial estimated total project Capital Cost of approximately $116M remains as the basis of the current DCB. However, due to additional information regarding archeological / indigenous peoples' impacts within the corridor study area, the overall project Capital Cost is estimated at approximately $150M. The EA process will confirm the transportation system need, preliminary design, and refined construction cost estimates that can be incorporated into AMO and ROMA presentations and briefings with the Minister of Transportation Ontario.

As mentioned in the key facts section of the report, $2.5M is currently available of prior approved Capital Budget to undertake a detailed EA for the Niagara Escarpment Crossing Project.

The implementation of identified TMP strategies/projects and the associated EA approval process, public and stakeholder consultation, property acquisition, and financial planning associated with major transportation infrastructure programs can take

upwards of ten years prior to implementation. Therefore, Niagara Region has initiated a work plan with prior approved budgets to start the planning and approval process in Q3 2020 to meet the following objectives:

- Provide the transportation services to address the forecast increase in population and employment by 2041;
- Confirm and protect transportation corridor location;
- Refined Capital Costs for financial planning of Capital Budgets and Development Charges;
- Implementing Council Strategic Priority – Facilitating the Movement of People and Goods;
- Complementing Economic Development Strategies that require efficient transportation infrastructure for Trade, Employment, and Tourist initiatives; and,
- Developing partnerships with Federal and Provincial Agencies for planning, funding, and constructing major transportation infrastructure.

Limiting or deferring approved work plan related to the Niagara Escarpment Crossing impacts delivery of Council Strategic Priorities, Economic Development Strategies, and Funding Strategies.

Currently, the estimated construction costs associated with completing the Niagara Escarpment Crossing project are not included in the Niagara Region 9-year capital forecast, as completion of the project is dependent on external funding support from Federal and Provincial programs.

Analysis

The Transportation Master Plan included substantial public consultation to establish a strategic vision for Niagara Region transportation including:

- Integrating transportation and land use;
- Maintain and improve the efficiency of the goods movement network;
- Develop a realistic and innovative blueprint for implementation; and
- Support economic development.

Along with forecasted population and employment growth of 36% and 31% respectively, travel by motorized vehicles is anticipated to grow by 55%, reaching more than 10 million vehicle-km daily in 2041. Future growth and increasing demands to move people

and goods within and through the region will intensify the need for a safe, connected and sustainable road network. Strategies and initiatives to influence how, how much, when, where, and why people travel and technologies to maximize the capacity of the existing transportation system work hand-in-hand with proposed capacity improvements.

A number of transportation system constraints exist along the major Provincial and Regional corridors that traverse Niagara, and at key locations, such as the crossings of the Niagara Escarpment and Welland Canal. Therefore, a program of strategic network capacity improvements is required to meet the needs of Niagara Region residents and businesses. The recommended TMP 2041 Road Network identified the Niagara Escarpment Crossing as a critical transportation corridor providing new transportation system capacity within Niagara Region.

The following discussion provides an overview of existing issues, planning and supporting studies related to a new Niagara Escarpment Crossing transportation corridor.

- Existing Regional Road crossings of the Niagara Escarpment in west Niagara Region include:
    - RR12 – Mountain Road - Grimsby
    - RR18 – Mountain Street – Beamsville
    - RR24 – Victoria Avenue – Vineland
- Truck volumes, driver behaviour and travel routes across the Niagara Escarpment have resulted in safety and operational concerns raised by the public and Municipal Councils.

- In response to the safety and operation concerns, Niagara Region has undertaken and been a participant of the following planning studies related to a new Niagara Escarpment Crossing transportation corridor:

    - 1997 – Niagara Crossing Study
        - Park Road Corridor noted as preferred route for new Niagara Escarpment Crossing
    - 2011 – 2016 Niagara Crossing Environmental Assessment Study

- Recommended Extension of Bartlett Avenue / Park Road Corridor to Mud Street

  - 2017 – Niagara Region Transportation Master Plan
    - Reaffirmed the need for a new Niagara Escarpment Crossing
  - 2019 - Niagara Escarpment Crossings Traffic Operations and Safety Study
    - Long-term recommendation for a new Niagara Escarpment Crossing
  - 2019 – Town of Lincoln Transportation Master Plan
    - Long-term recommendation for a Niagara Escarpment Crossing (Park Rd. – Bartlett Avenue-QEW)
  - 2020 – Greater Horseshoe Transportation Study (ongoing)
    - Assessing the need for additional transportation infrastructure in Niagara Region to accommodate movement of people and goods. Niagara Region staff, as part of study consultation phase, has provided the Ministry of Transportation with TMP 2041 network recommendations including the Niagara Escarpment Crossing transportation corridor.

- The assessment of opportunities to improve the existing safety and operational concerns and future needs of efficient movement of people and goods have identified the need for a new Niagara Escarpment Crossing transportation corridor.

  - The 2016 Niagara Crossing Environmental Assessment Study confirmed the need and corridor limits that would be included in undertaking the next phase of the Environmental Assessment process.
  - The 2017 TMP incorporated the proposed Park Road Corridor as the location of the new Niagara Escarpment Crossing.
  - The 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study identified the long-term requirement for a new Niagara Escarpment Crossing

- In 2018, Transportation Services retained the services of an Environmental Assessment consultant to provide guidance related to alternate EA processes related to planning the new Niagara Escarpment Crossing. This review identified the advantages, disadvantage and risks of applying the Municipal Class EA and Individual EA processes. A summary of this review follows:

- The Municipal Class EA is the most appropriate EA process for planning projects that deal with reconstruction or widening of existing linear paved facilities not used for the same purpose / road capacity and construction of new roadways that do not have potentially large environmental impacts and/or high potential for stakeholder concerns. The Municipal Class EA process allows public and stakeholders the opportunity to submit a Part II Order to MECP regarding the EA process undertaken. The Part II Order process requires mediation of issues prior to MECP approval that can be time consuming with significant costs.

- The Individual EA (IEA) process is the most appropriate process for projects that have a potentially large environmental impact, potential for significant property acquisition and Stakeholder concerns. The Individual EA process goes through a formal government review and approval process that includes MECP approval for the Study Terms of Reference. The MECP approved Study Terms of Reference may have specific conditions and monitoring requirements that will be included during the detailed design and construction phases. The IEA follows a formal government review process, and does not provide for a Part II Order process.

- In 2018, Regional Staff met with Ministry of Environment, Conservation and Parks (MECP) to discuss alternate EA processes to address the complexities of planning for a Niagara Escarpment Crossing. MECP staff indicated that both EA processes could be applied to the Niagara Escarpment Crossing project. However, the IEA process is the best process for projects like the Niagara Escarpment Crossing that have potentially large environmental impact, property acquisition and high potential for stakeholder concerns.

Alternatives Reviewed

Do-Nothing

- This alternative does not meet the objectives of the Transportation Master Plan or the 2019-2022 Council Strategy Implementation Plan.

Defer the Environmental Assessment Process

- Impacts of deferring the Environmental Assessment Process include:
  - Risk of no Funding Partnerships / Programs
  - Increased Costs - Public and Municipality Community / Land Use / Property

- Restricted Financial Planning - Capital Works Budgeting / Development Charges
- Limiting Goods Movement Strategies / Economic Development Programs
- Not meeting Council Strategic Priority – Responsible Growth and Infrastructure Planning
    - Facilitating the Movement of People and Goods

Proceed with Environmental Process

- Benefits of proceeding with Environmental Assessment Process include addressing concerns for:
    - Improved safety for residential areas and downtowns
    - Improved transportation system redundancy
    - Alternate transportation route access to International Border Crossing
    - Connecting Smithville to Grimsby GO Station and QEW corridor
    - Improved efficiency of Commercial Vehicle logistics
    - Enhanced Financial Planning - Capital Budget and Development Charges

Relationship to Council Strategic Priorities

The implementation of the Niagara Escarpment Crossing corridor will provide efficient movement of people and goods within the Niagara Region transportation system that has redundancy and is resilient to future needs.

A planned and implemented efficient transportation system supports the Council's 2019-2022 Strategic Priority - Responsible Growth and Infrastructure Planning:

- Facilitating Movement of People and Goods

Other Pertinent Reports

TSC-C 3-2017, May 30, 2017, Niagara Region Transportation Master Plan

PW 27-2016, May 10, 2016, Niagara Escarpment Crossing Transportation Study

Prepared by:
Jack Thompson
Transportation Strategic Projects Lead
Public Works Department

Recommended by:
Bruce Zvaniga, P.Eng.
Commissioner of Public Works (Interim)
Public Works Department

Recommended and Submitted by:
Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in consultation with: Carolyn Ryall, Director Transportation Services; Jordan Frost, Manager Transportation Planning; Brian McMahon, Program Financial Specialist; and Dan Ane, Manager, Program Financial Support.

Appendices

Appendix 1 Niagara Escarpment Crossings Traffic Operations and Safety Study

Niagara Escarpment Crossings Traffic Operations and Safety Study

Final Report
TPB186103

Prepared for:

Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

2/19/2019

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited
3450 Harvester Road, Suite 100, Burlington, ON
www.woodplc.com

2/19/2019

Ms. Carolyn Ryall
Director, Transportation Engineering
Niagara Region
1815 Sir Isaac Brock Way
Thorold, Ontario
L2V 4T7

Dear Ms. Ryall,

Thank you for the opportunity to undertake this study. We understand that the crossings of the Niagara Escarpment in the Niagara Region are a requirement for access for residents and business. Residents expect these crossings to be available but also be safe for use by all road users. The businesses in the Niagara Region rely on these crossings for local deliveries and access to longer distance markets. The balance for quality of life for residents and economic viability for the businesses is a delicate balance when examining these Escarpment crossings.

Longer term we appreciate that the Region has been pursuing several new infrastructure initiatives including the NGHTA Corridor with the Ministry of Transportation Ontario, the Niagara Trade Corridor with the Federal Government, and a new escarpment crossing within the Niagara Region that provides access for goods to a provincial freeway facility. All of these initiatives have been discussed and studied for many years, yet no real infrastructure changes have occurred despite a common understanding that some or all of these longer-term initiatives are required.

In the interim, the Region continues to have operational concerns raised regarding these escarpment crossings. Many operational improvements have been considered and implemented in an attempt to address these concerns. However, the majority of these operational improvements have been perceived to only have limited impact and a more fulsome evaluation of potential interim solutions is required. This study was undertaken to evaluate the impacts of previous operational improvements implemented and an evaluation of more extensive policy and operational improvements for implementation.

Sincerely,

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited

Lachlan Fraser, MPIA
Transportation Planner

Reviewed by:

John McGill, P.Eng., PTOE, RSP
Principal, Transportation Planning

MK/JMCG/LF

'Wood' is a trading name for John Wood Group PLC and its subsidiaries

Niagara Escarpment Crossings Traffic Operations and Safety Study

Final Report
TPB186103

Prepared for:

Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

Prepared by:

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited
3450 Harvester Road, Suite 100, Burlington, ON

2/19/2019

Copyright and non-disclosure notice

The contents and layout of this report are subject to copyright owned by Wood (© Wood Environment & Infrastructure Solutions a Division of Wood Canada Limited). save to the extent that copyright has been legally assigned by us to another party or is used by Wood under license. To the extent that we own the copyright in this report, it may not be copied or used without our prior written agreement for any purpose other than the purpose indicated in this report. The methodology (if any) contained in this report is provided to you in confidence and must not be disclosed or copied to third parties without the prior written agreement of Wood. Disclosure of that information may constitute an actionable breach of confidence or may otherwise prejudice our commercial interests. Any third party who obtains access to this report by any means will, in any event, be subject to the Third Party Disclaimer set out below.

Third-party disclaimer

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Wood at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. Wood excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud or any other matter in relation to which we cannot legally exclude liability.

Executive Summary

Niagara Region has been actively increasing its traffic operations and controls across the Niagara Escarpment while developing strategies to improve the roadway designs for the north-south crossings. In an effort to ensure these strategies were supportable by evidence-based studies, Niagara Region undertook this Niagara Escarpment Crossings Traffic Operations and Safety Study.
The study area included four (4) of the key escarpment crossings in the west end of the Niagara Region including:

- Victoria Avenue (RR 24) between King Street (RR 81) and Fly Road;
- Mountain Street (RR 18) – Lincoln;
- Mountain Road (RR 12) – Grimsby; and
- Main Street-King Street – Grimsby.

There have been many concerns raised regarding the real and perceived safety of these escarpment crossings and of particular concern is the operations of trucks and goods movement across the escarpment. To ensure that there is a clear understanding of the existing traffic operations on the study area roadways, a significant amount of data was collected including a review of previously assembled data from sources such as the Niagara Escarpment Crossing Master Plan (2013) and from the Niagara Region's traffic databases. Additional field work was conducted for this study that updated traffic counts with and without schools in operation, video records of traffic operations across the study area crossings, and a limited number of consultation meetings with the local municipal staff.

Improvement plans were developed based on the study's assembled data and were sorted into five (5) separate categories:

- Operational and Design;
- Education;
- Network and Policy;
- Emerging Technologies; and
- Other Considerations.

These improvement plan options were evaluated based on several criteria and the resulting recommendations were once more sorted according to the appropriate time frame for implementation:

- Short Term Improvements
  - Consistent signs and markings on all crossings;
  - Implement traffic calming where appropriate;
  - Improved truck warning signage;
  - Lower speed limits;
  - Identify a preferred truck route;
  - Increased enforcement, either police presence or electronic enforcement;
  - Complete streets designs consistent with Niagara Region policies;
  - Continue to collaborate with local municipalities.

- Medium Term Improvements
    - Finalize the new escarpment study EA;
    - Create a Goods Movement Committee or Council;
    - Introduce minor design improvements on crossings; and
    - Develop a Niagara Region policy on electronic enforcement strategies such as red light cameras and speed enforcement.

- Long Term Improvements
    - Continue to pursue a Trade Corridor between Niagara Region and the City of Hamilton across the top of the Niagara Escarpment;
    - Strategic acquisitions of property at key locations such as the south-west quadrant of Mountain Street (RR 18)/King Street (RR 81) to facilitate the safer movement of heavy vehicles.

Table of contents

1.0 Introduction 1
1.1 Study Area 1
1.1.1 Victoria Avenue (RR 24) between King St. (RR 81) and Fly Rd. 1
1.1.2 Mountain Street (RR 18) (Beamsville) 1
1.1.3 Mountain Road (RR 12) (Grimsby) 1
1.1.4 Main St. / King St. (RR 81) (Grimsby-Vineland) 2
1.2 Background 2
1.3 Trucking 3
2.0 Data Assembly 4
2.1 Niagara Escarpment Crossing Study – Transportation Study Report – Hatch Mott MacDonald & Paradigm (2013) 4
2.2 Niagara Commercial Vehicle Survey – Traffic Count & Vehicle Classification Summary – IBI Group (2013) 4
3.0 Data Collection and Field Observations 6
3.1 Turning Movement Counts 6
3.2 Volume and Speed Profiles 6
3.3 Video and Photographic Observations 6
3.4 Complaints Register 7
3.5 Collision Reports 7
3.6 Road Improvement and Construction Plan 7
3.7 Review of Recent Significant Development Applications 7
4.0 Traffic Operations and Safety Findings 8
4.1 Trucking – Volume, Behaviour, and Travel Routes 8
4.2 Vehicle Speeds 12
4.3 Road Geometry, Signage, Markings and Traffic Control 13
4.4 Intersection Operations 16
4.5 Summary of Findings 18
5.0 Improvement Options and Evaluation 20
5.1 Operational and Design Options 20
5.2 Education 24
5.3 Network and Policy 26
5.4 Emerging Technologies 29
5.5 Other Considerations 31
6.0 Recommended Improvement Plan 34
6.1 Short-Term: 34
6.2 Medium-Term: 35
6.3 Long-Term: 35
Appendix A: Victoria Ave. (RR 24) Restriping Options 37
Appendix B: North Lane Design Options 40

List of figures

Figure 1: Focus Areas and Relevant Concerns 2
Figure 2: Design Vehicles and Related Dimensions 3
Figure 3: Niagara CVS Locations - IBI Group 5
Figure 4: Collage of Perceived Danger 9
Figure 5: 8 Hour Movement Counts (In-Out) for Heavy Vehicles 10

Figure 6: Turning Conflict at Mountain St. and King St., Beamsville 16
Figure 7: Turning Difficulties at Mountain St. and King St., Beamsville 17
Figure 8: Intersection Conflicts at Ontario St. and King St., Beamsville 17
Figure 9: Turning Conflict at Ontario St. and King St., Beamsville 18
Figure 10: Niagara Region Transportation Master Plan Action Items 26
Figure 11: Interim Trade Corridor (TMP Map 7) 27
Figure 12: Fly Road/Mud Street Travel Time Comparison 28
Figure 13: Town of Lincoln Possible Truck Route Option 33

List of tables

Table 1: Weekly Traffic Volume Comparison (2013 vs. 2018) 8
Table 2: Percentage of Origin Trip Distribution 11
Table 3: Percentage of Local Trips to Each Destination 11
Table 4: Location Speed Profiles 12
Table 5: Summarized Speed Profiles 12
Table 6: Summary of Road Geometry (2013) 14
Table 7: Victoria Avenue (RR24) 21
Table 8: Mountain Street (RR18) 22
Table 9: Mountain Road (RR12) 23
Table 10: Main St. E./King St. (RR81) 24
Table 11: Education and Communications Options 26
Table 12: Network and Policy Options 28

1.0 Introduction

Wood has been retained on behalf of Niagara Region for the provision of consulting services to complete an Escarpment Traffic Operations and Safety Study that focusses on the movement of goods across the escarpment to ensure that these goods movements are being carried out in a safely and in a manner that is consistent with the expectations of the surrounding communities. There have been several previous studies undertaken that examine the movement of goods across the escarpment and this study is not intended to replicate those studies, but rather build upon their findings and recommendations.

1.1 Study Area

The study area includes four specific locations/roads that either cross the escarpment or abut the escarpment. Each of the study locations should be considered unique in terms of their surroundings and geometry. However, they are all subject to a similar problem in that heavy vehicles frequently use these locations to cross the escarpment, either as a point of origin or destination. Given the shared problem, each location is not necessarily independent of the other locations, and any solutions proposed to solve a problem at one location may have a flow on effect at one, or more, of the other locations. The four locations to be investigated in this study include:

- Victoria Avenue (RR 24) between King St. (RR 81) and Fly Rd.
- Mountain Street (RR 18) (Beamsville)
- Mountain Road (RR 12) (Grimsby)
- Main/King St. (RR 81) (Grimsby-Vineland)

The locations are described in detail below.

1.1.1 Victoria Avenue (RR 24) between King St. (RR 81) and Fly Rd.

Victoria Avenue (RR24) connects the QEW in the north, and Chambers Corners in the south where it intersects Highway 3. Victoria Avenue is a four-lane road and transitions to two lane road south of Fly Road. The intersection of Fly Road and Victoria Avenue adjoins an aggregate quarry with an entrance and exit on both Fly Road and Victoria Avenue. The abutting land uses are primarily residential or commercial throughout. It has a posted speed limit of 50km/hr within the study area.

1.1.2 Mountain Street (RR 18) (Beamsville)

Mountain Street (RR18) between King St. (RR81) and Fly Rd. (RR73) connects Beamsville with Lincoln on the escarpment and provides a relatively direct route for vehicles travelling along the escarpment to access the QEW to the north.

Mountain St. is primarily a two-lane road and features steep grades, a variety of land uses including residential, educational, and places of worship, and also provides some active transportation facilities (sidewalks/on road cycle lanes). It has a posted speed limit of 50km/hr within the study area.

1.1.3 Mountain Road (RR 12) (Grimsby)

Mountain Road (RR12) connects Fly Rd. (RR73) to Elm St. and Main St. (RR81) in Grimsby. It is a two-lane road that cuts into the escarpment and follows a curved route along the escarpment rather than the other typically linear escarpment crossings. There are far fewer access points to any development along this section of Mountain Road given the steep grade and obvious associated constraints. It has a posted speed limit of 50km/hr within the study area.

1.1.4 Main St. / King St. (RR 81) (Grimsby-Vineland)

Main Street East / King Street (RR81) links Vineland with Grimsby and continues further west to Hamilton (Hwy. 8). It is primarily a two-lane road with occasional centre turning lanes to assist traffic movement. Main/King St. runs along the bottom of the escarpment and is a significant east-west connection for residents and heavy vehicles in the local area. It has a posted speed limit of 50km/hr within the study area.

1.2 Background

The escarpment crossings in Niagara Region serve several purposes and provides access across the escarpment for many road users such as passenger vehicles, trucks, pedestrians and cyclists. It is not uncommon to see children using the road right of way on sidewalks that are directly adjacent to the roadway that accommodates gravel trucks. This mix of uses, combined with the extreme gradients that these roads have to accommodate result in many complaints and concerns. These include:

- Volume of trucks
- Type of trucks
- Vehicle speeds
- Noise, vibration and air quality impacts
- Road geometry
- Intersection operations
- Signage, markings, and traffic control operations.

Figure 1 below illustrates where the key areas of concern are located.

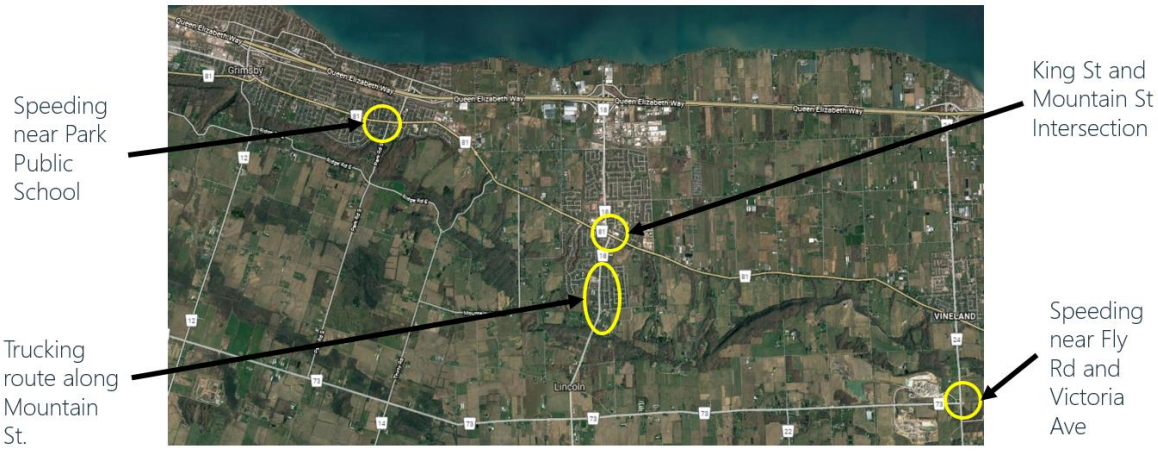


Figure 1: Focus Areas and Relevant Concerns

As such, a wide ranging and high-level analysis of the study area is required to better understand the factors that contribute to the problems as either a whole, or as individual components.

1.3 Trucking

Since the focus of this study is to examine the operations of trucks across the escarpment, it is important to recognize that trucking is a key economic contributor to the Niagara Region. The Regional Roads are presently available to all truck types throughout the year. There are presently no truck restrictions and as a result, there are many differing types of trucks that can be observed using these Regional Roads, including:

- Dump Trucks
- Cement Trucks
- Tractor-Trailers
- Dump Trucks with pups

These trucks carry goods that include: gravel from the nearby gravel pits, farm products, office supplies, and general commercial products. Trucks also return from making deliveries and these 'empty-load' trucks present additional challenges. An illustration of vehicles from Geometric Design Guide for Canadian Roads by Transport Association of Canada (TAC)-June 2017 is provided below for better understanding.

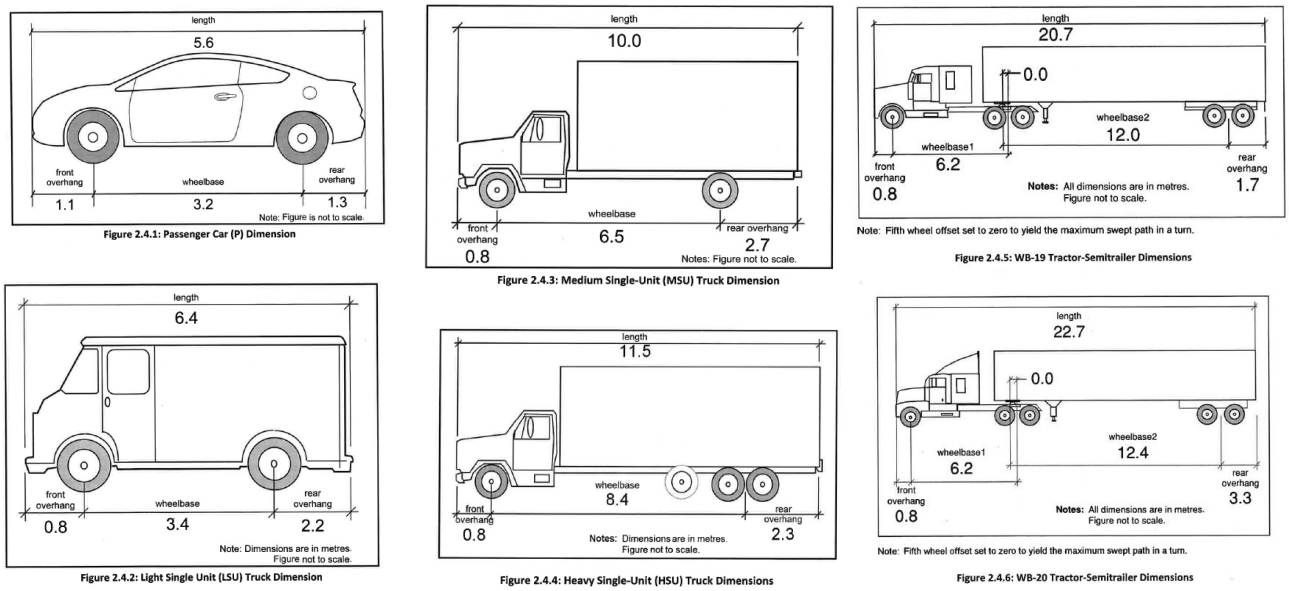


Figure 2: Design Vehicles and Related Dimensions

2.0 Data Assembly

There have been a number of previous traffic operations studies conducted in the Grimsby-Lincoln-Vineland area, which includes the current study area. These historical studies have created an adequate baseline to assist future studies with respect to data collection and recommended improvements. A summary of the most recent/significant studies can be found below.

2.1 Niagara Escarpment Crossing Study – Transportation Study Report – Hatch Mott MacDonald & Paradigm (2013)

The report prepared by Hatch Mott Macdonald (HMM) was commissioned to consider the need for a new or improved truck crossing of the escarpment and utilizes a variety of data collection methods to help assist their understanding and knowledge of the area. The data collected includes base traffic, topographical, environmental, and planning data, supplemented by traffic counts and roadside surveys.

The results of the traffic data and modelling analysis indicate that since 1997, truck volumes have increased on some routes and decreased on others. The main north – south crossings of the escarpment that carry significant truck volumes are Victoria Avenue (RR24) in Vineland, Mountain Road (RR12) in Grimsby and Mountain Street (RR18) in Beamsville.

Furthermore, approximately 48% of truck drivers indicated that they would not change their route, even if a new or improved route was provided. The study concluded that if a new or improved crossing suitable for trucks was provided there would still be a significant number of trucks using the existing crossings.

The study also found that all of the existing crossings have geometric features that make them unsuitable for use as truck routes. Steep grades were found to be the main constraining factor for truck movement. In addition, all of the routes have incompatibilities for continued movement of trucks such as the intrusion of trucks into residential areas and into areas of high pedestrian or cyclist activity.

Based on these findings and conclusions, the Project Team formulated the following Problem Statement to update the one contained in the 1997 study:

Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses.

It was concluded that the preferred solution is to provide improved traffic management for truck movements using the existing crossings in the short term; and consideration of a new crossing in the longer term as a way of redirecting some of the truck traffic away from the urban areas. If impact from a new crossing is found to be unacceptable, further consideration can be given to improving the Park Road – Bartlett Avenue corridor to accommodate trucks. On the basis of these findings, it was recommended to Regional Council that since a single solution was not apparent and that a combination of solutions that involved both new and improved existing crossings, as well as improved traffic management would be required, a Master Plan approach be adopted to complete the study.

2.2 Niagara Commercial Vehicle Survey – Traffic Count & Vehicle Classification Summary – IBI Group (2013)

The report prepared by IBI Group was conducted as part of the Ontario Commercial Vehicle Survey (CVS) to serve as a supplemental document that will assist Niagara Region in understanding commercial vehicle movements within the Niagara area. IBI collected data at nine separate locations within Niagara Region, as seen below in Figure 2.

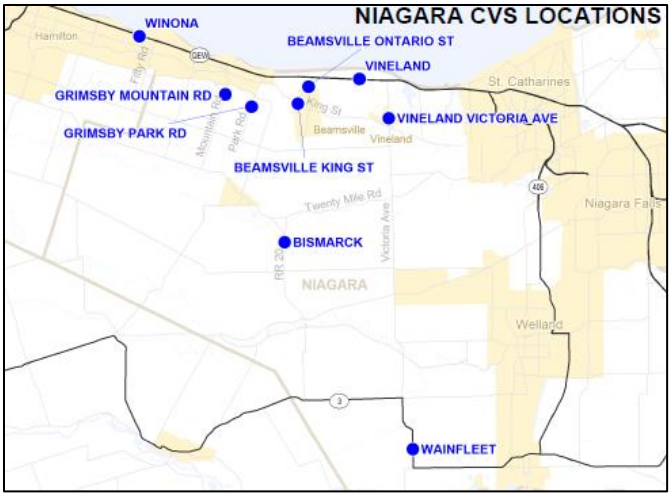


Figure 3: Niagara CVS Locations - IBI Group

Three-hour manual counts were conducted during the ATR classification count period. These manual counts provide very valuable information about the mix of large passenger vehicles – RVs and automobiles/light trucks with trailers – in the traffic mix, vehicles that any type of ATR equipment has difficulty distinguishing from commercial vehicles. A comparison between manual count data and corresponding ATR count data was used to inform the process of categorizing original vehicle classifications from the raw data into standard groupings for analysis: passenger vehicles, single-unit trucks, and multi-unit trucks.

The final traffic profiles generally show balanced passenger vehicle volumes by direction at each location, but some imbalance of truck volumes, which may be due to trucks diverting around the Victoria truck inspection station, which intercepts westbound trucks on the QEW. The QEW sites were found to still carry far more vehicles of all types than any of the other locations combined.

3.0 Data Collection and Field Observations

Following the summary of available material, it has been identified that there are gaps in the necessary components of data that are required to provide a complete and comprehensive assessment of the traffic operations and safety study. As a result, the following required data and associated data collection programs are outlined below.

Required Data	Data Collection Process
Turning Movement Counts at key intersections	Niagara Region provided most recent data
Volume and Speed Profiles at key locations	Engage traffic data collection specialist
Up to date video and photo materials	Engage Videographer to conduct field visits
Complaints Register	Request from Niagara Region
Crash/Collision information within the study area	Request from Niagara Region
Road Improvement & Construction Plans	Request from Niagara Region
Recent significant development applications	Request from Niagara Region

3.1 Turning Movement Counts

Turning movement counts were provided for the following intersections:

- King St. (RR81) and Ontario St. (RR18), Beamsville;
- King St. (RR81) and Mountain St. (RR18), Beamsville; and
- Victoria Ave. (RR24) and King St. (RR81), Vineland.

The provided data was collected at different intervals (Beamsville – Oct. 2016, Vineland – June 2017) and breaks down the intersection movements by both direction and classification (bike/car/truck). This information assists in verifying vehicle volumes and can provide some low-level indication of preferred trucking routes.

3.2 Volume and Speed Profiles

Volume and speed profiles were provided for the following locations:

- Main St. (RR81) west of Park Rd. South, Grimsby;
- Mountain Rd. (RR12) north of Ridge Rd., Grimsby;
- Mountain St. (RR18) south of Hillside Dr., Beamsville; and
- Victoria Ave. (RR24) north of Moyer Rd., Vineland.

The data was collected from August 1st, 2018 till August 8th, 2018 and breaks down the profile by direction, volume, vehicle length, and speed. Heavy vehicles are defined as vehicles 8.0m in length or over. Further analysis was completed by Niagara Region to provide the average speed of each vehicle classification at each of the above locations, as the initial data sorted vehicles separately by either speed or by classification, rather than by both.

3.3 Video and Photographic Observations

The videographer was requested to complete the following tasks:

- Video imagery for RR12, RR18, and RR24 in both directions, preferably following heavy vehicles;
- Aerial footage of three intersections of RR81 with RR12, RR18, and RR24;
- Aerial footage of RR12, RR18, and RR24.

This assists in providing a more thorough understanding of the challenges and problems in the area and may highlight some points of concern previously unknown to the Region staff or the project team. It also contributes towards a developing database of evidence regarding truck driver behaviour.

3.4 Complaints Register

The Region had initially indicated a register of the complaints received by local residents and/or business in the area could be made available, but only verbal information was shared in order to identify potential problem spots within the study area.

3.5 Collision Reports

Crash/collision records were requested for the following locations within the study area:

- Victoria Avenue (RR24);
- Mountain Street (RR18);
- Mountain Road (RR12);
- King Street (RR81);
- Ontario Street (RR18); and
- Fly Road (RR73).

The collision reports were provided for the past five years within the study area.

3.6 Road Improvement and Construction Plan

A list of the planned road improvements and construction dates that were scheduled for the short term was provided to assist in coordinating the traffic data collection program. This ensured that the collected data is unimpeded by any potential construction impacts on travel demand or travel patterns.

3.7 Review of Recent Significant Development Applications

The Region provided basic information for any development applications that met the below criteria:

1. Applications that are:

   a) Plans of subdivision/condominium; or

   b) Buildings greater than three storeys; or

   c) Commercial buildings larger than 100,000sqft; and

   d) Have been approved/constructed over the last 18 months in Beamsville or Grimsby.

2. Any other major buildings that recently completed construction over the past six months that could have increased heavy vehicle traffic in the area;
3. Recent or planned gravel pit expansions or significant farming expansions along the escarpment.

4.0 Traffic Operations and Safety Findings

The collected data provided insight into a variety of the problems to be addressed as part of this study. This section will discuss the collected data as it relates to each of the issues presented earlier in this report (Section 1.2).

4.1 Trucking – Volume, Behaviour, and Travel Routes

Truck volumes, behaviour, and the routes they take to traverse the escarpment have been the source of a number of complaints and are the primary focus of this study. To better understand current trucking volumes and the routes they take, the traffic data collected in September of 2018 was assessed in conjunction with the Origin-Destination survey conducted in 2013, and previous traffic volume data also collected in 2013. Trucking behaviour was primarily observed through video and photo evidence.

4.1.1 Volume

As seen in Table 1 below, a comparison of traffic volumes from 2013 to 2018 reveals a number of useful statistics. Most notably, that RR12 and RR24 carry the bulk of heavy vehicle trips both up and down the escarpment, whilst RR18 is currently only used for approximately 15% of all heavy vehicle trips within the study area.

Table 1: Weekly Traffic Volume Comparison (2013 vs. 2018)

Location	Direction	2013		2018		% Change		
		Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles	Passenger Vehicles	Heavy Vehicles	Total
Mountain Road (RR12)	NB	25766	1453	22861	1673	-11.27%	15.14%	-9.86%
	SB	26234	1185	23827	2210	-9.18%	86.50%	-5.04%
Mountain Street (RR18)	NB	12995	1135	13243	647	1.91%	-43.00%	-1.70%
	SB	13482	781	12626	825	-6.35%	5.63%	-5.69%
Victoria Avenue (RR24)	NB	29197	2209	32644	2099	11.81%	-4.98%	10.63%
	SB	28589	2885	30921	1994	8.16%	-30.88%	4.58%

Furthermore, heavy vehicle trips at each location within the study area make up, on average, 6.37% of total trips in each direction, well within acceptable limits (approx. 10%) for Regional Roads. This would indicate that the mixture of heavy vehicles as a total percentage of all vehicle trips is not unusually high, particularly on RR18, where heavy vehicles make up 4.7-6.1% of all vehicle trips.

In addition, the ability to compare the data from 2018 with the previously collected data in 2013 further reveals a change in the distribution of heavy vehicle trips across the observed locations within the study area. Whilst the number of heavy vehicle trips are down on RR24 (both in actual volume and as a percentage of all trips), RR12 has seen a significant increase in south-bound heavy vehicle trips. RR18 has also seen a significant drop in north-bound heavy vehicle trips during this time period.

Finally, when reviewing past development applications and combining this with a comparison of historical and current aerial imagery, it is not significantly apparent that local development projects have contributed to heavy vehicle trip generation. Although it should be noted, there are currently two projects

along the RR18 corridor in Beamsville that are likely to produce some heavy vehicle trips now and in the near future. It is noted that the heavy vehicle trips are within the acceptable limits for the area, mostly located on RR12 and RR24, and have increased on RR12 whilst declined on RR18.

4.1.2 Behaviour

Truck driver behaviour has been cited as a disruptive and dangerous presence in the received complaints. It is often difficult to build a complete picture of truck driver behaviour as the observation period is a limited window, and may not provide a comprehensive representation of each individual truck that travels through the study area. It should be noted however, that this does not indicate that unobserved trucks behave poorly or otherwise.

Truck behaviour was observed using footage provided by a third-party videographer. Generally, truck behaviour was observed to be appropriate and there were little-to-no instances where truck drivers behaved in a manner that endangered nearby vehicles, cyclists, or pedestrians. It is clear however, that given the constraints in road geometry, interactions between cyclists, pedestrians, and trucks are likely to occur and be perceived as dangerous or uncomfortable (see Figure 3 below). Truck driving behaviour also includes speed of the vehicle, and is discussed in Section 4.2 below.



Figure 4: Collage of Perceived Danger

In the collage above, the oversize load vehicle is stopped on the shoulder as it waits for a break in oncoming traffic to make a left hand turn into a construction site. Each of the other images have been included to help build a picture as to why heavy vehicles may be perceived as a problem in the study area. They are often travelling along constrained routes near to pedestrians or cyclists, or may be significantly oversized and this may be perceived as a danger or threat to other vehicles or pedestrians. Ultimately the observed heavy vehicles did not indicate any pattern of poor behaviour.

4.1.3 Travel Routes

As identified in Section 4.1.1 above, it has been observed that heavy vehicle trips along the escarpment are within the expected levels for a Regional Road and are distributed mostly on RR12 and RR24. However, individual turning movement counts conducted in 2016 were provided by Niagara Region to further assist the assessment of heavy vehicle movements.

Turning movement counts (8hr period) at the intersections of Victoria Avenue (RR24) and King Street (RR81), Ontario Street (RR18) and King Street (RR81), and at Mountain Street (RR18) and King Street (RR81), provide a small sample size to superficially review the travel routes of heavy vehicles as they reach the bottom of the escarpment.

The data provided by the Region has been summarized and is shown in the below graphic (Figure 4). A few conclusions can be drawn from the full dataset, which was collected in October 2016 and June 2017. Firstly, heavy vehicles using Victoria Avenue to traverse the escarpment typically remain on Victoria Avenue when they reach the intersection at King Street, 64% of north-bound trips continue along Victoria Avenue, and 82% of south-bound trips also stay on Victoria Avenue. Secondly, heavy vehicles tend to turn/continue west when arriving at the intersection of King Street and Mountain Street (RR18), and those trucks coming from the west, tend to favour turning south and heading up the escarpment. Finally, heavy vehicles at the intersection of Ontario Street and King Street also favour turning/continuing east-bound on King Street, whilst Ontario Street is the preferred route of choice (marginally) for heavy vehicles coming from the east.

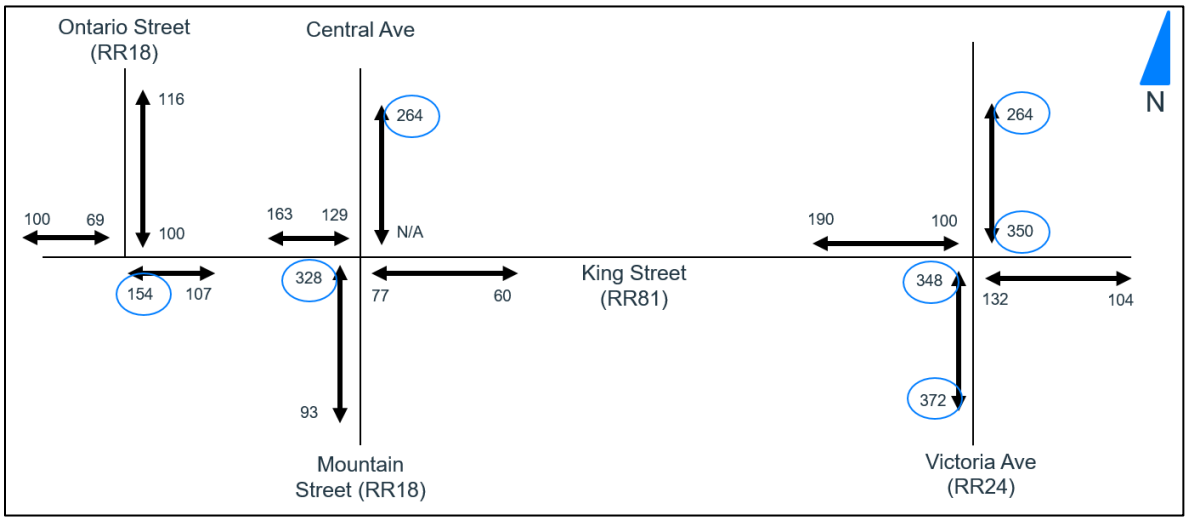


Figure 5: 8 Hour Movement Counts (In-Out) for Heavy Vehicles

When viewed as a whole, the turning movement counts indicate that the Mountain Street-to-Ontario Street is the favoured route for heavy vehicles using RR18, and that Victoria Avenue attracts and retains heavy vehicle trips. In addition to the turning movement counts, the previously completed studies conducted origin-destination surveys as part of their data collection program, and these were reviewed to provide further insight into heavy vehicle travel patterns within the study area.

A survey station was located on Mountain Road (RR12) and of the 518 heavy vehicles surveyed, most of the trips through this station originated in West Lincoln (137 trips), Hamilton-Wentworth Regional Municipality (94 trips), and Grimsby (58 trips). St. Catharines, Port Colborne and the GTA also contributed a combined 78 trip origins. The most common destinations for heavy vehicles at this station were for Grimsby (123 trips) followed by Hamilton-Wentworth Regional Municipality (114 trips) and West Lincoln (106 trips). Halton Region and Peel Region attracted another combined 69 heavy vehicle trip destinations.

Mountain Street (RR18) also featured a survey station, and most of the 261 total heavy vehicle trips surveyed originated in Lincoln (94 trips), West Lincoln (36 trips), and Hamilton-Wentworth Regional Municipality (24 trips). With respect to destinations, the highest number of trips were destined for Lincoln (92 trips), St. Catharines (35 trips) and West Lincoln (19 trips).

Victoria Avenue (RR24) was an additional location surveyed, and of the 798 total heavy vehicle trips, most trips originated in Lincoln (114 trips), Hamilton-Wentworth Regional Municipality (87 trips), and St. Catharines (73 trips). Whilst the highest number of trips were destined for Lincoln (177 trips), Hamilton-Wentworth Regional Municipality (81 trips) and St. Catharines (75 trips).

These stations were part of a wider network of survey stations that further extrapolates the patterns seen at the above-mentioned stations. Heavy vehicle trips from Grimsby, Lincoln, West Lincoln, and Hamilton-Wentworth Region account for around 43% of all origin locations, and just over 50% of all destination locations, making the four locations a significant source and attraction of heavy vehicle trips within the same area.

Furthermore, the significance of local heavy vehicle trips is established when looking at heavy vehicle trip distribution between these four locations. Table 2 below details the percentage breakdown of trips between the four locations, and shows that of all the origin trips from each location, around 60% of heavy vehicle trips from each origin point are destined for one of the four locations (including same origin-destination trips).

Table 2: Percentage of Origin Trip Distribution

Origins	Total Origin Trips	Destinations				Total
		Grimsby	Lincoln	West Lincoln	Hamilton Region	
Grimsby	157	31.85%	8.92%	22.29%	1.27%	64.33%
Lincoln	312	9.29%	37.18%	10.26%	6.73%	63.46%
West Lincoln	390	10.51%	13.33%	22.82%	12.82%	59.49%
Hamilton Region	347	4.90%	10.37%	17.00%	27.67%	59.94%

To confirm the implications of local heavy vehicle trips, Table 3 below details the breakdown of how significant the local trips are, when viewed as a percentage of all trips finishing at each location.

Table 3: Percentage of Local Trips to Each Destination

Destinations	Total Destination Trips	Origins				Total
		Grimsby	Lincoln	West Lincoln	Hamilton Region	
Grimsby	227	22.03%	12.78%	18.06%	7.49%	60.35%
Lincoln	400	3.50%	29.00%	13.00%	9.00%	54.50%
West Lincoln	417	8.39%	7.67%	21.34%	14.15%	51.56%
Hamilton Region	340	0.59%	6.18%	14.71%	28.24%	49.71%

A significant portion of heavy vehicles trips are made between the four key locations within/around the study area, and further still with regards to same Origin-Destination trips.

4.2 Vehicle Speeds

To ensure future decisions related to this study can be based on the most complete information available, speed data was collected to ensure that this component and the potential impact it may or may not have on the various complaints received can be better understood.

Speed profiles were collected as described in Section 3.2, and the raw data is presented below in Table 4, and the summarized data in Table 5. Each of the locations are subject to a posted speed limit of 50km/hr.

Table 4: Location Speed Profiles

Location	Direction	Vehicles per Speed Bracket (km/hr)										
		0-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-99
Mountain Road (RR12)	**NB**	17074	6007	1148	224	53	17	7	4	0	0	0
	SB	25447	491	64	18	6	5	3	3	0	0	0
Mountain Street (RR18)	**NB**	1436	3021	3142	2827	1834	930	432	185	83	0	0
	SB	1289	2885	2732	2845	1859	992	463	255	131	0	0
Victoria Avenue (RR24)	**NB**	4842	8227	7544	5744	4168	2225	1120	461	239	90	83
	SB	3357	4748	7605	7617	5334	2607	974	406	155	63	49
Main Street E (RR81)	**EB**	6908	13539	10306	6747	2839	1204	555	219	125	0	0
	WB	5362	10660	9824	6798	3522	1212	442	157	73	0	0

Table 5: Summarized Speed Profiles

Speed	Direction	% Exceeding Speed			
		Under	<10km/hr	10-20km/hr	>20km/hr
Mountain Road (RR12)	NB	69.59%	29.16%	1.20%	0.114%
	SB	97.73%	2.13%	0.11%	0.042%
Mountain Street (RR18)	NB	10.34%	44.37%	40.25%	11.735%
	SB	9.58%	41.76%	42.35%	13.687%
Victoria Avenue (RR24)	NB	13.94%	45.39%	34.93%	12.141%
	SB	10.20%	37.53%	47.27%	12.924%
Main Street E (RR81)	EB	16.28%	56.18%	25.42%	4.955%
	WB	14.09%	53.83%	30.31%	4.951%

The summarized data was grouped into four categories to assist in the review of data. These categories represent a variety of different 'mindsets' when it comes to speeding, as many individuals have varying levels of respect for a strict speed limit. Some people strictly adhere to them, others are comfortable with exceeding the limit marginally (less than 10km/hr over), whilst there are some individuals who are either unaware of the speed limit or disregard the limit and travel 10-20km/hr over or in excess of 20km/hr over the limit. By separating the data into these categories, decision makers can see the wider picture of the clearly evident, and significant, problem with speeding at the above locations (other than Mountain Road RR12).

The recorded speed profiles at both Mountain Road (RR12) and Victoria Avenue (RR24) are somewhat expected, given the geometry of each road (explored below in Section 4.3), as Mountain Road is a tight, two-lane, curved/windy road, and is not conducive to high speeds, whilst Victoria Avenue is a wide, four-lane, straight road, and is much more favourable for travelling at higher speeds.

In contrast, the speed profile collected for Mountain Street (RR18) is not what would typically be expected of a two-lane road in this area. Although this escarpment crossing is a common travel route for many vehicles, it is apparent that the posted speed limit is almost completely ignored (approx. 10% of all trips on RR18 are under the posted limit).

In addition, the excessive speeding recorded on Victoria Avenue is also of particular concern. Over the one-week data collection period, there were 285 instances of vehicles travelling more than 40km/hr over the posted speed limit. It would be expected or presumed that these particular cases would occur during the night, however there is still a reasonable portion that occur during the day (7AM-6PM).

Furthermore, the speed profiles recorded at Main Street East (RR81) in Grimsby indicate that although there are 53-56% of trips falling in the range of 50-60km/hr, there is a comparably more limited ability for vehicles to reach the excessive speeds seen at other locations.

In summary, the four locations where speed profiles were recorded shed light on a variety of problems, mostly indicating a need for speed reducing/limiting solutions at three of the four locations.

4.3 Road Geometry, Signage, Markings and Traffic Control

The previous studies completed provided a comprehensive review of the various roads within the study area. The prior studies are reviewed, compared to recent observations, and further assessed in this section as they pertain to the current study area.

Table 6 below provides a summary of the road geometry review from the 2013 Niagara Escarpment Crossing study prepared by HMM.

Table 6: Summary of Road Geometry (2013)

Characteristic	RR12 (Grimsby Mountain Road)	RR 18 (Beamsville Ontario Street/Mountain Street)	RR 24 (Vineland Victoria Avenue)
Lane Configuration	2 lanes	2 lanes	4 lanes - north of Moyer Road & 3 lanes - 2 SB, 1NB south of Moyer Road.
Lane Widths	Approximately 3.5 m	Approximately 3.5 m	Approximately 3.5 m
Shoulder Widths	East side - sidewalk from north to ridge Rd. ~ 1.5 m, then ~1 m paved shoulder. Raised curb all thru. West side - paved shoulder, ~ 1 m. Rolled curb all thru	Approximately 1-1.5 m paved shoulders. 1.5m sidewalk starts north of Edelheim Rd on the east side. Crossing has approximately 1-2 m shoulder width	North of Moyer Rd. approximately 1.5 m sidewalk on east side, no shoulder on west side. Raised curb all thru South of Moyer Rd. approximately 1 m gravel shoulder on both east and west side. Rolled curb all thru
Grade (Max)	Approximately 6-7 % main incline at curves. Approximately 4-5 % straightaways.	Approximately 4-6 %	Approximately 4-6 % on the straightway
Horizontal/Vertical Curve Radii	1. North-most (South to East)curve approximately = 125 m 2. Second (East to South-East) curve = 250 m 3. South-most (South-East to South) curve = 180 m	1. Main curve @ Hillside Dr = 700 m	1. Straight, no turns
Lateral Clearance	Approximately 1-4 m clearance at crossing. 0.5 m to hydro poles on north end near Elm Street and northmost curve.	Approximately 1.5-5 m. 2 m clearance at crossing. Major Hydropoles Approximately 3-5 m on west side.	Approximately 2-5 m from edge of pavement.
Pavement Condition	Good - some cracking present	Good at Crossing. As you reach school area and intersection with King St to the north, the pavement becomes poor with many cracks.	Fair - many cracks filled with filler.
Intersection Control	1. Elm St @ Mountain: Signalized 2. Ridge Rd W.@ Mountain: Stop Control	1. King St @ Mountain: Signalized 2. Philp Rd @ Mountain: Stop Control	1. King St @ Victoria: Signalized 2. Fly Rd@ Victoria: Stop Control
Intersection Configuration	Intersections are stop controlled with right-of-way to Mountain St.	Edelheim Rd @ mid crossing, stop controlled with shared left, thru, right turn movement.	N/A

Advance Warning Signs	1. NB @ top of hill. Over-sized stop sign with red flasher. 2. NB just before Elm St. Flashing intersection ahead sign.	1. NB @ top of downhill portion. Truck use low gear with yellow flasher.	1. NB @ top of downhill portion. Truck use low gear, with yellow flasher. 2. NB @ bottom of downhill portion approaching intersection at King St. Intersection prepare to stop ahead warning, two yellow flashers.
Adjacent Land Use	Residential on north approach of crossing. As travel continues south to Ridge Rd. the residential use is predominantly on east side to Ridge Rd. West/East side has steep slope up/down escarpment. Major Hydro poles on west side, cross to east side @ Ridge Rd. W. Church on east side across from Ridge Rd W.	Residential use north of Hillside Dr. with school zone for school located on west side across from George St. Sparse residential use south of Hillside Dr. Retirement apartments/condos at Edelheim Rd and just north of Edelheim Rd on the east side with 3 residential properties across from Edelheim Rd on the west side. Agricultural use (winery/farm) across from Kinsmen Dr. on west side. Major Hydro Poles on west side north of Philp Rd.	Residential use north of Moyer Rd with very long driveways. Residential house on east side across from Moyer, close to curb. Agricultural (winery) on west side south of Moyer. Municipal water station at top of hill on east side. Major Hydro Poles on west side north of Moyer, and switch over to east side south of Moyer
Dwelling Set-Back	Approximately 10 m where housing is present.	No Dwelling at crossing. Greater than 10 m where housing is present.	Dwelling across from Moyer Road, on the east side is approximately 10 m or less from edge of pavement.
QEW Connection	Direct access approximately 1km north through Christie Street and highway ramp accesses	Access to north, through Ontario Street. Approximately 4.5km away. Must turn on King Street to get to Ontario Street.	Direct access approximately 4.5 km north along Victoria Avenue
Speed Limit	50 km/h, with 40 km/h speed reductions at bends	50 km/h with 80km/h south of Leonard Cres.	50 km/h

Given the above table is based on information collected in 2013, the table was reviewed and compared to recent observations. There are some, but a fairly limited number of changes to report on. Most notably, Mountain Street (RR18) has been improved and now features a partially complete cycle lane, additional flexi-barriers outside the school, and a repaired pavement near the King St. intersection.

Ultimately, a review of the existing conditions indicates that Victoria Avenue is the best suited route for heavy vehicle traffic as it provides additional lanes, large setbacks, and the surrounding land uses are considered to be more compatible with heavy vehicle traffic. Mountain Road (RR12) and Mountain Street (RR18) are both narrow corridors with either incompatible adjacent land uses, or constrained by either the road alignment or gradient, resulting in a less than ideal route for heavy vehicle traffic. Unfortunately, as both RR12 and RR18 are still completely traversable by heavy vehicles, and the apparently minor concerns regarding road geometry do not affect driver route choices, heavy vehicles continue to operate along each of the three crossings.

4.4 Intersection Operations

Given the conclusions drawn from the heavy vehicle travel patterns in Section 4.1.3, it is evident that the intersections at Ontario St. (RR18) and King St. (RR81), and at Mountain St. (RR18) and King St. (RR81), are likely to cause some vehicle conflicts given the close proximity of the two intersections. These two intersections have also been the source of pedestrian complaints, as some heavy vehicles are unable to complete a turning movement in the provided space and will occasionally 'roll-over' the curb. Based on the various complaints, and the likelihood of turning conflicts, aerial imagery was collected on site to further examine the intersection and assist in recommending a solution.

As seen below in Figure 5, when two tractor-trailer heavy vehicles attempt a manoeuvre whereby one vehicle turns west from Mountain Street, and the other turns south on to Mountain Street, there is a potential for the vehicles to conflict. Neither vehicle in the below image can complete their respective manoeuvre without assistance from the other driver. In this particular case, there is a vehicle parked illegally on King Street (circled in red), which is impeding the turning path of the west-bound vehicle.



Figure 6: Turning Conflict at Mountain St. and King St., Beamsville

However, even in the absence of illegally parked vehicles, some heavy vehicles (particularly those with one or more trailers) have difficulty making the right hand turn from King St. to Mountain St. (RR18) (see Figure 6 below). The vehicle in the image has 'rolled-over' the curb while making a right hand turn on to Mountain St. (RR18), and it is clear that this is not a rare instance, given the obvious presence of tire tracks across the pedestrian standing area. This is a noticeable area of concern, as there is already a limited

amount of space available for pedestrians to stand while waiting to cross either Mountain St. or King St., and for a heavy vehicle to mount the curb while pedestrians wait in this area, creates a potentially dangerous situation for pedestrians. It is evident that some changes need to be made at this intersection, either by physical realignment or making operational changes.



Figure 7: Turning Difficulties at Mountain St. and King St., Beamsville

Similar problems also exist at the intersection of Ontario St. and King St., where heavy vehicles (particularly those with one or more trailers) have some difficulty completing a turn without assistance from other vehicles. In Figure 7 below, a tractor-trailer is turning north from King St. on to Ontario St., and although the turning path does not significantly cross over the oncoming turning lane, had the nearest vehicle not provided additional space to accommodate the heavy vehicle, there would have likely been a conflict.



Figure 8: Intersection Conflicts at Ontario St. and King St., Beamsville

However, even with the provision of an additional buffer from the passenger vehicle, this is likely an uncomfortable scenario for both drivers. This is further confirmed in Figure 8 below, where the black pickup truck is stopped while waiting for the heavy vehicle to complete its turn on to Ontario St.

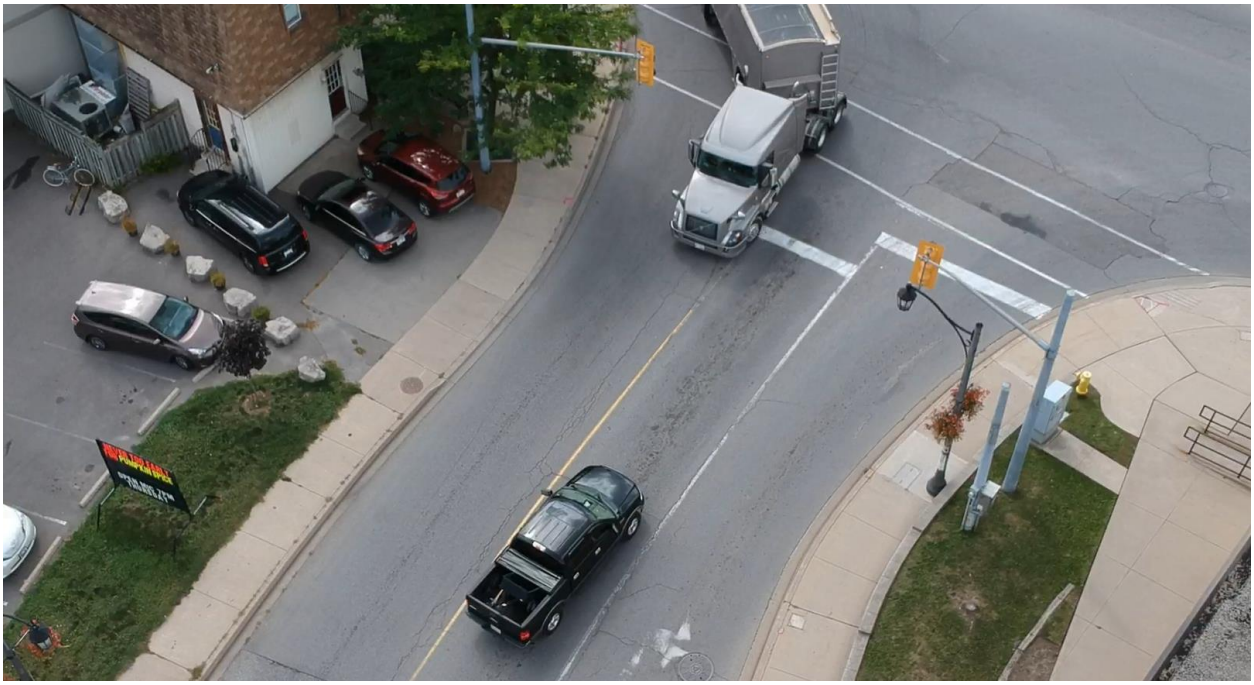


Figure 9: Turning Conflict at Ontario St. and King St., Beamsville

Ultimately, the movement of heavy vehicles through this corridor along RR18, combined with the difficulties presented by the two intersects, results in a situation where both pedestrians and vehicles are at risk of causing or being involved in a minor or major incident. Given that this corridor along King St. is considered to be 'downtown' Beamsville, there are aspirations to transform this area in to a highly walkable and desirable place for pedestrians, and the intersection designs and vehicle movements are likely to conflict with these aspirations.

4.5 Summary of Findings

Based on the previously available information from past studies, and the newly collected data and observations, there are a number of conclusions to be drawn. This includes:

- Heavy vehicle volumes are within the acceptable range for this area;
- Mountain Road (RR12) and Victoria Avenue (RR24) carry the majority of heavy vehicle traffic, while Mountain Street (RR18) sees far fewer trips;
- Heavy vehicle driver behaviour was observed to be appropriate;
- Origin-Destination Surveys revealed local trips are a significant contributor to heavy vehicle traffic in the area;
- Speeding and excessive speeding is a concerning problem at three of the four data collection points;
- Road geometry is inconsistent and varies both across each of the crossings and along the length of Mountain Street (RR18);

- The intersection of Mountain Street (RR18) and King Street (RR81) in Beamsville has the potential to lead to a variety of traffic conflicts where heavy vehicles are required to make tight turns; and
- Road signage and markings within the study area were observed to be under-maintained and inconsistent for each of the three escarpment crossings within the study area.

5.0 Improvement Options and Evaluation

The crossings of the Niagara Escarpment have been examined on several occasions and by many transportation specialists. As evidenced by fact that Niagara Region and the local municipalities have implemented many of the previous improvement recommendations, and many of their own, this listing of improvement options was intended to challenge the status quo and bring forward new and unique improvement plans that may not have been considered in the past. These improvement plans will be evaluated and assessed for their likely impacts and acceptability for implementation. For the purposes of this study, the various improvement plan options have been categorized into five (5) separate categories, being:

- Operational and Design
- Education
- Network and Policy
- Emerging Technologies
- Other Considerations

5.1 Operational and Design Options

For these options, the four (4) road sections that have been identified for consideration will be addressed individually.

5.1.1 Victoria Ave. (RR 24)

From an operational perspective, Victoria Ave. is the most attractive of the road sections studied that could accommodate trucking across the escarpment. However, there are some issues that could be addressed through operational improvements that could include: traffic calming, increased enforcement, improved signage and markings, and reduced speed limits. Each of these operational improvements are all options that the Region has previously considered and assessed.

With respect to the geometrics of this crossing, there exist a few non-standard design features that are in place in recognition of these unique geometrics. For example, at the intersection of Victoria Ave. and King St., the southbound lanes transition from a single through lane on the north-side approach to two departure lanes on the south approach. This results in a slightly offset alignment of the through lanes through the intersection which may cause some confusion. However, the justification for this misalignment is a result of the introduction of a truck climbing lane going southbound across the escarpment from King St. to Fly Rd.

Another unusual arrangement is the extended left-turn lane for northbound traffic approaching the intersection of King St. This extended left-turn lane has been introduced such that traffic can better align themselves where a vertical curve in Victoria Ave. restricts visibility of the queues at the intersection. Our study attempted to revisit the restriping options that could be considered for the purpose of introducing a centre left turn lane in one option, and the introduction of a cycle lane in another. These restriping options can be reviewed in **Appendix A**. These restriping options were not considered viable options as Victoria Ave. is best suited for trucking operations and the current striping is considered a better option for safety reasons when considering its purpose.

Table 7 below summarizes the evaluations of these options and the recommendations to carry any options forward for further consideration.

Table 7: Victoria Avenue (RR24)

OPERATIONAL/DESIGN OPTIONS	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
Traffic Calming	Reduced Speeding	Short	Low	No	No	Low	Do Not Carry Forward
Enforcement	Reduced Speeding	Short	Low	Police	No	No	**Carry Forward**
Signage/Markings	Improved Behaviour	Short	Low	No	No	Low	**Carry Forward**
Reduced Speed Limit	Reduced Speeding	Short	Low	No	No	Low	Do Not Carry Forward
Restriping	Improved Access	Medium	Medium	Maintenance	No	EA Required	Do Not Carry Forward
Realign Intersection	Improved Operations	Medium	Medium	Maintenance	No	EA Required	Do Not Carry Forward

5.1.2 Mountain St. (RR 18)

The Mountain Street provides a north-south connection within the study area. It comprises both rural and urban cross-sections with challenging road geometrics. Most concerning is north of Leonard Crescent, where existing road gradient is steep and advisory warning signs are in place to alert drivers. This section also provides urbanized geometrics with concrete curb and gutter and dedicated bike lanes on both sides. Several inconsistent design elements are observed within this road section. For instance, a sidewalk is only provided on the east side of the roadway, with wider boulevard south of Hillside Drive, whereas the offset between sidewalk and the roadway becomes narrower immediately north of Hillside Drive.

South of Cassandra Drive, sidewalks are provided on both sides up to King Street. Approximately 120m north of Elizabeth Street all the way to King Street, the sidewalks on both sides are provided adjacent to concrete curb within residential area, with a narrow concrete killstrip only on the east side. Similar inconsistency is observed with bike lanes along Mountain Street. The bike lanes are marked as dedicated lanes south of Hillside Drive and carried as a paved shoulder with varying width immediately north of Hillside Drive intersection without having proper signage. With inconsistences in road geometrics, a consistent pavement markings and lane designations could potentially provide a similarity throughout the corridor. This measure should be considered as a medium-term improvement when more information for planned development for adjacent land is available. If the traffic demand warrants, road improvements such as widening could be further investigated undertaking Class Environmental Assessment process.

In terms of traffic operations, the Mountain Street (RR18) sees an overall reduction in heavy vehicle demand within five years and sees lesser trips when compared to Mountain Road (RR12) and Victoria Avenue (RR24) which carry majority of heavy vehicle traffic within the study area. It is observed that speeding is a real concern along Mountain Street, where the majority of vehicles are observed exceeding the posted speed limit (50km/hr). On a broader scale this could potentially be a result of reduction in heavy vehicle traffic along the corridor, providing opportunity for passenger vehicles to drive faster without being impeded by slow moving heavies. No evidence of heavy vehicles exceeding speed limits were found during site visits and normal driving behavior of heavy vehicle drivers was observed. However, recent speed profile indicates speeding is a real issue which suggest implementation of traffic calming measures along the corridor supplemented by enforcement. Evaluations of options discussed above and

potential recommendations to carry any options forward for further consideration are summarized in **Table 8** below.

Table 8: Mountain Street (RR18)

OPERATIONAL/DESIGN OPTIONS	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
Traffic Calming	Reduced Speeding	Short	Low	No	No	Low	**Carry Forward**
Enforcement	Reduced Speeding	Short	Low	Police	No	No	**Carry Forward**
Restriping	Improved Operations	Medium	Medium	Maintenance	No	EA Required	**Carry Forward**
North Lane routing	Improved Operations	Medium	Medium	No	No	EA + Upgrade to RR	Investigate Further
Widening	Improved Operations	Medium	Medium	No	No	EA Required	Investigate Further
Active Transport Striping	Increased AT Participation	Short	Low	Low	No	EA Required	**Carry Forward**
Signage/Markings	Improved Behaviour	Short	Low	No	No	Low	**Carry Forward**
Parking Restrictions	Improved Operations	Short	Low	Existing	No	No	**Carry Forward**

5.1.3 Mountain Rd. (RR 12)

Similar to the parallel running Mountain Street, the Mountain Road also posses challenging road geometrics such as steep gradient and restricted sightlines at horizontal curves. Immediately north of Ridge Road West, the advisory warning sign for steep gradient are in place. The corridor is provided with asphalt sidewalk adjacent to road with standard concrete curb and gutter on east side, and a paved shoulder on with mountable concrete curb and gutter is available on west side. An electronic advisory speed check is also in place with flashing speed limit. At sharp horizontal curve between Oak Street and Elm Street, the speed is reduced to 40km/hr. Signage and Markings where found deficient or inconsistent could be addressed in short term to enhance traffic safety. One of potential location is the intersection of Oak Street at Mountain Road. The Oak Street is a single westbound right turn lane with stop control intersecting at Mountain Road with sharp entry radius on a horizontal curve. This creates a situation where drivers on either road have limited sightlines. Adequate warning signs should be provided to alert drivers of oncoming traffic.

Another potential area of improvement is just south of Elm Tree Road where the posted speed limit changes from 70km/hr to 50km/hr (heading north) and vice versa within 200m distance. Based on the speed profile, a vast majority of drivers are obeying speed limits while 29% travelled less than 10km/hr above posted limit. Traffic Calming measure such as electronic speed check is advised to be monitored on regular basis along with enforcement.

Significant increase in heavy traffic demand has been noted while comparing 2013 and 2018 traffic data, however heavy vehicles still represent less then 10% of total traffic. Considering low traffic demand, existing geometric constraints and limited Right-of-Way, neither restriping nor road widening is deemed warranted at this time of the study. Parking Restrictions are found on both sides of roadway under existing condition and should be maintained in future. Evaluations of options discussed above and potential recommendations to carry any options forward for further consideration are summarized in **Table 9** below.

Table 9: Mountain Road (RR12)

OPERATIONAL/DESIGN OPTIONS	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
Traffic Calming	Reduced Speeding	Short	Low	No	No	Low	**Carry Forward**
Enforcement	Reduced Speeding	Short	Low	Police	No	No	**Carry Forward**
Signage	Improved Behaviour	Short	Low	No	No	Low	**Carry Forward**
Parking Restrictions	Improved Operations	Short	Low	Existing	No	No	**Carry Forward**

5.1.4 Main St./King St. (RR 81)

The section of Main Street/King Street between Grimsby and Vineland is primarily a 2-lane road having diversified rural and urban cross sections. This includes provision of sidewalk as active transportation facility, a single lane roundabout as traffic calming measure, efficient traffic operations and aesthetic feature, a central two-way left turn lane at certain locations. Majority of adjacent fronting properties are agricultural lands, while medium density residential developments are present at major crossing streets such as but not limited to Victoria Avenue, Mountain Street, Ontario Street, and Mountain Road.

For the purpose of this study, more focus to King Street was given at section between Mountain Street and Ontario Street. This short section represents challenges with respect to heavy vehicle maneuvers. The benefit of an Ontario Street interchange at QEW provides a convenient access to all traffic including heavy vehicles heading south and vice versa. However, the disconnect between Ontario Street and Mountain Street is linked by short section of King Street, which portrays serious issues related to heavy vehicles which are forced to make tight turns at the intersections. These issues have been observed during site visits and documented using aerial videography as part of this study. To overcome this problem, a few alternative routing options via North Lane were developed to provide truck by-pass, are described in later section of this report. As previously mentioned, the intersection of Mountain Street (RR18) and King Street (RR81) in Beamsville has the potential to lead to a variety of traffic conflicts where heavy vehicles are required to make tight turns.

Along Main/King Street, excessive speeding has been observed as a valid concern and traffic calming measures such as a reduced speed limit should be considered along with enforcement. In general, it will likely be enforcement that plays a vital role in speed reduction when implemented on regular basis.

Since the cross section along the corridor varies significantly, options for geometric improvements such as road widening, provision of dedicated bike lanes, and restriping are not suggested at this time. Warrants for such improvements are dependent on planned future developments and should be monitored on regular basis. However, the Region is advised to ensure signage and markings are consistent and meet current design standards. Evaluations of options discussed above and potential recommendations to carry any options forward for further consideration are summarized in **Table 10** below.

Table 10: Main St. E./King St. (RR81)

OPERATIONAL/ DESIGN OPTIONS	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
Traffic Calming	Reduced Speeding	Short	Low	No	No	Low	**Carry Forward**
Enforcement	Reduced Speeding	Short	Low	Police	No	No	**Carry Forward**
Complete Streets	Improved Behaviour/ Increased AT	Medium	Medium	Maintenance	No	EA Required	**Carry Forward**
Signage	Improved Behaviour	Short	Low	No	No	Low	**Carry Forward**
Reduced Speed Limit	Reduced Speeding	Short	Low	No	No	Low	Do not implement without increased enforcement

5.2 Education

The local communities that rely on the escarpment for its economic livelihood, and those that reside adjacent to these escarpment crossings all have a vested interest in how these crossings perform. Regular communications with this local community may be a useful way to discuss Regional initiatives, local operating concerns, development opportunities, and investment plans.

At present, there many ways in which the Region reaches out to its communities. These include the Niagara Region web site, Twitter feeds, and Facebook updates. These can clearly be used to share information regarding goods movement in the Region. For the most part, this could get the message out to the community, but not a great method to create a meaningful dialogue with the community. Even so, these tools presently exist, and the Region should be encouraged to send out messages regarding goods movement across the escarpment using these social media tools. In addition, a regular newsletter on goods movement could be considered as an additional tool for communicating with the community, but this may be best developed and distributed by the local municipalities.

There are many commercial entities that operate transportation services across the region. These could be categorized in many ways, but could include:

- Business Improvement Areas (BIAs)
- Agricultural communities
- Quarry and Landfill Operators
- Other Commercial Entities.

Coordinating the operations and initiatives of these entities could be very beneficial for both these operators and the Region. Presently there are a few forums for goods movement discussions including:

- Niagara Region Agricultural Policy and Action Committee: This committee includes membership from the Ontario Federation of Agriculture, Niagara South Federation of Agriculture, and West Niagara Agricultural Society. This committee meets only a few times per year and focuses on policy issues and issues that may affect the agriculture industry in Niagara.
- Niagara Region Transportation Steering Committee: This committee meets on a regular basis and reports to the Public Works Standing Committee. Its focus is on strategic initiatives that presently include initiatives such as the Transportation Master Plan, the NGTA, the GO expansion program, Mobility Hubs, and Intermunicipal Transit.

- Regional Niagara Active Transportation Subcommittee: This subcommittee meets regularly and has a very active membership that has promoted active transportation in such a way that several infrastructure, policy, and operational improvements have been initiated in the Region.
- Downtown Beamsville Business Improvement Area (or Downtown Bench BIA): This BIA is focussed on the commercial entities in Beamsville with concerns related to King St. from Ontario St. to Academy St.
- Humberstone Landfill Site Public Liaison Committee and the Niagara Road 12 Landfill Site Citizens Liaison Committee: Both of these committees are now defunct but illustrates the concept of creating a forum for both the public, the government, and the commercial operators to meet and discuss common issues.

Since Goods Movement is a vital component of a community's economic viability, other municipal governments have established Standing Committees, or Subcommittees, to regularly discuss Goods Movement within their municipality. A good example is Peel Region that has embraced the concept that goods movement is important to their community. They have established the Peel Goods Movement Task Force whose mandate is to:

- develop a common vision for goods movement in the Peel area
- provide a forum to bring together key public and private sector stakeholders to guide future improvements to the goods movement system
- facilitate the exchange of information and to develop common messages on issues affecting goods movement; to monitor, review and provide input and feedback to regional, provincial and federal initiatives related to goods movement
- develop an action plan, with the required partnerships, for the implementation of short, medium and long-term improvements to the goods movement network in Peel.

Establishing an ongoing forum to discuss goods movement in Niagara may be extremely beneficial for the Region. It could embrace all of the entities mentioned above including the BIAs, the Agricultural industries, the Quarries and Landfill operators, and other commercial operators. Formalizing this as an Advisory Committee or Subcommittee reporting through Public Works Standing Committee should be considered. To implement, its creation would require support from Regional Council and would require a staff member to be responsible for writing terms of reference, establishing membership, and creating ongoing agendas and meeting minutes.

Table 11 below summarizes the education and communications considerations and evaluations resulting from this study.

Table 11: Education and Communications Options

EDUCATION & COMMUNICATIONS	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
Newsletters	Improved Behaviour	Short	No	Staff Assignment	Work with local municipalities	No	**Carry Forward with Local Municipalities**
Advisory Committees	Ongoing Communications	Medium	No	Staff Assignment	Council Support and Terms of Reference	No	**Carry Forward**
Social Media Blasts	Ongoing Communications	Short	No	Staff Assignment		No	Ongoing
BIAs	Raised Awareness	Medium	No	Staff Assignment		No	With Advisory Committee
Agricultural Associations	Ongoing Communications	Medium	No	Staff Assignment		No	With Advisory Committee
Quarries	Ongoing Communications	Medium	No	Staff Assignment		No	With Advisory Committee
Commercial Entities	Ongoing Communications	Medium	No	Staff Assignment		No	With Advisory Committee

5.3 Network and Policy

Niagara Region's recently approved Transportation Master Plan (TMP) includes a chapter on Goods Movement. It states, "Improving the movement of goods through and within the Region is vital to Niagara's economic development." Always a key consideration for the movement of goods is ready access to freeway facilities that connect industry with markets. In Niagara, the only freeway facility is the QEW which runs along the east and north portions of the region. However, due to the Niagara Escarpment's exaggerated geographic features, it becomes a significant barrier for QEW access.

Acknowledging that trucking across the Niagara Escarpment is not desirable, but at present a necessity, the Region has included several recommendations in their TMP as noted in Figure 9 below.

25	Work with MTO to identify a short-term solution to provide network redundancy through an alternate Provincial route parallel to the QEW that can accommodate longer-distance, inter-regional travel and goods movement, including a Role and Function study of Hwy 20/Regional Road 20 and a study to address the Smithville Bypass.
26	Advocate and work with MTO for capacity improvements to accommodate inter-regional and international travel demand, including: widening of QEW, implementing the NGTA East corridor and extension of Highway 406; and building a new Niagara-Hamilton trade corridor.
27	Undertake and/or complete EA for Niagara Escarpment Crossing and South Niagara East-West Arterial Road,

Figure 10: Niagara Region Transportation Master Plan Action Items

The Niagara to GTA corridor has been the subject of several studies and at present is not an active project for the province. Nonetheless the need for a new trade corridor that is an alternative to the QEW is clear (see Action Item #26 above). A Niagara-Hamilton Trade Corridor that connects Niagara Region at Highway 406 to the City of Hamilton in the vicinity of the Hamilton International Airport/Highway 403 would address the demands of moving goods across and through the Niagara Region and significantly reduce the need for trucking to cross the Niagara Escarpment. It is our understanding that the Region is actively pursuing support from other municipalities, the provincial government, and the federal government.

While a new trade corridor is being pursued, the Region has also recommended that they work with the province to identify a short-term solution for the need for another east-west route that creates network redundancy and an alternate route to the QEW (see Action Item #25 above). The recommendation from the TMP is for the Province and the Region undertake a Regional Road 20/Highway 20 Role and Function Study. This study would define the role and corridor opportunities that are possible for crossing Niagara above the Niagara Escarpment. Figure 10 below is taken from the TMP (Map 7) illustrates some opportunities for the Interim Trade Corridor and a possible implementation strategy.

As far back as 1997, an Escarpment Crossing (EA) Study was initiated as Phases 1 and 2 of the EA process. That study was guided by the following problem statement:

"Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses."

In 2016, the Regional Council approved funding for the Phases 3 and 4 of the EA process for the Escarpment Crossing Study. The recommendations included discussions regarding short-term improvements (many of which have been implemented), medium-term improvements, and long-term improvements. These recommendations culminate in a recommendation for a new escarpment crossing corridor that would be designed to readily accept trucking demands across the escarpment. These recommendations are considered very valid and should be pursued at the Region's earliest convenience.

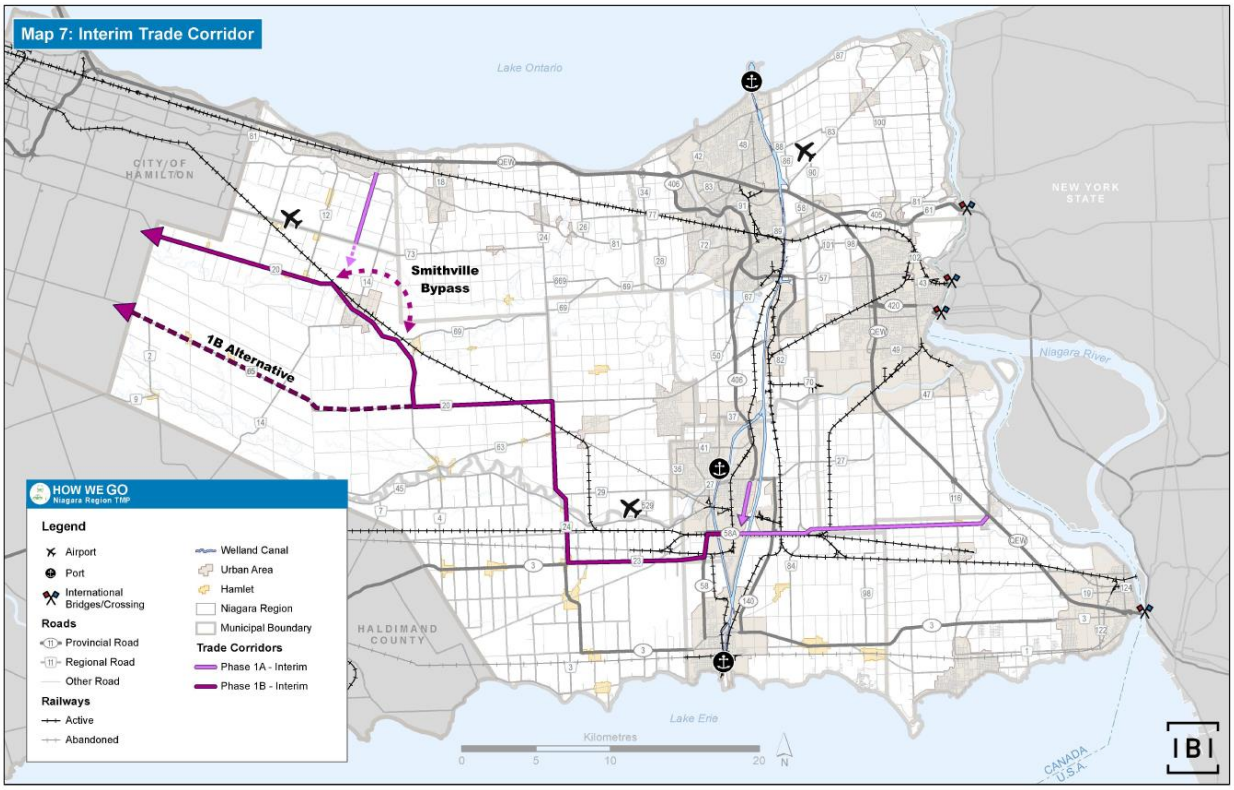


Figure 11: Interim Trade Corridor (TMP Map 7)

An existing alternative to crossing the escarpment in Niagara is to utilize the Fly Road/Mud Street corridor which would connect Victoria Ave. in the east to the Red Hill Parkway/Lincoln Alexander in the west. Our study examined the travel time and distance associated with each route as noted in Figure 11 below.

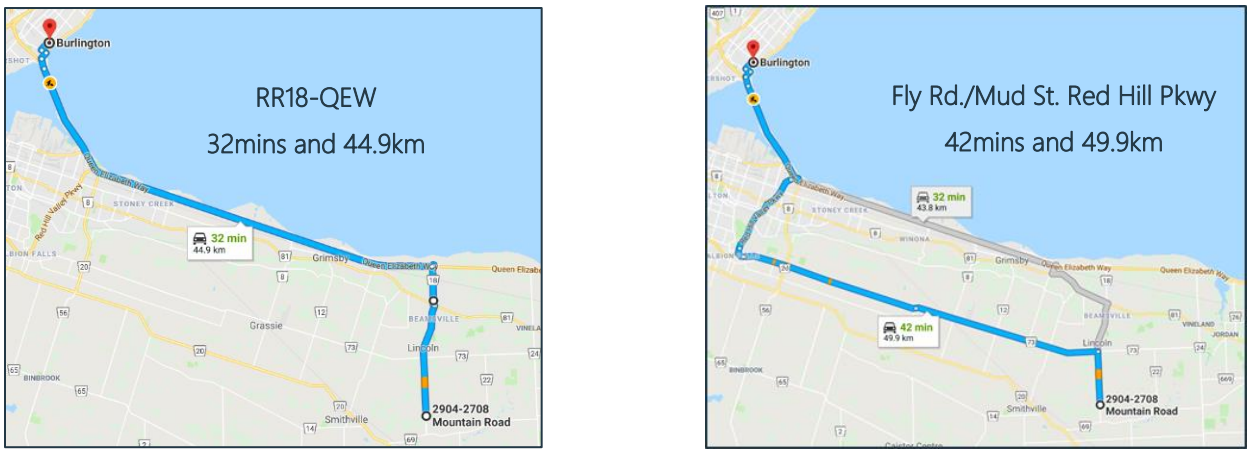


Figure 12: Fly Road/Mud Street Travel Time Comparison

This route change would require restricting truck movements across the escarpment, which is not desirable as many trucks still have origins or destinations that would require access to the escarpment crossings, it creates a longer travel time and distance for trucking, and it sends more trucks through some residential communities along that route that already have traffic calming treatments. In addition, there would be significant costs to upgrade this corridor to accommodate trucking as a preferred route and cooperation with the City of Hamilton to use Mud St. and the Red Hill/Lincoln Alexander Parkway. Due to these concerns, the Region is better served focusing on the Interim Trade Corridor initiative as noted above.

In Hamilton, the City undertook a Goods Movement Master Plan. Within it they examined in detail the possibility of creating time of day restrictions and "specified users" classification. Both of these initiatives are achievable by implementing a local by-law. However, the City does not endorse either of these due to the onerous requirement to enforce and the inequitable treatment that it imposes on certain road users. Based on these considerations, this study does not recommend that the Region implement either.

These network and policy options are summarized and evaluated in Table 12 below:

Table 12: Network and Policy Options

NETWORK AND POLICY	Effectiveness	Time Frame	Capital Cost	Operational Cost	Policy Changes	Infrastructure Planning	Comments
New Trade Corridor	Reduced cross-escarpment trucking to local deliveries only	Very Long	Very High	No	Supports TMP	Individual EA and funding	**Requires external support**
New Escarpment Crossing	Reduced cross-escarpment trucking to local deliveries only	Long	Very High	No	Supports Area Master Plan	EA Phases 3 & 4 and funding	**Initiate Phases 3 and 4 of the EA process.**
Fly/Mud Alternate Goods Route	Reduced cross-escarpment trucking	Medium	Low	Low	Defined Trucking Routes	No	Do not carry forward
Time of Day Restrictions	Limits cross-escarpment trucking	Short	Low	Enforcement	Bylaw	No	Do not carry forward
Specified User Permits	Limits cross escarpment trucking	Short	Low	Enforcement and Staffing	Bylaw	No	Do not carry forward

5.4 Emerging Technologies

As stated in the Region's TMP, "There are several emerging technologies that will play both a supportive and disruptive role in goods movement and manufacturing sectors. These technologies present opportunities to improve the efficiency of goods movement and potentially reduce the demand for transporting goods on Region's road network."

5.4.1 Autonomous and Connected Vehicles

The freight and logistics industries are poised to be one of the early adopters of autonomous and connected vehicle technologies. Driverless truck technology is advancing rapidly and could provide substantial benefits to freight companies and efficiencies for the road network. They include:

- Driverless and connected trucking will significantly eliminate human error and drastically improve road vehicle safety and reduce delays caused by accidents
- Driverless trucks have the potential to allow for overnight driving and faster long-haul delivery times as driver rest periods will not be required
- Driverless and connected trucks would improve fuel efficiency and increase vehicle throughput by decreasing following distances and increasing traffic density

In 2016, Ontario launched a ten-year pilot program to allow the testing of automated vehicles on Ontario's roads. In response to advances in Automated vehicle (AV) technology, the program was updated on January 1, 2019 to allow for the testing and sale of more innovative technologies. At present, only Level 3 driverless vehicles are permitted. Level 3 is defined below by the Society of Automotive Engineers (SAE) International:

"Level 3 - Conditional Automation: *The vehicle becomes a co-pilot. The vehicle manages most safety-critical driving functions, but the driver must be ready to take control of the vehicle at all times."*

According to the Region's TMP, the Region has the opportunity to lay the groundwork for allowing these vehicles to effectively operate in Niagara Region through strategic initiatives and policy. This includes fostering the testing of these vehicles and maintaining the Region's infrastructure, such as pavement markings and signage, at a level that ensures the effective operation of these vehicles. To ensure readiness for these technologies, the Region should monitor technology advances and the introduction of regulations to allow for these technologies as they may have positive impacts for the reduction of trucking across the escarpment.

5.4.2 Commercial Drone Delivery

Although rail and marine transportation networks are possible alternatives for goods movement, they are not realistic options for goods movement across the escarpment. However, commercial drone delivery is becoming a reality with recent technology and regulation pilot studies being undertaken. Drone delivery has the potential to alleviate demand on the road network and potentially reduce the number of delivery trucks on the road. As seen in other regions in Canada, Niagara Region can prepare itself to be a testbed for these technologies to take advantage of the opportunities that this technology can provide.

5.4.3 Incentives

As with truck use restrictions, financial incentives are intended to encourage freight operators to shift truck traffic off specific roadways that have either congestion or safety issues, to more desirable routes. Any financial incentives provided must also recognize that the companies where the freight originates, or is received, must also benefit financial from any route shift, or time shift. The manner in which financial

incentives could be created is if a business case were developed that illustrated the cost trade-offs that could be achieved. Ideally, such a business case would create a scenario where the private sectors companies would undertake this program themselves with minor assistance from the public sector. If the private companies cannot be convinced that there is a financial benefit that would result in voluntarily adjusting their delivery routes, or if they cannot convince all companies to participate, then this private sector financial incentive program would not achieve desired results.

Another approach to incentivizing the freight industry to adjust their delivery routes could be an incentive program operated by the public sector. However, this would require a significant effort to establish the program administration and enforcement required for such a program. This program would require the public sector to establish the financial incentives that could be offered to freight operators that might cover many costs such as additional workers, longer trucking delivery times, increased maintenance costs, and possibly increased overtime labour costs.

There have been a few attempts to create financial incentive programs for the freight industries, but most have been associated with special events such as the Olympics, PanAm Games, and other like events. These special events typically have a defined time frame when implemented and the financial benefits accrued for the private business comes from reduced delivery times from avoiding congestion routes or time periods.

Due to the limited known benefits of a financial incentive program and recognizing the significant administrative effort that would be required to establish such a program, this program is not recommended for consideration in Niagara.

5.4.4 Electronic Enforcement

Electronic enforcement is becoming more prevalent in the transportation industry. It can eliminate the need for costly police enforcement at sites where there are operating issues. They can operate 24 hours a day if desired and generate fees that offset costs. One downfall of electronic enforcement is that there is a privacy issue in Ontario which restricts the identification of drivers and passengers of vehicles. As a result, it is the owner of the vehicle that gets impacted by improper driver behaviour rather than the actual driver committing the offense. As a result, many owners simply add the costs of electronic enforcement fees to the operating costs of their business.

In Ontario, there are three electronic enforcement programs available. One of these programs is the Red Light Camera Program which many Ontario municipalities participate in. However, red light violations are not the focus of this study and as a result, the Red Light Camera Program is not considered further.

- Automated Speed Enforcement (ASE): Photo radar was introduced to the Province of Ontario in the early 1990s for application on the provincial highways. However, it was subsequently scrapped when the government of the day changed. Recently, the City of Toronto has initiated a pilot program to introduce photo radar in Community Safety Zones which are typically implemented around schools. In this instance, normal speed fines would be doubled and the tickets mailed to the owner of the vehicle, who may not be the offending driver. Demerit points and licence suspension mandated by the Highway Traffic Act for drivers caught speeding would not apply.

  There are many requirements that will need to be considered prior to this ASE program get approved by the province and expanded to other municipalities. Cameras must take photographs of the offending vehicle which are then collected and reviewed at a central processing centre. This centre will be similar to the Red Light Camera Processing Centre operated by the City of Toronto, and supported financially by other participating municipalities. Trained officers must review every

picture to verify vehicle information and ensure the vehicle is in violation. Tickets are then mailed to the vehicle owner, regardless of who was driving the vehicle.

As this ASE program is presently a pilot program being run by the City of Toronto, it would be prudent for the Region to monitor the progress of this pilot such that should it be approved as a permanent program, and available to other municipalities, it could be a valuable tool in reducing speeding on their roadways.

- Road Tolls: In 1998 the Ministry of Transportation, Ontario introduced the Highway 407 Act which allowed the collection of tolls on the Highway 407 only. In February, 2017, the Ministry expanded the toll program to include the newly constructed Highway 412 which connected Highway 407 to Highway 401 in Durham Region. There has been no other program established that would permit local or regional municipalities to introduce a road tolling program.

  There are several examples of other municipalities in the United States that have introduced tolling programs. Although most of these toll programs were established to offset public sector maintenance or roadway expansion costs, some of these were established in an effort to reroute trucking operations away from these tolled roads. Most research shows that the trucking industry does try to avoid tolls if possible, but that is highly dependent on the rate of the tolling and how that tolling is collected. Establishing a toll rate that is fair to all road users, yet affects a trucking route diversion, would be a challenging exercise.

  As the Province of Ontario does not presently allow the collection of tolls on municipal roadways, this program is not available to Niagara Region. However, should the Province consider a change in the future, then the Region could reconsider its position with respect to tolls across the escarpment roadways and what purpose would the tolls be collected for.

5.5 Other Considerations

In a study progress meeting, a discussion ensued with respect to the Town of Lincoln Transportation Master Plan which is presently underway. A meeting with the Town staff focussed our discussions on the possible treatments at the intersection of Mountain St. (RR 18) at King St. (RR 81) and a proposed truck routing scenario.

5.5.1 Mountain St. (RR 18) at King St. (RR 81) Intersection

Video evidence has shown that large trucking vehicles have significant difficulty making turns at this intersection both southbound and northbound destinations of the escarpment. The eastbound to southbound right turn results in a significant number of large trucks overtracking the pedestrian waiting area of the sidewalk. In the northbound direction, illegally parked vehicles block large truck turning areas resulting in unnecessary on-road adjustments by the larger trucking vehicles to avoid colliding with these parked vehicles.

Several alternatives were considered to alleviate the trucking operations at this intersection including:

- Purchase the building/property on the south-west corner when available to reconstruct the intersection with improved turning radii;
- Install Bollards at south-west corner to provide safety to pedestrian waiting to cross and restrict larger vehicles driving over the curb and sidewalk platform;
- Restripe the south leg of the intersection to eliminate any possible use of the gore area by left-turning vehicles mistakenly considering it an exclusive left-turn. Many of the large trucks making

the eastbound to southbound right turn need to overrun that gore area to avoid overtracking on the pedestrian sidewalk; and

- Further restrict curbside parking on the north side of King St. just west of this intersection.

5.5.2 North Lane

North Lane in the Town of Lincoln has been examined on several occasions for its proposed use. At present it is primarily an access road to parking behind the commercial businesses along King St. It runs as a two-way operation and a connection between Ontario St. and Central Ave. Central Ave. north of the Mountain St. (RR 18) at King St. (RR 81) intersection is a one-way roadway running northbound only.

As one of the main concerns with trucking operations in the Town of Lincoln is the use of a short section of King St. between Mountain St. and Ontario St. by the trucking community. They use this section because it is presently the only direct route connection between the escarpment crossing of Mountain St. and the QEW.

Although North Lane is local access road with significant commercial potential for the local businesses in terms of parking and café style sitting facilities, it has a wide right-of-way. For the purpose of this study, it was examined to determine if it could be utilized as a bypass of King St. and a proposed trucking route. Turning templates and turn lanes were proposed to confirm that large trucks could negotiate North Lane as a possible truck route. These plans are shown in **Appendix B**.

Although the plans show that large trucks could negotiate North Lane as a trucking route, and modifying a portion of Central Ave. to accommodate two-way traffic between King St. and North Lane, our study has determined that the use of a local roadway as a large truck bypass route would not be in keeping with the intended use of a local roadway. Significant infrastructure improvements would be required along Ontario St. and at Central Ave. to implement this change, not to mention the significant amount of signing required to ensure large trucks are aware of this bypass. Although North Lane could be a truck bypass route between Mountain St. and the QEW, it would not solve the issue of large trucks coming from other directions other than the north. These large trucks would still have issues negotiating the Mountain St. and King St. intersection.

In conclusion, it was determined that the use of North Lane as a possible truck bypass route is not feasible nor recommended.

5.5.3 Proposed Truck Routing

Recognizing that the short stretch of King St. between Ontario St. and Mountain St. is not ideal for trucking operations due to its urban setting and abutting commercial establishments, the Town is considering proposing a preferred truck route connecting the QEW to Mountain St. The route would include Ontario St. at the QEW ramps, the South Service Rd. between Ontario St. and Bartlett Rd., Bartlett Rd. between the South Service Rd. and King St., and King St. between Bartlett Rd. and Mountain St. This route is illustrated in Figure 12 below:

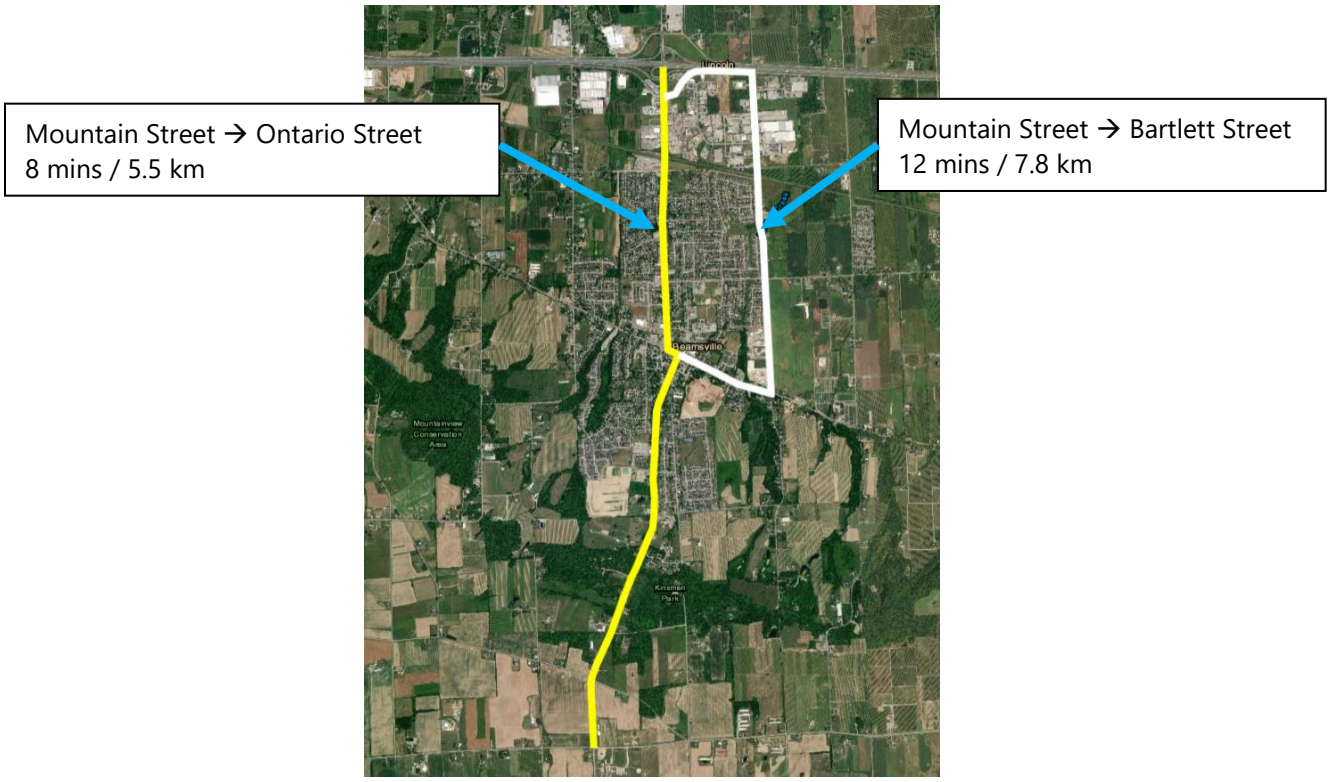


Figure 13: Town of Lincoln Possible Truck Route Option

This proposed truck route would not restrict trucks from continuing along Ontario St. and King St., but would instead be a voluntary preferred trucking route following some infrastructure improvements along that route. Although the route is approximately 2.3km. longer than the Ontario St. to King St. route, it may be more desirable as it avoids difficult operational issues for trucks, and avoids possible congested areas in the urban section of King St.

As this truck route proposal is being considered as part of the Town of Lincoln Transportation Master Plan, the Region should be an active participant in the consideration of this route as a realistic option for reducing the instances of truck problems at the intersection of King St. and Mountain St.

6.0 Recommended Improvement Plan

Based on the variety of potential causes listed in the previous section, a desktop preliminary research task was undertaken to explore a number of solutions. These improvements could potential be implemented in three stages and categorized accordingly into short, medium and long-term solutions given their level of complexity, funds availability, degree of public and business owner engagement, planned future developments, support to/from neighbouring municipalities and regions. These solutions are summarized as follows:

6.1 Short-Term:

The short-term represent relatively low-cost solution that could be implemented fairly quickly, such as:

- **Consistent Signs and markings on all crossings** should be provided where found deficient to elevate existing conditions to current standards.
- **Traffic Calming** measures should be provided within residential areas for traffic safety including pedestrians and cyclist.
- **Additional Truck Route Signing** similar to '*Preferred Truck Route*' sign at top of Mountain RR 18 to be provided. This effort will guide truck drivers to choosing alternative routes and potentially distribute heavy vehicle demand evenly within the study area.
- **Lower Speed Limit for Trucks where existing road gradient is greater than 6%** as allowed by Highway Traffic Act (shown below) to be carried as a pilot study at one location and monitored. The study should document before and after conditions to understand if permanent implementation of speed reduction is worth considering.

Rate on grade
(6.1) The council of a municipality may by by-law,

(a) designate a portion of a highway under its jurisdiction that includes a grade of 6 per cent or higher; and

(b) prescribe for any class or classes of motor vehicles a rate of speed, when travelling down grade on that portion of the highway, that is 10 or 20 kilometres per hour lower than the rate of speed otherwise prescribed under subsection (1) or (2) for that portion of highway, but not lower than 40 kilometres per hour. 2002, c. 18, Sched. P, s. 29 (3-5).

Same
(6.2) The portion of a highway designated under clause (6.1) (a) shall not include more than 500 metres on either side of the portion of the highway where the grade is 6 per cent or higher. 2002, c. 18, Sched. P, s. 29 (3).

- **Preferred truck route** using Bartlett Road (Town of Lincoln) could be established in view of Town of Lincoln Transportation Master Plan. Work to be collaborated with Town to determine viability.

- **Additional Enforcement** should be considered on a regular basis for effectiveness. It can be supplemented with many solutions identified under short-term implementation program, such as traffic calming, preferred truck route, lower speed limits.

- **Complete Streets Treatment** for King between Mountain Street and Ontario Street could be considered to deter trucks movement within this section.

- **Continue to collaborate with local municipalities** as they develop their transportation master plans and other improvement plans.

6.2 Medium-Term:

The following medium-term solutions represents options with mid-range capital investment having moderate operational and maintenance cost:

- **New Escarpment Crossing** will provide and additional alternative route, which could provide relief on major corridors within the study limits. If and When a new crossing is implemented, education to road user would be of prime importance and key to success. A Class Environmental Assessment undertaking for Phase 3 and 4 could be initiated for new crossing.

- **Goods Movement Standing Committee** will require dedicated staff to oversee operation and logistic matters on a continuous basis. The allocation of man power and resources will not only develop and review implementation strategy, but it will also be helpful in monitoring benefits provided through improvements.

- **Infrastructure improvements on existing crossings** would potentially enhance traffic safety and driving experience, which could result in traffic diversion to available alternative routes. This may include but not limited to providing active transportation facilities for consistency and continuity, resurfacing where pavement shows visible sign of deterioration, improved road geometrics.

- **Monitor Electronic Enforcement Advances** such as Tolling, Photo Radar may prove to be an efficient way of deterring heavy vehicle traffic off residential areas and utilizing alternative routes. However, this solution should be considered in conjunction with enforcement.

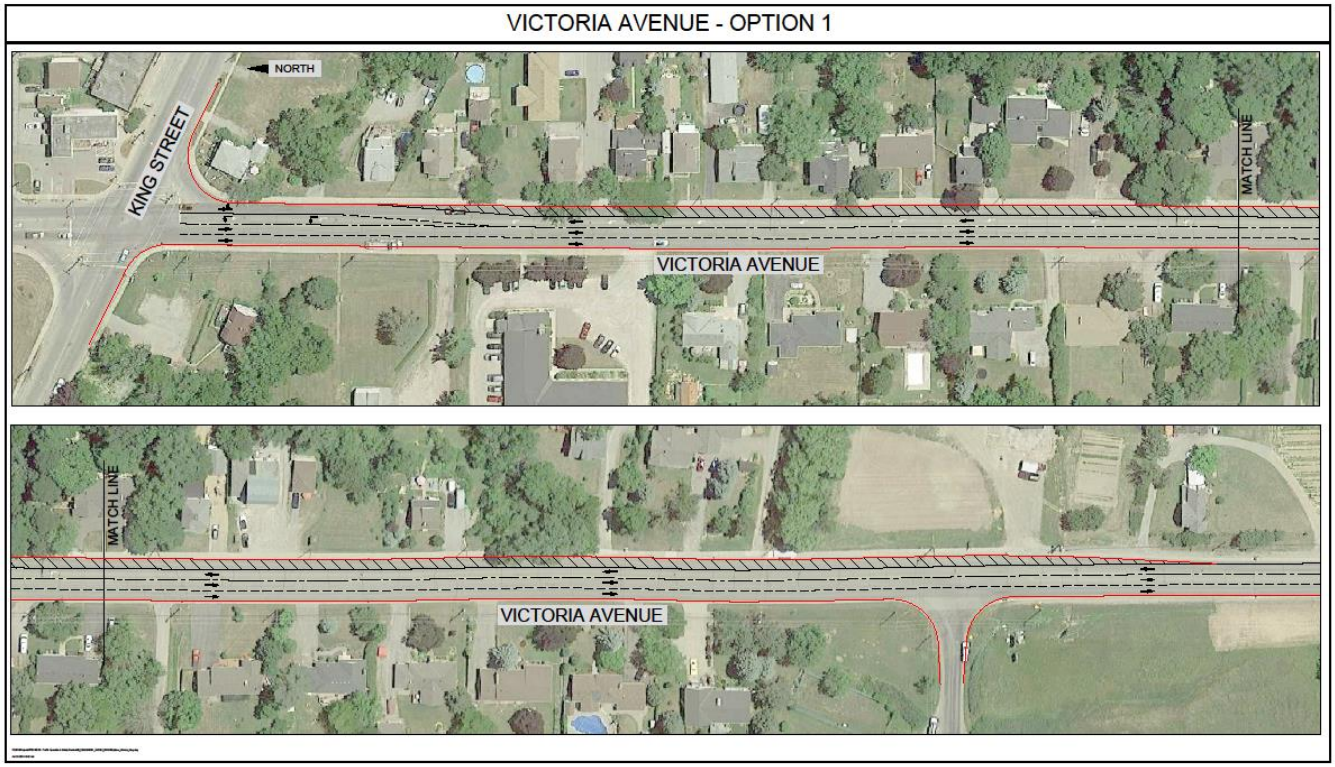
6.3 Long-Term:

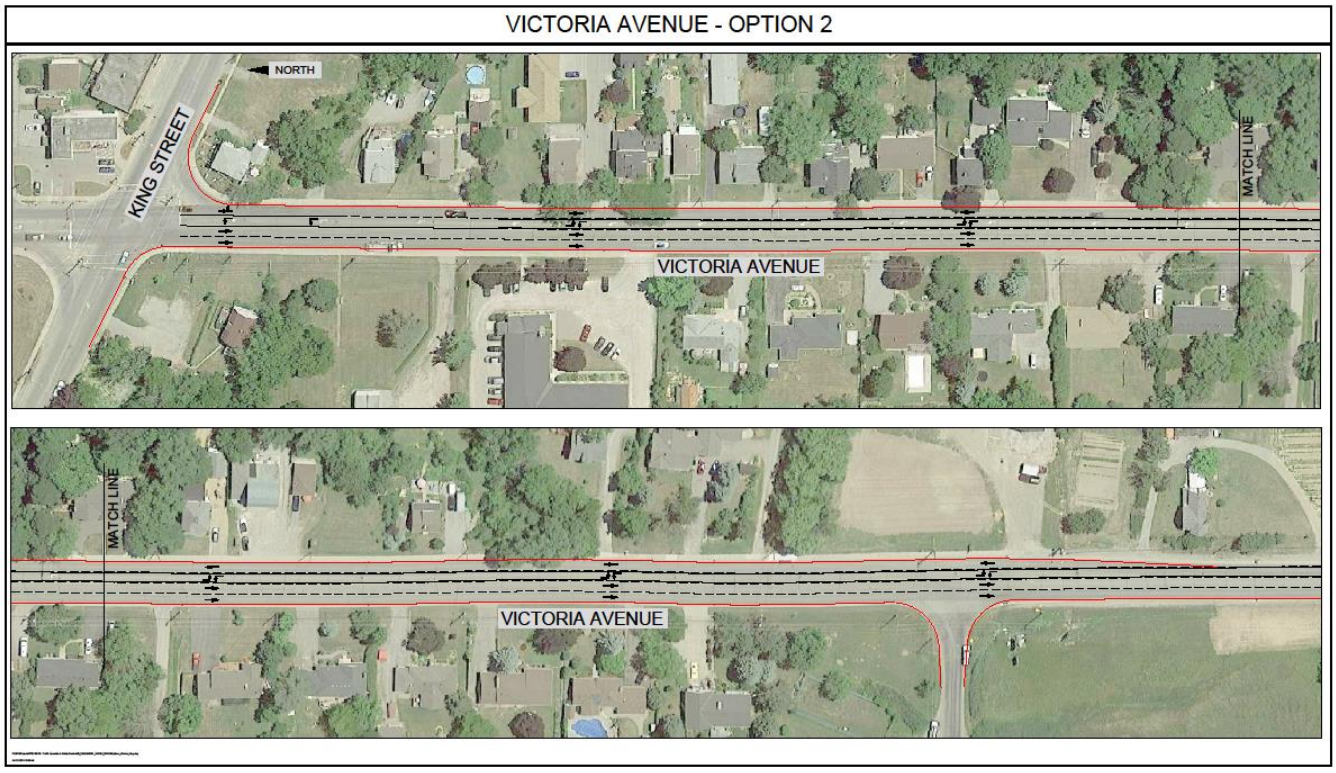
The long-term solution for goods movement is a Trade Corridor between Niagara and Hamilton across the escarpment. This will require tremendous effort to gather a consensus amongst municipalities, Regions and stakeholders to fund, implement and maintain. Where this long-term solution will provide greater connectivity, it is also subject to major capital investment, environmental assessment, property acquisitions, design and build challenges.

Furthermore, strategic property acquisition should be considered where required, especially at south-west quadrant of Mountain Street (RR18) / King Street (RR81) intersection to facilitate safer and wider turning of heavy vehicles.

Appendix A

Appendix A: Victoria Ave. (RR 24) Restriping Options





VICTORIA AVENUE - OPTION 3



VICTORIA AVENUE - OPTION 4



Appendix B

Appendix B: North Lane Design Options

NORTHBOUND TRUCKS - OPTION 1



NORTHBOUND TRUCKS - OPTION 2



SOUTHBOUND TRUCKS - OPTION 1



SOUTHBOUND TRUCKS - OPTION 2



TOWN OF GRIMSBY

NOTICE OF MOTION

INTRODUCTION DATE: December 4, 2023

SUBJECT: Niagara Region Escarpment Crossing Project

REQUESTED BY: Councillor Howe

Whereas connectivity has been a consideration in the Niagara Region for over 30 years; and

Whereas the Niagara Escarpment Crossing project has been identified as a potential solution in The Niagara Escarpment Crossing Master Plan to improve connectivity between the North and South regions of West Niagara; and

Whereas there are documented safety concerns with the current existing crossings, such as steep slopes, speeding, inconsistent and under-maintained road signage and markings; and

Whereas the Town of Grimsby and Town of Lincoln see heavy volume of truck traffic and narrow laneways; and

Whereas the Town of Grimsby, The Town of Lincoln and the Township of West Lincoln have collectively advocated for the Niagara Escarpment Crossing project at the 2023 AMO Conference; and

Whereas the new, proposed crossing is necessary to the local economy, providing a route to facilitate the movement of goods, people, and growth; and

Whereas the Terms of Reference process is not projected to be completed by the Niagara Region until the spring of 2024, with review and approval by the Minister of Environment, Conservation and Parks projected for the fall of 2024. This is a process that must be completed prior to the commencement of the Environmental Assessment.

Therefore be it resolved that Council direct the Mayor and/or the CAO to the necessity of expediting the Terms of Reference development process to the Niagara Region so the Environmental Assessment can be started in a timely manner; and

Be it further resolved that this resolution be circulated to Niagara West MPP Sam Oosterhoff.

I acknowledge that this Notice of Motion will be given consideration at the December 18, 2023 Council meeting.

Council Agenda

Date: **May 15, 2024**
Time: **6:00 PM**
Location: **Council Chambers/Hybrid Meeting**

The public are invited to submit delegation requests and/or written comments related to items on the agenda to clerks@lincoln.ca no later than 9:00 a.m. on the day of the meeting.
All delegation submissions will be provided to the Mayor and Council prior to the meeting and will form part of the public record.
Members of the public can watch the meeting proceedings on the Town of Lincoln's YouTube Channel.

Pages

1. CALL TO ORDER

2. NATIONAL ANTHEM

3. LAND ACKNOWLEDGEMENT

4. ROLL CALL

5. CONFIRMATION OF AGENDA

6. DECLARATIONS OF INTEREST

7. ANNOUNCEMENTS

8. PROCLAMATIONS

8.1 National Accessibility Week: May 26 - June 1, 2024 4

8.2 Paramedics Services Week: May 19 - 25, 2024 5

9. RECOGNITION AND ACHIEVEMENTS

9.1 Len Pennachetti, CEO, Cave Spring Cellars, Recipient of the Order of

Canada

10. DELEGATIONS AND PRESENTATIONS

10.1 M. Christie, Mountainview Niagara Escarpment Community Association 6

Regarding Item 10.2: F. Tassone, Director of Transportation Services, S. Fraser, Associate Director, Transportation Planning, and M. Elmadhoon, Manager, Transportation Planning, Niagara Region, regarding Niagara Escarpment Crossing Project

10.2 F. Tassone, Director of Transportation Services, S. Fraser, Associate Director, Transportation Planning, and M. Elmadhoon, Manager, Transportation Planning, Niagara Region, regarding Niagara Escarpment Crossing Project 26

10.3 Regional Councillor Foster 37

11. ITEMS FOR CONSIDERATION

11.1 Item 1.16 of Council Information Package Week Ending May 10, 2024, from Town of Niagara-on-the-Lake 39

Resolution regarding Transforming the Great Lakes and St. Lawrence River Basin into a Thriving BlueGreen Economic Corridor While Safeguarding Our Freshwater Resources

12. MOTION TO APPROVE PREVIOUS COUNCIL MINUTES

12.1 Council Minutes of April 15, 2024 42

12.2 Special Council Minutes of May 8, 2024 48

13. RECOMMENDATIONS FROM STANDING COMMITTEES

13.1 Budget Committee Minutes of April 22, 2024 51

13.2 Committee of the Whole Minutes of April 29, 2024 54

13.3 Committee of the Whole Minutes of May 6, 2024 58

14. NOTICE OF MOTION

15. REPORTS OF MUNICIPAL OFFICERS

15.1 Mayor's Report

16. MOTION TO CONSIDER CONFIDENTIAL MATTERS

16.1 Confidential item #1

Pursuant to the Municipal Act, Section 239(3)(b), an ongoing investigation respecting the municipality, a local board or a municipally-controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13(1) of this Act, or the investigator referred to in subsection 239.2(1). 2014, c. 13, Sched. 9, s. 22.; as it pertains to the Special Council Meeting held on August 9, 2023.

17. MOTION TO APPROVE BY-LAWS

18. MOTION TO CONFIRM PROCEEDINGS OF THE COUNCIL MEETING

18.1 2024-40 62

By-law to adopt, confirm and ratify matters dealt with by Council resolution

19. COUNCIL REMARKS

20. MOTION TO ADJOURN

The Corporation of the Town of Lincoln

Office of the Mayor

PROCLAMATION

Whereas Section 133 of the *Accessible Canada Act, 2019,* indicates that throughout Canada, in each year, the week starting on the last Sunday in May is to be known as National AccessAbility Week; and

Whereas National AccessAbility Week is a week for Canadians to promote inclusion and accessibility in our communities and workplaces, and to celebrate our progress to be inspired to further break down accessibility barriers; and

Whereas Promoting accessibility creates a more inclusive society, fostering understanding and respect for the rights of all individuals, regardless of ability; and

Whereas This year's theme is "**accessibility is within reach**"; and

Whereas Over 15 percent of Ontarians live with some form of a disability, and many persons living with disabilities face barriers in areas of employment, information and technology, transportation, housing, education, and recreation; and

Whereas We all benefit from a community and economy without barriers to inclusion, and when persons with disabilities can participate in all aspects of society, including accessing employment, resources and services, it enriches Canada and its economy; and

Whereas The Town of Lincoln is committed to creating a community where **accessibility is within reach**, providing inclusive environments, services and programming that are accessible and welcoming to its' staff, residents, community members, and visitors.

Now therefore, I, Sandra Easton, Mayor of the Town of Lincoln
do hereby proclaim May 26 to June 1, 2024, as:

"National AccessAbility Week"

Dated this 15th day of May 2024

_____
Sandra Easton, Mayor

The Corporation of the Town of Lincoln

Office of the Mayor

PROCLAMATION

Whereas National Paramedic Services Week is being recognized this year from May 19 to May 25 across Canada and celebrates the caring professional Paramedics in Canada.

Whereas This year's theme for Paramedic Services Week is, "Help Us, Help You", and focuses on how community members can best support paramedics support and other emergency services personnel in the event of an emergency.

Whereas Paramedic Services play an integral role in keeping our community safe, healthy and strong through community-based programs, training and educational initiatives; and

Whereas Paramedic Services Week is an opportunity to show appreciation and give thanks to those who service their communities in the hardest of times, 24 hours a day, 7 days a week and 365 days a year; and

Whereas Every day across the Niagara Region and throughout Canada, Paramedics serve members of their community with compassion, empathy and lifesaving skills that often involve rapidly changing circumstances, while ensuring individuals receive the best quality emergency care regardless of status, race, gender or situation; and

Whereas The Town of Lincoln recognizes and proudly supports all Paramedics that service the community with commitment, courage, and professionalism.

Now therefore, I, Sandra Easton, Mayor of the Town of Lincoln
do hereby proclaim May 19-25, 2024, as:

“Paramedic Services Week”

Dated this 15th day of May 2024 _____

Sandra Easton, Mayor

May 13, 2024

Representatives from MNECA attended the Niagara Region Public Works Committee meeting on May 8, 2024.

A presentation was made by Frank Tassone and Scott Fraser regarding the Niagara Escarpment Crossing Study, Terms of Reference for a Comprehensive Environmental Assessment.

The following are MNECA's comments and questions regarding that presentation. These new items will be added to the those already articulated in the November 21, 2023 letter to the Region and will be sent in due course to the Region for their response.

1. PROCESS:

1.1 MNECA asked the Regional Clerk to include MNECA's 16 page letter (originally sent in November 2023 to the Region) in the public record and to distribute it to all the councillors as part of the agenda package for the May 8th meeting of PWC. Was this done?

1.2 In the May 8th presentation, the staff gave timelines for completing the TOR and submitting it to the Minister for approval. They did not mention if it will come before the Public Works Committee or Regional Council for approval. Will it?

1.3 If not, when will the this matter come to Regional Council for approval? The last time there was a vote was May 19, 2016 and it authorized staff to:

> **"undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension."**

That authorization was very specific as to EA type and study area. We learned from staff at the presentation that the above EA was completed but not filed. Without PWC approval or Regional Council approval, a different type of environmental assessment (Comprehensive Environmental Assessment) with an expanded study area is now underway. While there may have been awareness by our elected officials that a different type of EA was necessary, they tell us that they were not aware of the need to expand the study area.

How is it that this very significant change can proceed without another motion at regional council to a) debate it and b) to authorize it?

1.4 The full draft of the TOR is being released after the presentations to the Region, the Towns and the PIC occur. The presentations offer an opportunity for questions and comments. Releasing the draft TOR after the opportunity for questions to be asked and staff to answer is not at all helpful. Yes, written responses will be accepted after the draft TOR is released, but the staff's schedule gave no opportunity to debate what is in the final TOR before it is sent to the Minister for approval. This is not a transparent process. Where is the transparency and accountability that has been spoken about and to us by Regional Chair Bradley and so many other politicians?

2. ECONOMIC BENEFIT STUDY:

2.1 The economic study to evaluate the impact to the community should be carried out first, before the EA. While Mayor Easton made this point clearly and referred to Minister Mulroney saying that demonstrating an economic benefit is the first and foremost consideration, the staff had no response. They were not swayed by this truth/fact and said nothing. Regional Councillor Foster, in his comments, reiterated the Mayor's point and suggested the economic study should be done "sooner rather than later". Why would millions be spent on an environmental assessment study if the economic study results say something different?

3. TECHNICAL CONSIDERATIONS:

3.1 We learned from the 2016 study that the MOT will not approve another interchange on the QEW between Bartlett and Ontario Street. This was one of the reasons why that study did not recommend Mountainview and Thirty Road. At the PWC meeting Scott Fraser specifically said that they thought it would be Bartlett because connecting other roads directly to the QEW would be, in his word "prohibitive." So why are we studying these other roads? Where is the logic?

3.2 The interchange at the QEW and Bartlett is built, the rail line is under-passed and some properties are already expropriated. All this infrastructure already exists for the purpose intended. How much land has already been expropriated in the Bartlett/Park area for the purpose of the crossing? And how much money has already been invested in this solution?

4. ALTERNATIVES:

4.1 Their premise that they have to study alternatives, otherwise the NEC and Ministries will deem the environmental assessment incomplete, seems to be a red herring. There are many alternatives associated with Bartlett/Park. For example, Bartlett could be extended to connect to Park. Or, Bartlett could be developed separately in several different configurations in the valley behind the homes on Park. Of these two, three or even four options, they could also study whether it's a full four-lane highway or an improved two-lane highway or a two-lane highway with run up's and run outs. Why is this not considered enough alternatives?

5. THE BOTTOM LINE:

5.1 Government bodies that control the funding may decide that the cheapest option is the best option. And we are all also aware that it will be cheaper to expand/improve a current road rather than bust through an entirely new corridor. The NEC will determine how much, if any construction on the Niagara Escarpment happens. All the assurances that the staff gave about them believing Bartlett/Park will ultimately be the final choice, ring hollow.

The attached document was sent by email on November 21, 2023

From: Marcia Christie

To: Jim Bradley

Cc. Ron Trip, Frank Tassone, Albert Witteveen, Maged Elmadhoon, Dan Carnegie, Sandra Easton, Robert Foster, Michael Kirkopoulous, Tony Brunet, JD Pachereva, David Graham, Julie Kirkelos, Andrea Chambers, Sam Oosterhoff, Harald Thiel, Curtis Fielding, John Christie

On behalf of the Directors of Mountainview Niagara Escarpment Community Association (MNECA) please find attached our comments and objects regarding the Niagara Escarpment Crossing Study Terms of Reference for an IEA

We await your response.
Directors of MNECA
Harald Thiel
Curtis Fielding
John Christie
Marcia Christie

TO: Region of Niagara.

RE: Notice of Commencement of the Terms of Reference for the Niagara Escarpment Crossing Individual Environmental Assessment, Town of Grimsby, Town of Lincoln, Township of West Lincoln

Mountainview Niagara Escarpment Community Association (MNECA) is a registered non-profit corporation incorporated in 2012 to advocate on behalf of the businesses and residents of the community surrounding, adjacent and directly located on Mountainview Road in Beamsville, Ontario. MNECA advocated on behalf of the Mountainview Road community in the past on the:

Niagara Escarpment Crossing Study update (2013-2015) as members of the stakeholder group and attended all stakeholder group meetings conducted by Niagara Region/Hatch;

Niagara Region Wind Farm transmission line construction on Mountainview Road (2012-2016); and

OMB Case #PL141047 as a party vs Shire Corporation (Non- Agricultural Source Material Storage and Distribution facility at Frost Road,Lincoln.) (2014-2016)

[redacted]

The following are the current directors of MNECA:

Harald Thiel, President, [redacted]

Marcia Christie Secretary/Treasurer [redacted]

Curtis Fielding, Vice-President, [redacted]

John Christie Vice-President [redacted]

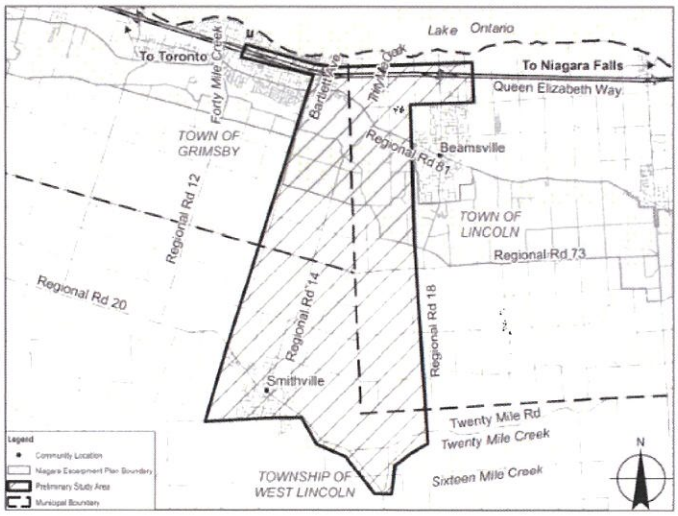
The following are our comments and objections to the Notice of Commencement of the Terms of Reference for IEA for the Niagara Escarpment Crossing Study

1. The proposed study area is contrary to Council authorization and planning

The study area, as indicated in the Region's Notice of Commencement of the Terms of Reference for an Individual Environmental Assessment of June 27, 2023, includes Mountainview Road and Thirty Road as north-south crossings which is contrary to what was authorized by Regional Council on May 19, 2016 of PWC 27-2016 and was based on the recommendations of the Niagara Escarpment Crossing Study by Hatch Mott MacDonald (Hatch Study) 2016. Council authorized the EA process for the *"Bartlett Avenue Extension."* **Including Mountainview Road and Thirty Road as potential alternates is contrary Regional Council's authorization and contrary to the Region's Transportation Master Plan (2017); contrary to the Lincoln Transportation Master Plan (2019); contrary to the Niagara Official Plan (2022); and contrary to what the citizens of Mountainview Road and Thirty Road have been told and led to believe by the actions and proceedings of the Region and Town in relation to the above studies and Plans.**

From the Notice of Commencement:

"The preliminary study area for the proposed north-south transportation crossing includes portions of the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region, as shown in the key plan below."



Approved by Council: PWC 27-2016, May 19,2016

*"1. That the Regional Council **AUTHORIZE** staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension. (a graphic showing the study area for the Schedule EA is attached as Appendix 1 to Report PW 27-2016);"*



2. History of Bartlett/Park being the preferred Escarpment Crossing

The timeline shows that all studies and planning have identified Bartlett Avenue / Park Road South as the preferred route for the truck Escarpment Crossing. **We object to Mountainview Road and Thirty Road being considered as a truck Escarpment Crossing in setting the Terms of Reference for the IEA and that only Bartlett or Bartlett/Park should be studied which is concurrent with the following studies and plans:**

1997 - Niagara Escarpment Crossing Study (McCormick Rankin Corporation) identifies:
Park Road, Grimsby (highest score)

2011 – 2012 Niagara Crossing Study is brought back to life due to safety issues. Hatch Mott MacDonald hired to conduct new a study of crossings in Grimsby and Lincoln.

2014 - Niagara Escarpment Crossing Study Update (Hatch Study) presents best alternatives:
New crossing between Tufford Rd. & Victoria Ave. Lincoln
Improved Park Road/Bartlett Avenue, Grimsby and
Improved Mountain Road, Grimsby

2016 - Niagara Escarpment Crossing Study Update recommends:
Extension of Bartlett Avenue / Park Road Corridor to Mud Street

2017 – Niagara Region Transportation Master Plan.
Reaffirms the need for a new Escarpment Crossing. The 2017 TMP incorporated the proposed Park Road Corridor as the location of the new Escarpment Crossing.

2019 - Niagara Escarpment Crossings Traffic Operations and Safety Study.
Long-term recommendation for a new Escarpment Crossing at Bartlett/Park.

2019 – Town of Lincoln Transportation Master Plan.
Long-term recommendation for an Escarpment Crossing (Park Rd. – Bartlett Avenue-QEW)

2022 - Niagara Official Plan.
Adopted by the Niagara Regional Council by By-law 2022-47. North-South Escarpment Crossing is included and shown on a map to be Bartlett/Park.

2023 - Motion by Town of Lincoln, Town Council, that the Town does not agree with the Escarpment Crossing being Mountainview Road or Thirty Road and that the only Escarpment Crossing to be studied is Bartlett Avenue / Park Road South.

3. Council did not authorize changes from an EA to IEA or to a change in study area.

After the 2016 authorization to Regional staff to proceed with the Bartlett Avenue Extension, all subsequent reports and presentations made to Regional Council and its committees never mentioned the addition of Mountainview Road and Thirty Road to the study area. They refer to the Bartlett/Park as the truck Escarpment Crossing. They refer to the change from a Municipal Class Environmental Assessment to an Individual Environmental Assessment. No authorizations by council arise from these reports or updates. These meetings include:

May 2, 2019 Committee of the Whole update to newly-elected Council by C. Ryall, Transportation Services

June 16, 2020 Public Works Committee update PW 9-2020

January 10, 2023. Public Works Committee update to newly-elected council members by C. Ryall, Transportation Services

The agendas, any reports, the minutes and the video of the above three meetings has been reviewed by MNECA. Without the Regional staff alerting Regional Council that the study area was being expanded to include Mountainview and Thirty, we object to those roads being considered for a truck Escarpment Crossing route.

4. Meeting and Conversations with the Town of Lincoln and Regional Councillors

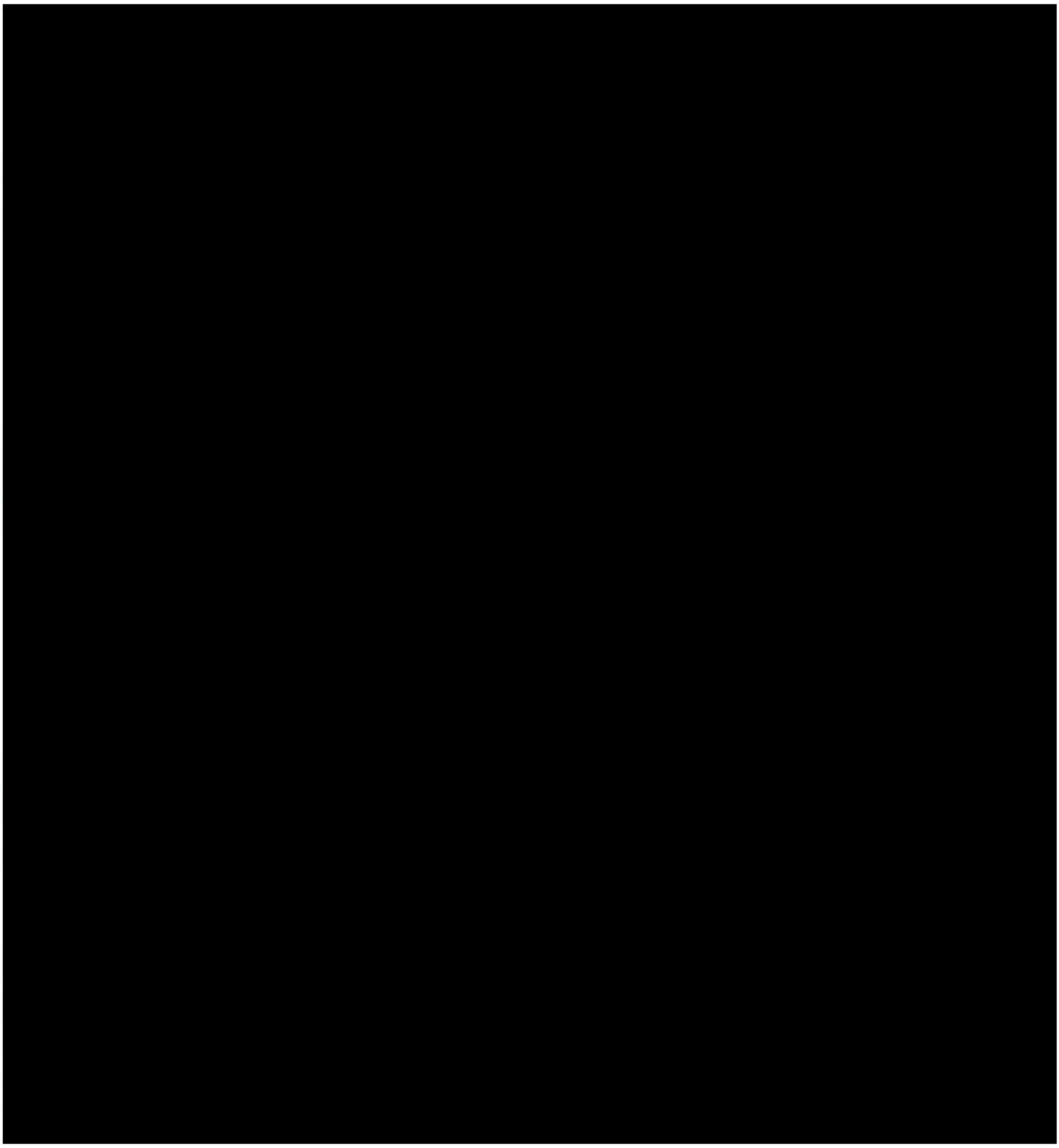
Representatives of MNECA: Harald Thiel, Marcia Christie, Curtis Fielding, John Christie met at Lincoln Town Hall with Mayor Sandra Easton, CAO Michael Kirkopoulos, Regional Councillor Robert Foster, Town Councillors Tony Brunet and J.D. Pachereva, and Town Staff Walter Neubauer on July 14, 2023.

Everyone present said that they were not aware that the study area had been expanded to include roads in Lincoln.

Regional Councillor, Foster advised that he had met with Regional Staff in preparation for the meeting with MNECA and that he had been assured that the Region's choice for the truck Escarpment Crossing has been and currently is Bartlett/Park and that the reason the area was expanded was because the IEA process requires "alternatives".

Regional Councillor Foster advised that completing the Escarpment Crossing construction will require funding from the Region, the Province and the Federal governments, each contributing one-third of the costs. That cost was suggested as $500 million. It was also stated that in their conversations with provincial and federal representatives, this crossing is not a current priority for either, and therefore the likelihood of it happening in the next decades is remote.

[redacted]



5. Reference to Region saying New Information could Impact the Preferred Alternative

A search of the Region's and Town's online meetings and reports found only one reference to revisiting the alternatives for the Escarpment Crossing. The reference was found in the October 2019 Final Report Lincoln Transportation Master Plan, on page 473 of https://www.lincoln.ca/sites/default/files/2023-01/TMP%20-%20final%20with%20appendices_compressed.pdf

The Region made comments regarding the Town of Lincoln's Transportation Master Plan as follows:

> *"The Niagara Escarpment Crossing previously identified Park Road and Bartlett Avenue in Grimsby as the preferred alternative. Niagara Region* ***has received new information*** *that may impact this alternative and will be undertaking a new environmental assessment to revisit the alternatives and move the process forward. It is Niagara Region's - position that the Town of Lincoln may acknowledge a previously identified preferred alternative but should allow for flexibility in the event that the preferred alternative changes."*

In spite of the Region's comments, the Town of Lincoln's Transportation Master Plan only identifies Bartlett / Park as the Escarpment Crossing. When we presented this document in our meeting with the Town and Regional Councillors, they were surprised and said that they were completely unaware of it. **If this was meant to be notification from the Regional Staff to the Town of the potential increase in the study area, it was handled inappropriately and did not go through the correct channels and therefore is of no merit. However, clearly there was one or more people at the Region that thought that Bartlett/Park could be swapped out and another road swapped in for the truck Escarpment Crossing. This is of grave concern to us and causes us to question everything and everyone in this process. Therefore, please advise what is the "new information"?**

6. Substantial Investment Has Already been Expended for Bartlett/Park Crossing

During the Escarpment Crossing Study, the Region's consultant, Hatch, stated in a Stakeholder Group meeting (2013-2014) (which MNECA was a Stakeholder member and present at the meetings) that the land (at least some of it) required for the Bartlett extension had already been assembled/expropriated. Part of the infrastructure for the Escarpment Crossing has already been completed: the train overpass at Bartlett Avenue and the interchange and connection to the QEW at Bartlett Avenue.

Given the fact that taxpayer funds have already been expended in some land acquisition/ expropriation and for the infrastructure at Bartlett Avenue and the QEW, and given the significant expenditure required to expropriate land on Mountainview Road or Thirty Road, and the fact that neither of the two roads have a direct connection to the Bartlett/QEW infrastructure, we object to further study of these two roads for a truck Escarpment Study.

7. Capacity for all Vehicular Traffic Projected to be Sufficient for decades

The Hatch Study, confirmed that all combined, the current crossings have the capacity to accommodate vehicular traffic for the foreseeable future. At Stakeholder Group meeting #5, the consultant Hatch indicated that total traffic (all vehicle types) growth for each year from 2006 to 2031 was approximately 0.6% per annum and for truck traffic growth it is approximately 0.2% per annum, which would provide sufficient capacity well into the future, and the consultant estimated 2041 as to when the roads would be over capacity.

By the time this area approaches capacity, all these studies will have to be re-done. Studying this issue now is preemptive and should not proceed at this time.

8. Park Road - Bartlett Avenue truck route solution is the best solution

The Hatch Study noted existing issues with Mountainview Road and Thirty Road and that (in part):

> *"this study has identified that the Park Road – Bartlett Avenue truck route solution offered the best solution among all of the existing escarpment crossings to address the Problem Statement in the medium term. If Bartlett Avenue is connected to Park Road and Park Road is upgraded to an acceptable truck design standard, and some form of restriction applied to the other crossings with unacceptable design standards, potential exists to reduce the truck movements on the other crossings and through the built-up areas. This solution would have the added benefits of improving safety for other road users and offer potential for the built-up areas to develop to their potential without suffering the intrusive effects of regular movements by large trucks. This solution is also consistent with the recommendation made in the 1997 Escarpment Crossing Study, that the strategic long-term solution for truck movements across the escarpment between Hamilton and St. Catharines be provided by three corridors: Centennial Parkway (now also including the Red Hill Valley Parkway) in the west, Victoria Avenue (NR24) in the east and Bartlett Avenue/Park Road in the central area as shown on Figure ES-1 below."*

We object to Mountainview Road and Thirty Road being studied as they have already been eliminated in previous studies which found them incompatible with a truck route.

9. Niagara Escarpment Commission: new crossing is not a Permitted Use

The Niagara Escarpment Commission (NEC), consulted by the Region's team during the Crossing Study, was very specific in their Staff Report of March 20, 2014, paraphrased as follows: A new crossing needs to be deemed essential and that only after all existing crossings have been improved and studied/monitored for the effectiveness of the improvements would the NEC evaluate the need for a new crossing.

" According to the Part 1.3 of the NEP, transportation and utility facilities are only permitted in Escarpment Natural Area if they are deemed to be essential. At the current time, staff does not believe a new Escarpment crossing can meet this test given that there is sufficient capacity for both trucks and cars on existing Escarpment crossings. Staff has also taken the position that it would be prudent to first improve existing crossings in terms of traffic management and road geometry (where possible). Only after existing crossings have been improved—and the resulting impact on truck traffic has been studied—should Niagara Region fully investigate the need for a new crossing."

The NEC's position that a new crossing did not meet the "deemed essential" or "in the public interest" policy was reaffirmed by the NEC in their June 24, 2021 email regarding their comments on the Niagara Official Plan Review wherein they stated, in part, under the heading *"Transportation":*

"In Appendix 12.2 there is a proposed policy in relation to certain proposed significant transportation facilities including the "Niagara Escarpment Crossing" and the "NGTA". Both of these facilities will involve Environmental Assessments (EA's) where the NEC would be consulted and will comment from the perspective of the environmental policies of the NEP. Until the EA's have been completed and all alternatives have been considered for lands within the NEP Area, the proposed policy to "plan for, improve and protect" such corridors and facilities may be overly prescriptive in relation to NEP policy which requires the demonstration that infrastructure is in the public interest and that all alternatives have been considered before it can be considered a Permitted Use."

The Hatch Study recommended, in part, the following:

"Accordingly, this study has concluded that in the short term, safety and operational improvements be made to the existing crossings to the degree that is practicable. Further, that a Municipal Class Environmental Assessment be initiated for the connection of Bartlett Avenue to Park Road and for the upgrading of Park Road from Bartlett Avenue to Mud Street to an appropriate truck route standard. "

Mountainview Road and the portion of Thirty Road that falls within the Town of Lincoln have not had a EA conducted for improvements and have not had any of the above-mentioned improvements for safety. And ergo the monitoring required by the NEC cannot take place. Mountainview Road and Thirty Road are the responsibility of the Towns of Lincoln and Grimsby. The Region should not be conducting EA's on these roads without the explicit approval of the Councils of the Towns. Together with the lack of a capacity problem and that none of the steps laid out by the NEC have been completed, there is little chance that the NEC will see this as a Permitted Use. Until the above work is done, proceeding with the IEA is out of step.

10. Studying Various Potential Alignments of Park/Bartlett are sufficient Alternatives

In 2016 when Regional Council authorized staff to proceed with the Bartlett Avenue Extension, the associated staff report PW 27-2016 contained details as follows:
The Hatch Study's budget was $700,000. The next EA phase budget is $1,500,000. The EA process would study alignments of the new road corridor, natural/socio-economic impacts and required mitigations. The outcome of the study would recommend a preferred alignment and develop it to 30% design complete with a capital cost estimate.

The report stated: the corridor would extend Regional Road 14 (Bartlett Avenue) southerly to Regional Road 73 (Mud Street East) utilizing a portion of Park Road. The final alignment of Bartlett Avenue extension could connect to Park Road either on, or above the Niagara Escarpment. Construction costs were estimated to be in the range of $80 to $95 million and property acquisition in the range of $10 to $20 million. *"These costs are preliminary in nature and attempt to include sufficient contingency to encompass all the possible roadway alignments that could be selected to traverse the escarpment."*

Based on the above detailed plan contained in the staff report, it is our opinion that no other option for developing a crossing of the Escarpment EXCEPT Bartlett should be studied as that was what was AUTHORIZED by council and only that. Further, the Region's plan indicates that many "alternatives" of possible roadway alignments related to the Bartlett/Park configuration will be studied, which in our opinion, satisfies the claimed need that "alternatives" must be studied.

11. Not as Much as a Hint of Increasing the Study Area to Include Mountainview and Thirty

In 2017, the Region's Transportation Master Plan approved by council carried a line for Capital Cost Estimate of $38,733,000 for *"Bartlett Avenue extension (New Road)"* and *"Escarpment Crossing Improvement (Capacity)"* noting the region's share of $38,733,000 was ⅓ of the capital cost.

At the May 2, 2019 Committee of the Whole update to newly elected council the slide presentation by C. Ryall, Transportation Services shows three maps of the Escarpment Crossing to be QEW/ Bartlett to Mud Street. In the video of the meeting, Ryall talks about the required change from an EA to IEA but does not mention an increase in the study area. She says the work on the IEA will start in the current year (2019) and that she expects the capital cost to be $100 million.

Regional PWC requested an update for *"the EA for Regional Road 14 (Bartlett Avenue) in the Town of Grimsby"* at their meeting of July 19, 2019. C. Ryall advised that the EA was an extensive process and an update on next steps would be provided at a future meeting. The requested update occurred almost a year later at the June 16, 2020 meeting. The report PW 9-2020 was received for information. It referenced Bartlett/Park as the Escarpment Crossing. The report does

not mention studying alternatives or increasing the study area. The cost of the IEA has jumped from $1.5 million in 2016 to $2.5 million. The overall project cost was estimated at $150 million with one-third by Region, the rest by Federal and Provincial funding programs. The report stated that the EA process will confirm the transportation system need, preliminary design, and refined construction cost estimates and it it could take 10 years to implementation (construction start). C. Ryall indicates that the staff hired a consultant in 2018 to help them understand and manage IEA process, as it is complex (the hiring of this consultant does not appear to have gone for approval to PWC or Council). The Region staff met with the MECP:

> *"MECP staff indicated that both EA processes could be applied to the Niagara Escarpment Crossing project. However, the IEA process is the best process for projects like the Niagara Escarpment Crossing that have potentially large environmental impact, property acquisition and high potential for stakeholder concerns."*

The RFP for the Terms of Reference for the IEA was issued September 19, 2022 and awarded to CIMA January 23, 2023. No report to PWC could be found.

On January 10, 2023 the Public Works Committee met for the first time after the 2022 election. C. Ryall gave an update of the roll of Transportation Services, mentioned large projects including *"north-south crossing"* of the Escarpment, showed a map indicating the crossing as Bartlett/Park, mentioned they were in the procurement process to hire a consultant to set the Terms of Reference for the IEA, but did not mention the study area had been increased in size.

In all of the reports from Staff to PWC after Regional Council authorized Bartlett / Park for the EA, there has not been as much as a hint that Regional staff contemplated expanding the study area to include Mountainview Road and Thirty Road. It is disconcerting to us that this is the case, and coupled by the suggestion in Item 5 (above) that the preferred alternative (meaning Bartlett/Park) could change, we believe that this whole issue needs to go before Regional Council for detailed explanation and proper authorization because the lack of transparency is a huge concern to MNECA and it should be a huge concern to Regional Council and Town Council.

12. Town of Lincoln Council Reiterates the Crossing must be Bartlett/Park

Following MNECA's meeting with the Town and Regional Councillors and emails on the subject, the Town of Lincoln passed a Motion at the October 2, 2023 council meeting as follows:

> ***WHEREAS*** *The Niagara Region has commenced an Individual Environmental Assessment to study and provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and potential Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity, redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people. The preliminary study*

area for the proposed north-south transportation crossing includes portions of the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region.

***WHEREAS** Thirty Road and Mountainview Roads in Lincoln are local roads that do not fit the technical requirements of a new Niagara Escarpment Crossing with many businesses and tourists using these roads.*

***WHEREAS** the Region of Niagara on June 27, 2023 announced the Notice of Commencement of the Terms of Reference for the Niagara Escarpment Crossing Individual Environmental Assessment.*

***WHEREAS** the map of the study area (attached) to the Notice of Commencement of the Terms of Reference includes roads located in the Town of Lincoln which cross the escarpment including Mountainview Road and Thirty Road.*

***WHEREAS** the Notice of Commencement of the Terms of Reference indicates that the preliminary study area for the proposed north-south transportation crossing includes portions of the Town of Grimsby, Town of Lincoln and Township of West Lincoln.*

***WHEREAS** The Town of Lincoln is supportive of the commencement of the Individual Environmental Assessment and a new Niagara Escarpment Crossing, recognizing the large economic benefit to our downtowns by removing commercial vehicle traffic, while providing for a safe and walkable pedestrian friendly environment.*

***WHEREAS** The Town of Lincoln has been calling for a new Niagara Escarpment Crossing for many years, implementing local solutions and truck bypass options, knowing that the new crossing will take some time to implement.*

***WHEREAS** Some lands identified in the Individual Environmental Assessment area include agricultural lands that are important to the overall economic fabric of Lincoln, supporting our tourism industry and the jobs associated with them.*

***WHEREAS** the Region conducted the 1997 Niagara Crossing Study and the Park Road Corridor was noted as preferred route for new Niagara Escarpment Crossings.*

***WHEREAS** the Region conducted the 2016 Niagara Crossing Environmental Assessment Study and which recommended the extension of Bartlett Avenue / Park Road Corridor to Mud Street.*

***WHEREAS** the Region on May 19, 2016 approved PW 27-2016 that stated:*

"1. That the Regional Council AUTHORIZE staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension." (a graphic showing the study area for the Schedule EA is attached as Appendix 1 to Report PW 27-2016).

***WHEREAS** the map attached to PW 27-2016 at that time, only indicated Bartlett/Park as the location for the study area.*

***WHEREAS,** the approval of PW 27-2016 was the last approval by the Region on the environmental assessment.*

***WHEREAS** the Region developed the 2017 Niagara Region Transportation Master Plan which reaffirmed the need for a new Niagara Escarpment Crossing and that the Park Road Corridor was the preferred location of the new Niagara Escarpment Crossing.*

***WHEREAS** the Region conducted the 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study and the long-term recommendation was for a new Niagara Escarpment Crossing at Bartlett/Park.*

WHEREAS *the Town of Lincoln Transportation Master Plan of 2019 recommended a Niagara Escarpment Crossing at Park Rd.-Bartlett Avenue-QEW.*

WHEREAS *Regional staff report PW 9-2020 of June 16, 2020 did indicate that the environmental assessment would go forward as a Individual Environmental Assessment rather than a Municipal Class Environmental Assessment process (Schedule C), it did not mention a change in the study area to include Mountainview Road and Thirty Road.*

WHEREAS *the Regional staff report PW 9-2020 indicated a change to an Individual Environmental Assessment, the report was received for information and no approval by Regional Council was given.*

WHEREAS *the Niagara Official Plan of 2022 was adopted by the Niagara Regional Council by By-law 2022-47 and the North-South Niagara Escarpment Crossing was included and shown on a map to be Bartlett/Park.*

WHEREAS *previous studies showed Mountainview Road and Thirty Road as being unfavourable for a crossing for various reasons.*

WHEREAS *the Town of Lincoln's Economic Development Strategy and Action Plan 2019-2023 identified tourism as one of the four key pillars that will drive Lincoln's economic future.*

WHEREAS *the Town of Lincoln, with its new Niagara Benchlands tourism brand, is committed to building a strong, vibrant community by ensuring sustainable growth that serves the long-term interest of our economy, businesses, environment, and our citizens.*

WHEREAS *Mountainview Road and the areas served by Mountainview Road are home to seven wineries and other agricultural-related businesses that rely on tourism to flourish and is part of the Greenbelt cycle route, as well as home to over 60 residential dwellings.*

WHEREAS *Mountainview Road and Locust Lane are destination points for hikers, bicyclists, and foot traffic and portions of Mountainview Road are part of the Bruce Trail which connects at the Mountainview Conservation Area.*

THEREFORE BE IT RESOLVED:

That the Town of Lincoln Council expects the Niagara Region to implement the Niagara Escarpment Crossing at the proposed location of Bartlett Avenue and Park Road South in Grimsby; and

That Town of Lincoln staff provide this feedback and make any necessary submissions and/or presentation to the Niagara Region communicating this position.

Given the above, MNECA objects to Mountainview Road and Thirty Road being studied by the Region as alternatives to the Bartlett Avenue Extension/Park Road South Corridor in the setting the Terms of Reference for the Individual Environmental Assessment and any other future studies of the north south crossing of the Niagara Escarpment for a truck traffic corridor.

13. Studying Mountainview and Thirty Roads are a waste of Taxpayer Dollars

The following facts about Mountainview Road demonstrate why it should not be considered or studied as an Escarpment Crossing to accommodate a transportation corridor for trucks:

The Niagara Region Wind Farm's (NRWF) high voltage transmission line runs beneath the paved roadway of Mountainview Road from Walker Road in the south to the CN Rail Line in the north near the QEW. It is the only transmission line from the 230 megawatt wind farm located in West Lincoln, Wainfleet and Haldimand County. It carries all the energy generated by 77 wind turbines to the power grid. The NRWF estimates that the wind farm's energy production avoids the equivalent of 17,748 tons of CO_2 annually. The transmission line was commissioned in 2016 and will be operational for at least 20 years. According to the NRWF's web site *"The design life of the Project is estimated to be 20 years; however, it is not uncommon for well maintained projects to have a longer useful life than the design life. To extend the life of the Project it is possible that it will be re-powered prior to considering any decommissioning activities."* The transmission line will therefore be in operation until at least 2036 but likely beyond to the mid 2040's. Construction of a transportation corridor for trucks on Mountainview Road would necessitate deconstructing the transmission line and would render the wind farm unable to produce any electricity for the provincial grid during the period of construction. The inability of NRWF to meet its contract with the Independent Electricity System Operator (IESO) would be an expensive loss in revenue to NRWF.

The NRWF initially wanted to run the high voltage transmission line above ground down Mountainview Road. The project was deemed to be essential by the NEC. MNECA negotiated with the NRWF, the NEC, Ontario Hydro and the Town of Lincoln to explore all other alternative routes and possibilities. Through these negotiations, NRWF and MNECA in the end agreed that the best solution was to bury the lines under the paved roadway of Mountainview Road in order to meet the essential public need with the least disruption to the Niagara Escarpment. The NEC and the Town of Lincoln agreed and the line was buried. The following is a link to one of the meetings held between NRWF and MNECA from the Boralex (NRWF) website:
https://www.boralex.com/uploads/2015_11_25-NRWC-Presentation-to-MNECA-and-Mountainview-Road-stakeholders-FINAL.pdf

Mountainview Conservation Area is part of the system of Ontario Conservation areas and the Niagara Peninsula Conservation Authority. Mountainview Road passes adjacent to this area for approximately 1 km. The terrain in this area is steep with narrow lanes and narrow shoulders. The rock face on the west side of Mountainview Road is high and on the east side very steep into a ravine. The website for the conservation area describes it as: *"A passive natural area comprised of Carolinian forest, this 25-hectare area conserves Carolinian plants, provides habitat for animals and shelters a portion of the Niagara Escarpment. Property highlights include exposed dolostone rock,*

many bedrock fractures and eroded talus slopes of the Escarpment. Hike the Bruce Trail and discover the various lookout points for a unique view of the Iroquois plain and Lake Ontario."

The Bruce Trail runs on Mountainview from Locust Lane to the entrance to the parking area for the Mountainview Conservation Area. Hikers of the Bruce Trail can be found regularly using the paved surfaces of Mountainview Road and Locust Lane to bridge the gap in the Bruce Trail natural area which is approximately 0.4 km along Locust lane and approximately 0.5 km along Mountainview Road.

Wineries & Businesses located in the Mountainview Road area employ hundreds of people and welcome thousands of visitors per year who come by foot, by bicycle, and by car. All within walking distance of one another, people often spend a pleasant day walking Mountainview Road and Locust Lane to visit all the wineries and sample the wines. Construction of a transportation corridor on Mountainview Road would ruin the businesses and economy of this tourist destination. The wineries and businesses open to visitors include:

Rosewood Estates Winery and Apiary, 4352 Mountainview Road

Le Clos Jordanne, 4260 Mountainview Road (previously Angels Gate Winery), Arterra Wines Canada

Thirty Bench, 4281 Mountainview Road, boutique winery, Peller Estates

The Organized Crime Winery, 4043 Mountainview Road

Fielding Estate, 4020 Locust Lane

Locust Lane Winery, 4041 Locust Lane

Hidden Bench, 4152 Locust Lane

Mountainview Orchards Inc. 3985 Mountainview Road

Geometric features on Mountainview Road identified in the Hatch report included the narrow two-lane pavement, narrow gravel shoulders and the 90 degree horizontal curve. In order for a 4 lane roadway with run ups and run outs and given the 90 degree turn at the south of Mountainview and the steep slopes adjacent to Mountainview Conservation Area, the whole area would need to be expropriated to accommodate such a massive reconstruction of the crossing. This could wipe out much of the vineyards, many of the houses, some of the wineries and certainly would require a swath through the upper end of Mountainview which would decimate Mountainview Orchards and many of the farms beyond it.

MNECA has articulated some of the reasons Mountainview Road and Thirty Road are absolutely not suitable for consideration as the new crossing to serve truck traffic. Please, before additional funds are spent re-examining it, we ask the Region to halt this study.

14. What Happened to Public Participation?

The Region's Notice of Commencement of the Terms of Reference issued June 27, 2023 included an invitation to participate in the Study process. *"The Public, agencies, Indigenous Communities and other interested persons are encouraged to actively participate in the Study process by reviewing information, providing comments, asking questions and/or attending consultation opportunities."* It also stated that *"A Public Information Centre is planned for later this year to present the draft Terms of Reference..."*. MNECA registered to receive notifications from the Region's project team in June and have not received any information from them through email.

Visiting the current (on 2023 11 09) Region's project site for the IEA reveals that: The Notice of Commencement of the Terms of Reference issued June 27, 2023 is no longer available to view. The link to it takes the viewer to a page of other Notices, but the Notice of IEA Terms of Reference is not on those pages. The current Region's page on this project states under *"Consultations while developing the Terms of Reference: Niagara Region will consult directly with indigenous communities and provincial government agencies. The Region will also consult with Grimsby, Lincoln and West Lincoln. Comments from interested parties and members of the public are encouraged and will be taken into consideration."* Reference to a Public Information Centre has gone missing from the message. The current Region's page under *"Project timeline"* states that the first Stage of Project Start is complete. The next stage is SPRING/FALL 2023 *"engage with Indigenous communities and agencies"* (not marked completed). The second stage is FALL 2023: *"Draft terms of reference"* (not marked completed).

The Public Information Centre has fallen off the table of offerings for the general public. Why? Is the general community being edged out of participating? Have consultations started with indigenous communities? Have consultations occurred with the Towns of Grimsby, Lincoln and West Lincoln? It appears that after the consultations noted above, the Region will draft the terms of reference and then finalize the terms of reference and proceed to submit it to the Minister of the Environment, Conservation and Parks for approval. Therefore, the final question is: will this go before Regional PWC or Regional Council before it is submitted to the Ministry for approval? If not why not? This project has the potential to be one of the bigger projects undertaken by the Region. Should there not be more oversight?

CONCLUSION

What was authorized by Regional Council is not what is being executed by the Regional staff.

In the public interest, for transparency, and because it appears that neither Regional Council representatives nor the Town of Lincoln Council has complete understanding of the project that the Region is executing;

And because Mountainview Road and Thirty Road were eliminated because of unsuitability for an Escarpment Crossing and all studies and reports indicate that Bartlett Avenue / Park Road South is to be the Crossing,

And because this is a complex project involving substantial funds (suggested to be $500 million) from three levels of government: Regional, Provincial and Federal;

And because we, members of the public, residents and businesses, have lost confidence in the process;

And because a failure to carry out the process in the proper steps could result in taxpayer funds being lost or wasted;

And because the setting of the foundations of a major project must be complete, exhaustive in scope and must set the stage for the work going forward with all parties completely aware and in agreement of the plans, processes and potential outcomes;

And because during these times of fiscal restraint, expanding the study area is an added, needless and unauthorized cost,

And because of all the items raised by MNECA as detailed in this paper;

We are calling on the Niagara Region to halt the setting of the Terms of Reference for IEA and re-evaluate the project, the plan and the process, consult openly with the local municipalities, include the residents in a substantive engagement before going forward, and receive proper authorization from Regional Council for this project.

We await your response.

RESPECTFULLY SUBMITTED,
Directors of MNECA
Harald Thiel
Curtis Fielding
Marcia Christie
John Christie

Niagara Escarpment Crossing

Lincoln Council – May 15, 2024

Niagara Region | Growing Better Together

Project Overview

- Niagara Region is undertaking the **Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA)** (previously known as an Individual Environmental Assessment) to improve overall goods movement capacity and redirect truck traffic away from residential areas in west Niagara.
- The CEA will examine a range of alternatives to demonstrate the need for a new crossing of the escarpment.
- Tonight's presentation will provide:
  - A summary of the project's history;
  - An overview of the work completed on a *Terms of Reference*; and
  - What comes next, including planned consultation.

Purpose of the Project

The purpose of this project is to consider a north-south transportation link, including a crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and Regional Road 20 to:

- Provide for safe and effective commercial vehicle movements and operations;
- Accommodate commercial vehicles and other transportation modes ;
- Provide greater safety for local communities;
- Provide for additional transportation system capacity with redundancy and resiliency; and
- Improve the economy vitality with the efficient movements of goods and people.

Project History

- Plans for a new north-south road in west Niagara have been explored before.
- The CEA represents a new planning initiative.
- Previous planning work and studies serve as important background information to contribute to the study file.

2016 NEC Transportation Study	2017 – 2018	2020 NEC Operations Study
• Council recommended an extension of Bartlett Avenue, to be completed as a Municipal Class C EA.	• Staff identified risks that the Municipal Class C EA could not be completed. • Consulting assignment examined alternative EA process options.	• PW 9-2020 – Council informed CEA is recommended path forward.

Comprehensive Environmental Assessments

- A Comprehensive Environmental Assessment (CEA) is different than a Schedule B or C Class EA. It is most often utilized for large projects with significant environmental impacts.
- A CEA is followed where enhanced consultation is required and will be necessary in this case to secure approvals from the Niagara Escarpment Commission and MECP.
- The first stage of the CEA is to develop a ***Terms of Reference (TOR)***:
  - The TOR provides the framework for the project, identifying in advance the studies, workplans, and consultation to be undertaken during the EA.
  - Interested parties are consulted throughout the development of the TOR.
  - The TOR is approved by the Minister of Environment, Conservation and Parks (MECP) before the EA begins.

Comprehensive Environmental Assessments

- Niagara Region has developed a draft TOR for the CEA.
- The draft TOR will be shared with interested parties for their review and feedback over the coming weeks.

Key Components

- Project Purpose
- Preliminary Study Area & Description
- Alternatives To & Alternative Methods
- Types of Potential Effects to be Assessed
- Assessment & Evaluation Methodology
- Commitments & Monitoring
- Consultation Plan
- Technical Work Plans

TOR – Technical Work Plans

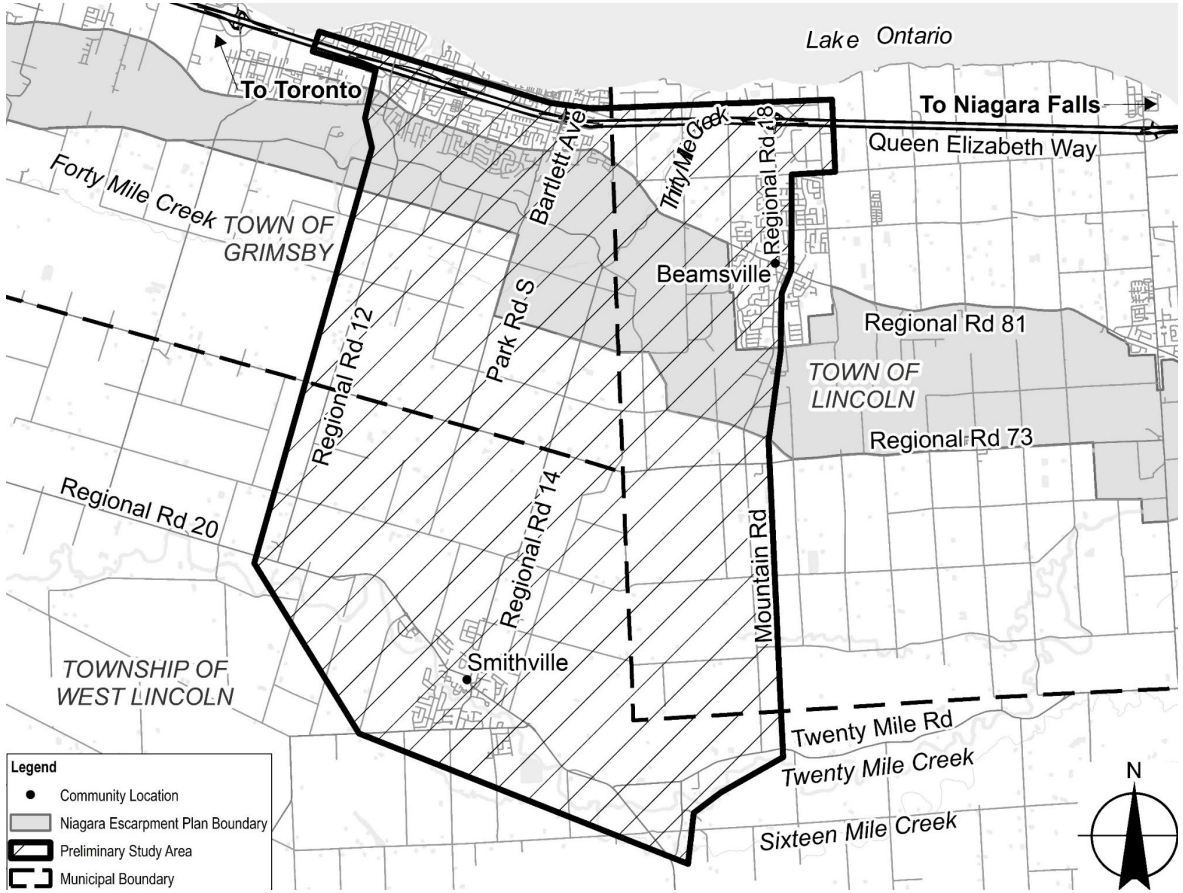
- The technical work plans define the "what" and "how" of the EA, describing what studies will be undertaken, what the area of study will be, and what factors will be considered.
- Workplans are included in TOR and approved by MECP before the EA begins.

Technical Work Plans

1. Air Quality
2. Agriculture
3. Archaeology
4. Culture Heritage
5. Land Use
6. Visual Assessment
7. Natural Environment
8. Hydrogeology
9. Surface Water
10. Noise and Vibration
11. Transportation
12. Financial

TOR – Study Area and Alternatives

1. Do Nothing
2. Implement additional traffic management measures
3. Extend Bartlett Avenue and utilize the Park Road corridor
4. Construct a new corridor between Grimsby and Beamsville



Niagara Region | Growing Better Together

Consultation and Next Steps

- Interested parties have been consulted throughout the early stages of the TOR development. These parties are now being provided an opportunity to review and comment on the draft TOR.
  - Grimsby, Lincoln, and West Lincoln staff;
  - Niagara Escarpment Commission;
  - Provincial Ministries (MECP, MTO); and
  - Indigenous Communities.
- Consultation activity is now expanding to include Grimsby, Lincoln, and West Lincoln Councils and a Public Information Centre open to all interested parties.

Consultation and Next Steps

Spring 2024	Summer 2024	Fall 2024 / Early 2025
• Presentations to Grimsby, Lincoln, and West Lincoln Councils. • Circulation of Draft TOR to all interested parties: LAM staff, Agencies, Ministries, Indigenous Communities. • Public Information Centre	• Consultation input reflected in revised TOR. • Submission of final TOR to Ministry of Environment, Conservation and Parks.	• Anticipated approval of TOR by Minister. • Request for Proposals issued for Environmental Assessment.

Questions

To: **Council of the Town of Lincoln**

Subject: **Regional Councillor Report**
May 15, 2024

Asahi Kasei / Port Colborne

Yesterday, it was announced that Asahi Kasei is building a lithium-ion battery plant in Port Colborne. This has been the result of hard work involving the Government of Canada, the Province of Ontario, Niagara Region, the City of Port Colborne, the St. Lawrence Seaway Management Corporate, and members of the private sector.

A few facts:

- New state of the art facility will cost $1.56 billion
- Located along highway 140, south of highway 58A
- The company is a renowned Japanese conglomerate and is striving to establish itself as North America's premier wet-process separator manufacturer
- This factory will serve clients across North America

Construction will begin in October of this year.

Niagara Days at Queen's Park

Monday and Tuesday, I participated with other members of Regional Council and many others from Niagara municipalities, Brock, Niagara College, and the private sector to bring Niagara to Queen's Park.

South Niagara Wastewater Treatment Plan

This new facility is required for servicing an estimate 116,000 new housing units in Niagara. It will create 9200 jobs. It is a project that will cost at least $400 million and requires both federal and provincial funding.

The province has been and continues to be very receptive. Our meeting with the Premier included Ministers from 5 areas – this was also a positive sign.

GO Transit

I was involved with meeting with several ministries on Tuesday regarding GO Transit and its continued expansion in Niagara. It is important to note that Niagara has already invested or committed to invest the following:

- Secondary plans for all 4 stations
- Over $100 million for stations
- Completed initial business case for Lincoln
- Implemented NRT consolidation

The ask of the government is to implement all day, two way GO train service between Union Station and Niagara.

Given the importance of good transportation for commuters (130,000 currently), increased housing to be built, new plants (including all the spin offs from the new Port Colborne plant), and of course our tourism business, increases are justified.

ROBERT FOSTER
Niagara Region Councillor
Town of Lincoln

Department of Corporate Services
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S 1T0
905-468-3266 • Fax: 905-468-2959

www.notl.com

SENT ELECTRONICALLY

May 6, 2024

Great Lakes and St. Lawrence Cities Initiative
P.O. Box 1332,
New Lenox, IL 60451

EMAIL: Eamonn.HL@glslcities.org

Dear Eamonn Horan-Lunney, Senior Director Canada Policy

RE: Transforming the Great Lakes and St. Lawrence River Basin into a Thriving Blue-Green Economic Corridor While Safeguarding Our Freshwater Resources
May 2024 Resolution

Please be advised the Council of The Corporation of the Town of Niagara-on-the Lake, at its regular meeting held on April 30, 2024, approved the following resolution:

"WHEREAS the Great Lakes and St. Lawrence River Basin forms the largest freshwater ecosystem in the world, providing drinking water to more than 40 million people and serving as the foundation of our communities' economic prosperity; and

WHEREAS basin communities collectively comprise the world's third largest economy, generating $6 trillion in economic output annually; and

WHEREAS heavy industry and manufacturing has predominated in parts of the basin, often degrading our water quality and perpetuating environmental challenges in disadvantaged communities; and

WHEREAS basin-wide ecosystem restoration efforts are yielding significant economic dividends for local communities; and

WHEREAS the U.S. federal government's $4.17-billion investment in the Great Lakes Restoration Initiative since 2010 and the Canadian federal government's recent commitment of $420 million are two important contributors to this virtuous circle between environmental protection and sustainable economic development; and

WHEREAS some experts anticipate climate-related migration to basin communities to grow as conditions worsen in arid and coastal environments in Canada and the United States, with freshwater access being a major advantage; and

WHEREAS Canadian and U.S. residents are increasingly keen to live, work, invest and play in vibrant communities with ample access to environmentally-friendly lifestyles, jobs, development and recreation; and

WHEREAS the blue economy is growing exponentially, with the basin's freshwater catalyzing increased economic opportunities for innovative businesses, waterfront revitalization and the cruise and shipping industries; and

WHEREAS the green economy is growing quickly, with sustainable industries on track to see revenues exceed $5 trillion by 2025, with consumers across all ages and demographics increasingly demanding green products and services; and

WHEREAS federal, state and provincial governments in Canada and the United States are beginning to take bold action to drive blue-green economic transformation; and

WHEREAS in Canada, the federal government is developing a Blue Economy Strategy to encourage economic innovation and investment in shoreline communities, as well as make progress on decarbonization goals; and

WHEREAS Ontario recently outlined a comprehensive approach to harness the potential of the marine sector for economic, environmental and social benefits in the province, complementing the Québec government's maritime strategy; and

WHEREAS in the United States, the federal government is investing billions of dollars to enhance coastal resilience, reduce greenhouse gas emissions and nurture the creation of new green and blue industries; and

WHEREAS Illinois and Michigan are two Great Lakes states that are establishing themselves as leaders in the clean-energy revolution, having signed into state law ambitious plans to expand clean and renewable energy, reduce greenhouse gas emissions and create jobs in the climate sector; and

WHEREAS building a thriving freshwater economy requires attracting green and blue industries to foster job creation and climate and water innovation; harnessing clean, accessible waterfronts as drivers of economic revitalization and equitable communities; implementing clean and renewable energy sources to reduce greenhouse gas emissions and build livable communities; and expanding sustainable, integrated, water-borne commerce, mobility and tourism; and

WHEREAS the Great Lakes and St. Lawrence Cities Initiative was founded in 2003 as a coalition of local elected leaders working collaboratively to promote the economic, environmental and social health of basin communities, making the Cities Initiative the ideal organization to facilitate sustainable, resilient and inclusive economic development while safeguarding our freshwater resources.

THEREFORE BE IT RESOLVED THAT:

- *The Cities Initiative will launch the Mayors Commission on Economic Transformation at its Annual Conference in Montréal, QC, May 15-17, 2024, to promote sustainable, resilient and inclusive economic development basin-wide and appropriate freshwater stewardship for the benefit of current and future generations*

- *The Mayors Commission on Economic Transformation will develop the Action Plan for the Great Lakes and St. Lawrence Economic Transformation, 2025-2035, a roadmap for basin communities to capitalize on this historic moment to become a globally-renowned, blue-green economic corridor, which will be released at the Cities Initiative's next Annual Conference in Milwaukee, WI, in May 2025*

- *The Action Plan for the Great Lakes and St. Lawrence Economic Transformation, 2025-2035 will map paths for municipal action to support the following:*
    - *Industrial Transformation: attracting green and blue industries to foster job creation and climate and water innovation while protecting the basin's unparalleled freshwater ecosystem.*
    - *Energy Transformation: implementing clean and renewable energy sources to respond to the expected growth in clean energy consumption for businesses, industries and residents.*
    - *Transportation Transformation: expanding sustainable, integrated and water-borne commerce, mobility and tourism.*
    - *Waterfront Transformation: developing shorelines intentionally by weaving together multiple uses, including residential and recreation, to create accessible and thriving economic centers.*

BE IT FURTHER RESOLVED that Lord Mayor Gary Zalepa and the Town of Niagara-on-the-Lake pledge to work closely with the Cities Initiative and its members to guide the Mayors Commission on Economic Transformation and advance its mission."

If you have any questions or require further information, please contact our office at 905-468-3266.

Sincerely,

Grant Bivol
Town Clerk

c.c. MPP Wayne Gates - wgates-co@ndp.on.ca
MP Tony Baldinelli - Tony.Baldinelli@parl.gc.ca
MP Vance Badawey - Vance.Badawey@parl.gc.ca
MP Chris Bittle - Chris.Bittle@parl.gc.ca
The Regional Municipality of Niagara
All local area municipalities with the Region of Niagara

Council Minutes

Please note: full details of the meeting are available on our live webcast.

Date:	April 15, 2024
Time:	6:00 PM
Location:	Council Chambers/Hybrid Meeting
Members Present:	Councillor Rintjema, Councillor Russell, Councillor Brunet, Councillor Pachereva, Councillor Mikolic, Councillor Murre, Councillor Reimer
Member Regrets:	Mayor Easton, Councillor Timmers
Staff Present:	CAO Mike Kirkopoulos, J. Kirkelos, C. Tunikaitis, P. Di Ianni, M. Bruder, D. Graham, D. Phillips, IT Support
Also Present:	K. Usick, Niagara Health, D. Tulk, O. Evans, B. Cosman, S. Osborne, J. Stamper, B. Dawson, South Shore Search and Rescue, and Regional Councillor Foster

1. CALL TO ORDER

Deputy Mayor Murre called the meeting to order at 6:00 p.m.

2. NATIONAL ANTHEM

The National Anthem was recognized.

3. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was recognized.

4. ROLL CALL

All Members of Council were in attendance, with regrets from Mayor Easton and Councillor Timmers.

5. CONFIRMATION OF AGENDA

Members confirmed the order of the agenda.

6. DECLARATIONS OF INTEREST

6.1 Councillor Mikolic – Item 13.1 Committee of the Whole Minutes of April 2, 2024

Pertaining to Item 5.1, as they have a personal residence located within 120M of the subject property.

7. ANNOUNCEMENTS

Councillor Rintjema announced upcoming Lincoln Chamber of Commerce events, including Business Before 9 being held at Conversations Cafe on April 16, 2024, at 7:45 a.m., and the Mayor's State of the Town address being held at Honsberger Estate Winery on April 24, 2024, at 11:30 a.m.

8. PROCLAMATIONS

8.1 Canadian Viral Hepatitis Elimination Day: May 9, 2024

Deputy Mayor Murre acknowledged May 9, 2024, as Canadian Viral Hepatitis Elimination Day and read the proclamation. Karen Usick, Community Coordinator, Niagara Health, was in attendance to receive the proclamation.

9. RECOGNITION AND ACHIEVEMENTS

9.1 South Shore Search and Rescue Team regarding the Stearns Rescue of the Year Honours

The Grimsby Auxiliary Marine Rescue Unit (GAMRU) South Shore Search and Rescue team was in attendance to receive recognition for awards pertaining to a heroic rescue on July 24, 2022.

D. Tulk, Community Outreach Representative for GAMRU, spoke regarding the volunteer organization and their accomplishments.

10. DELEGATIONS AND PRESENTATIONS

10.1 Regional Councillor Update

Regional Councillor Foster provided Regional updates regarding traffic calming measures in school zones and clarified comments made on social media pertaining to red light cameras, signage, revenue, and speed limits. Additionally, Regional Councillor commented that their term as Chair for the Niagara Peninsula Conservation Authority has concluded.

Members of Council sought clarification on social media commentary, flashing lights in community safety zones, vandalism, enforcement, traffic patterns, and the state of emergency declared on April 8, 2024, for the solar eclipse.

The CAO provided an update on traffic calming measures and the forthcoming automatic speed enforcement on Victoria Avenue, adding that staff will provide Council with updates as needed.

Motion NO. RC-2024-37

Moved by Councillor Brunet
Seconded by Councillor Rintjema

That Council receive and file for information, the following delegation:

- Regional Councillor Foster

CARRIED

11. ITEMS FOR CONSIDERATION

None.

12. MOTION TO APPROVE PREVIOUS COUNCIL MINUTES

12.1 Council Minutes of March 25, 2024

Motion NO. RC-2024-38

Moved by Councillor Russell
Seconded by Councillor Mikolic

That Council approve the minutes of the following meetings of Council:

- Council Minutes of March 25, 2024

CARRIED

13. RECOMMENDATIONS FROM STANDING COMMITTEES

13.1 Committee of the Whole Minutes of April 2, 2024

Councillor Mikolic refrained from participating in the discussion and voting on the following item, as per their declaration of interest.

Motion NO. RC-2024-39

Moved by Councillor Russell
Seconded by Councillor Brunet

That Council approve the following recommendations from Standing Committee:

- Committee of the Whole Minutes of April 2, 2024

CARRIED

13.2 Committee of the Whole Minutes of April 9, 2024

Motion NO. RC-2024-40

Moved by Councillor Pachereva
Seconded by Councillor Reimer

That Council approve the following recommendations from Standing Committee:

- Committee of the Whole Minutes of April 9, 2024

CARRIED

14. NOTICE OF MOTION

None.

15. REPORTS OF MUNICIPAL OFFICERS

15.1 Mayor's Report

None.

16. MOTION TO CONSIDER CONFIDENTIAL MATTERS

None.

17. MOTION TO APPROVE BY-LAWS

17.1 2024-20 - By-law to authorize the execution of a site plan agreement between the Corporation of the Town of Lincoln, 1000581574 Ontario Inc., together with any and all mortgagees that may be on title at the point of registration of the agreement

17.2 2024-21 - By-law to authorize the execution of a site plan agreement between the Corporation of the Town of Lincoln, 2410002 Ontario Inc., together with any and all mortgagees that may be on title at the point of registration of the agreement

17.3 2024-22 - By-law to adopt Amendment No.17 to the Official Plan of the Town of Lincoln

17.4 2024-23 - By-law to amend Zoning By-law No. 2022-50, as amended, of the Town of Lincoln (Better Neighbourhoods Inc., Elevate Living, Pine Glen Beamsville Inc., Trustees of Calvary Gospel Church)

17.5 2024-24 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Speed Limits Schedule 'W' and Designated Area Speed Limits Schedule 'S')

17.6 2024-25 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Parking Prohibited - Schedule 'C')

17.7 2024-26 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Stopping Prohibited - Schedule 'A'

17.8 2024-27 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Limited Parking - Schedule 'E')

17.9 2024-28 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Fire Protection Services)

17.10 2024-29 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Library Services)

17.11 2024-30 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Parks and Recreation Services)

17.12 2024-31 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Services Related to a Highway)

17.13 2024-32 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Stormwater Drainage Campden)

17.14 2024-33 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Stormwater Drainage Services)

17.15 2024-34 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Wastewater Services)

17.16 2024-35 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Water Services)

17.17 2024-36 - By-law to authorize the appointment of a Deputy Treasurer for the Town of Lincoln

Members of Council sought clarification on payment by services, amendments/appeals, and payments/agreements pertaining to the Development Charge By-laws.

Councillor Mikolic requested that By-law 2024-37 be lifted for separate consideration, and Council concluded with the following motions:

Motion NO. RC-2024-41

Moved by Councillor Rintjema
Seconded by Councillor Brunet

That leave be given to approve the following by-laws:

- 2024-20 - By-law to authorize the execution of a site plan agreement between the Corporation of the Town of Lincoln, 1000581574

Ontario Inc., together with any and all mortgagees that may be on title at the point of registration of the agreement

- 2024-21 - By-law to authorize the execution of a site plan agreement between the Corporation of the Town of Lincoln, 2410002 Ontario Inc., together with any and all mortgagees that may be on title at the point of registration of the agreement
- 2024-22 - By-law to adopt Amendment No.17 to the Official Plan of the Town of Lincoln
- 2024-23 - By-law to amend Zoning By-law No. 2022-50, as amended, of the Town of Lincoln (Better Neighbourhoods Inc., Elevate Living, Pine Glen Beamsville Inc., Trustees of Calvary Gospel Church)
- 2024-24 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Speed Limits Schedule 'W' and Designated Area Speed Limits Schedule 'S')
- 2024-25 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Parking Prohibited - Schedule 'C')
- 2024-26 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Stopping Prohibited - Schedule 'A')
- 2024-27 - By-law to amend By-law No. 89-2000 (89-28), being a by-law regulating traffic and parking on local municipal roads (Limited Parking - Schedule 'E')
- 2024-28 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Fire Protection Services)
- 2024-29 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Library Services)
- 2024-30 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Parks and Recreation Services)
- 2024-31 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Services Related to a Highway)
- 2024-32 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Stormwater Drainage Campden)
- 2024-33 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Stormwater Drainage Services)
- 2024-34 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Wastewater Services)
- 2024-35 - By-law for the imposition of Development Charges and to repeal By-laws 2018-93 and 2022-30 (Water Services)

- 2024-36 - By-law to authorize the appointment of a Deputy Treasurer for the Town of Lincoln

CARRIED

17.18 2024-37 - By-law to adopt the estimate of all sums required and set the rates of taxation for the year 2024

Motion NO. RC-2024-42

Moved by Councillor Russell
Seconded by Councillor Rintjema

That leave be given to approve the following by-laws:

- 2024-37 - By-law to adopt the estimate of all sums required and set the rates of taxation for the year 2024

CARRIED

18. MOTION TO CONFIRM PROCEEDINGS OF THE COUNCIL MEETING

18.1 2024-38 - By-law to adopt, confirm and ratify matters dealt with by Council resolution

Motion NO. RC-2024-43

Moved by Councillor Reimer
Seconded by Councillor Mikolic

THAT leave be given to introduce By-law Number 2024-38 being a by-law to confirm the proceedings of Council at its meeting held Monday, April 15, 2024, being read a first, second and third time.

THAT By-law Number 2024-38 be enacted and passed, and that the Mayor and Clerk sign and seal the said by-law.

CARRIED

19. MOTION TO ADJOURN

There being no further business to discuss, Deputy Mayor Murre declared the meeting adjourned and concluded with the following motion:

Motion NO. RC-2024-44

Moved by Councillor Pachereva
Seconded by Councillor Russell

That the Council meeting on April 15, 2024, be adjourned at 7:06 p.m.

CARRIED

_____

Deputy Mayor: Anna Murre

_____

Clerk: Julie Kirkelos

Special Council Minutes

Please note: full details of the meeting are available on our live webcast.

Date:	May 8, 2024
Time:	6:00 PM
Location:	Council Chambers/Hybrid Meeting
Members Present:	Mayor Easton, Councillor Rintjema, Councillor Russell, Councillor Pachereva, Councillor Murre, Councillor Reimer, Councillor Timmers
Member Regrets:	Councillor Brunet, Councillor Mikolic
Staff Present:	CAO Mike Kirkopoulos, J. Kirkelos, G. Hudson, P. Di Ianni, L. Busnello, D. Graham, D. Kripp, D. Phillips, IT Support
Also Present:	A. Smith and K. Antonides, West Lincoln Memorial Hospital Foundation, A. Levo and D. Silvestro, Hamilton Health Sciences

1. CALL TO ORDER

Mayor Easton called the meeting to order at 6:04 p.m.

2. NATIONAL ANTHEM

The National Anthem was recognized.

3. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was recognized.

4. ROLL CALL

Members of Council were in attendance, with regrets from Councillor Brunet and Councillor Mikolic.

5. CONFIRMATION OF AGENDA

The Land Acknowledgement was recognized.

6. DECLARATIONS OF INTEREST

None.

7. ANNOUNCEMENTS

None.

8. PROCLAMATIONS

None.

9. RECOGNITION AND ACHIEVEMENTS

None.

10. DELEGATIONS AND PRESENTATIONS

None.

11. ITEMS FOR CONSIDERATION

11.1 West Lincoln Memorial Hospital Update re: Renaming

The CAO provided a presentation regarding the proposed renaming of the West Lincoln Memorial Hospital (WLMH) to the West Niagara Memorial Hospital, with an overview of the hospital's background, fundraising initiatives, and results of the recent public survey regarding the renaming.

A. Smith, West Lincoln Memorial Hospital Foundation, spoke in support of the renaming and commented on the supportive community.

K. Antonides, West Lincoln Memorial Hospital Foundation, spoke in support of the renaming, commenting that the proposed name better reflects the community that the hospital services.

A. Levo, VP of People, Culture, and Communications, Hamilton Health Sciences, commented on the positive working relationship between the Grimsby, Lincoln, West Lincoln and Hamilton Health Sciences and the intent to preserve/honour the hospital's history through a display.

Members of Council sought clarification on naming rights, honouring the hospital's heritage, survey statistics, and potential survey results from Grimsby and West Lincoln.

Mayor Easton relinquished the role as Chair to participate in the discussion, and Councillor and Deputy Mayor Murre assumed the role of Chair.

Mayor Easton commented on the historical aspect and role the West Lincoln Memorial Hospital had in their personal lives, and thanked everyone involved in the renaming process.

Councillor and Deputy Mayor Murre relinquished the role as Chair at this point in the meeting and Mayor Easton assumed the role as Chair for the remainder of the discussion.

Motion NO. SC-2024-04

Moved by Councillor Reimer
Seconded by Councillor Russell

That Council receive and file as information the presentation regarding the hospital renaming and that Council endorse the survey results received from the community to maintain the current name.

CARRIED

12. MOTION TO APPROVE PREVIOUS COUNCIL MINUTES

None.

13. RECOMMENDATIONS FROM COMMITTEES

None.

14. NOTICE OF MOTION

None.

15. REPORTS OF MUNICIPAL OFFICERS

None.

16. MOTION TO CONSIDER CONFIDENTIAL MATTERS

None.

17. MOTION TO APPROVE BY-LAWS

None.

18. MOTION TO CONFIRM PROCEEDINGS OF THE COUNCIL MEETING

18.1 2024-39 - By-law to adopt, confirm and ratify matters dealt with by Council Resolution

Motion NO. SC-2024-05

Moved by Councillor Murre
Seconded by Councillor Timmers

THAT leave be given to introduce By-law Number 2024-39 being a by-law to confirm the proceedings of Council at its meeting held Wednesday, May 8, 2024, being read a first, second and third time.

THAT By-law Number 2024-39 be enacted and passed, and that the Mayor and Clerk sign and seal the said by-law.

CARRIED

19. MOTION TO ADJOURN

There being no further business to discuss, the Mayor declared the meeting adjourned and concluded with the following motion:

Motion NO. SC-2024-06

Moved by Councillor Rintjema
Seconded by Councillor Pachereva

That the Special Council meeting on May 8, 2024, be adjourned at 6:50 p.m.

CARRIED

_____

Mayor: Sandra Easton

_____

Clerk: Julie Kirkelos

Budget - Committee of the Whole Minutes

Please note: full details of the meeting are available on our live webcast.

Date:	April 22, 2024
Time:	6:00 PM
Location:	Council Chambers/Hybrid Meeting
Members Present:	Mayor Easton, Councillor Russell, Councillor Rintjema, Councillor Brunet, Councillor Pachereva, Councillor Mikolic, Councillor Reimer, Councillor Timmers
Member Regrets:	Councillor Murre
Staff Present:	CAO Mike Kirkopoulos, J. Kirkelos, C. Tunikaitis, K. Hannah, P. Di Ianni, L. Busnello, J. Andrews, S. McKay, B. Blake, D. Graham, G. Harris, M. Bruder, D. Phillips, IT Support

1. CALL TO ORDER

Councillor Reimer, Chair of the Budget Committee, called the meeting to order at 6:01 p.m.

2. ROLL CALL

All Members of Council were in attendance, with regrets from Councillor Murre.

3. DECLARATIONS OF INTEREST

None.

4. STATUTORY PUBLIC MEETINGS

None.

5. DELEGATIONS

None.

6. CONSENT AGENDA

None.

7. REGULAR AGENDA

7.1 Property Tax Relief and Affordability Measures, FN-05-24

The Director of Finance/Treasurer provided an overview of property taxation, Town of Lincoln demographics and statistics, Provincial, Regional, and Municipal taxation relief programs, including highlighting taxation relief programs offered in other municipalities, and recommendations for next steps.

Members of Committee sought clarification on program implementation, details of requests for changes to programs from local area municipalities, and consultation with community focused organizations to assess needs.

Councillor Russell sought clarification on the word “preparing” in the last paragraph of the motion, explaining that staff will be investigating options for a water/wastewater rebate or discount program and not necessarily be preparing a program for implementation.

Chair Reimer commented that staff will take it under advisement, before concluding with the following motion:

Motion NO. COWB-2024-01

Moved by Councillor Russell

Committee receive and file for information, Report FN-05-24 regarding Property Tax Relief and Affordability Measures; and

That staff be directed to report back to Committee in the third quarter of 2024 regarding the Niagara Region Property Tax Relief Program; and

That staff be directed to enhance the communication available to the public regarding property tax relief programs; and

That staff be directed to work with the consultants preparing the Water and Wastewater Financial Plan for options regarding a water/wastewater rebate or discount program for low-income seniors and low-income people with disability, including estimated costs of the program and impact on rates.

CARRIED

7.2 Multi-year Budgeting, FN-06-24

The Director of Finance/Treasurer provided an overview of multi-year budgeting, highlighting potential opportunities, advantages, and challenges, legislative requirements, recommendations for next steps and a proposed timeline for the development of a multi-year budget.

Members of Committee sought clarification on the review and approval process, forecasting and potential changes, revenue and reserves, public consultation, learning best practices from other municipalities and a potential feasibility study, and potential impact on the tax levy.

The CAO commented that a multi-year budget would enhance organizational planning and bring numerous benefits.

Committee concluded discussions with the following motion:

Motion NO. COWB-2024-02

Moved by Councillor Brunet

Committee receive and file for information, Report FN-06-24 regarding Multi-Year Budgeting; and

That staff be directed to prepare a two-year forecast in addition to the current year budget for the 2025 Consolidated Operating Budget; and

That staff be directed to report back to Budget Committee of the Whole, comparing the 2026 forecast to the 2026 Draft Operating Budget.

CARRIED

8. CONFIDENTIAL ITEMS

8.1 Pursuant to the Municipal Act, Section 239 2 (c), a proposed or pending acquisition or disposition of land by the municipality, Section

239 (2) (j) financial information that belongs to the municipality and has monetary value or potential monetary value, as it pertains to Beamsville District Secondary School (BDSS).

Members and staff were reminded that any discussions in closed session are to remain confidential, as per the Town's Procedural By-law and Code of Conduct.

At this point in the meeting, the following motions were introduced:

Motion NO. COWB-2024-03

Moved by Councillor Russell

Under section 239 of the Municipal Act, notice is hereby given that Committee adjourn to closed session in order to address item 8.1, pursuant to the Municipal Act, Section 239 2 (c), a proposed or pending acquisition or disposition of land by the municipality, Section 239 (2) (j) financial information that belongs to the municipality and has monetary value or potential monetary value, as it pertains to Beamsville District Secondary School (BDSS).

CARRIED

Motion NO. COWB-2024-04

Moved by Councillor Brunet

That Committee resume in open session.

CARRIED

Motion NO. COWB-2024-05

Moved by Councillor Mikolic

That Committee receive and file the confidential update; and

That Staff move forward as directed in Closed Session as it relates to Item 8.1, pursuant to Section 239 (2) (c), a proposed or pending acquisition or disposition of land by the municipality, Section 239 (2) (j) financial information that belongs to the municipality and has monetary value or potential monetary value, as it pertains to Beamsville District Secondary School (BDSS).

CARRIED

9. COMMITTEE REMARKS

None.

10. ADJOURNMENT

There being no further business to discuss, Chair Reimer declared the meeting adjourned at 9:07 p.m.

_____

Chair: G. Reimer

_____

Clerk: J. Kirkelos

Committee of the Whole Minutes

Please note: full details of the meeting are available on our live webcast.

Date: April 29, 2024
Time: 6:00 PM
Location: Council Chambers/Hybrid Meeting

Members Present: Mayor Easton, Councillor Rintjema, Councillor Russell (departed at 7:55 p.m.), Councillor Brunet, Councillor Pachereva, Councillor Mikolic, Councillor Murre, Councillor Reimer, Councillor Timmers

Staff Present: CAO Mike Kirkopoulos, J. Kirkelos, D. Graham, S. McKay, P. Di Ianni, J. Buchanan, K. Hannah, M. Shih, B. Bazylewski, C. Rotz, L. Busnello, M. Barkway, J. Warkentin, D. Kripp, D. Phillips, IT Support

1. CALL TO ORDER

Councillor Pachereva, Chair of the Planning and Economic Development Committee, called the meeting to order at 6:00 p.m.

2. ROLL CALL

All members of the Committee were in attendance.

3. DECLARATIONS OF INTEREST

None.

4. CONFIRMATION OF AGENDA

Members confirmed the order of the agenda.

5. STATUTORY PUBLIC MEETINGS

None.

6. CONSENT AGENDA

None.

7. PLANNING & ECONOMIC DEVELOPMENT COMMITTEE AGENDA

Councillor Pachereva, Chair of the Planning and Economic Development Committee, continued as Chair for this portion of the meeting.

7.1 DELEGATIONS

None.

7.2 REPORTS

7.2.1 Economic Development and Tourism 2023 Year in Review, AD-01-24

Motion NO. PED-2024-30

Moved by Councillor Murre

That Committee extends the speaking time until the presentation is completed.

CARRIED

The Director of Economic Development and Communications, Economic Development Officer, and Tourism Development Officer, provided an overview of programs, funding, and activities from 2023. Additionally, a review of new and expanded local businesses was provided, as were 2024 work plans for the Economic Development and Tourism Department.

Members of Committee sought clarification on job creation data, grant funding, tourism events, challenges, and the Destination Marketing Organization and Digital Main Street program. Additionally, Members discussed the touring app, internet service in rural areas, Eco Tourism, GO train expansion, commercial space, and the distribution methods utilized for promotional material.

Committee concluded discussions with the following motion:

Motion NO. PED-2024-31

Moved by Councillor Murre

That Committee receive and file for information Report AD-01-24 regarding the Economic Development and Tourism 2023 Year in Review.

CARRIED

Due to technical difficulties, the Committee recessed at 6:54 p.m. and reconvened at 7:07 p.m. The live stream was stopped during the recess and restarted when the Committee reconvened.

7.2.2 Municipal Law Enforcement 2023 Year End Report, PD-09-24

The Manager of Municipal Law Enforcement (MLE) provided an overview of the department duties, highlighting details and data pertaining to the types of enforcement provided, and concluding with MLE goals for 2024.

Members of Committee sought clarification on various infractions, service calls, property standards, by-law enforcement on Sundays, educating the public, signage, officer safety measures, and staffing requirements. Members requested that MLE provides update reports more frequently.

The CAO commented on MLE resources and potential options to increase staffing, as well as soliciting community feedback regarding local enforcement.

Committee concluded discussions with the following motion:

Motion NO. PED-2024-32

Moved by Councillor Brunet

That Committee receive and file for information, Report PD-09-24 regarding the Municipal Law Enforcement 2023 Year End Report.

CARRIED

7.2.3 Housing Select Committee Update, PD-18-24

The Senior Planner spoke to the Housing Select Committee advocating for an increased supply of housing for lower and moderate-income households, while identifying how barriers can be overcome to reach affordable housing targets.

Members of Committee sought clarification on increasing the frequency of meetings, with Councillor Timmers, the Vice-Chair of the Housing Select Committee, commenting that members are open to increasing the number of meetings if required to meet the committee's goals.

Committee concluded discussions with the following motion:

Motion NO. PED-2024-33

Moved by Councillor Timmers

That Committee receive and file for information, Report PD-18-24 regarding the Housing Select Committee Update.

CARRIED

7.2.4 Review of the Changes to the Conservation Authorities Act, PD-16-24

Members of Committee considered Report PD-16-24 and concluded with the following motion:

Motion NO. PED-2024-34

Moved by Councillor Mikolic

That Committee receive and file for information, Report PD-16-24 regarding the Review of Changes to the *Conservation Authorities Act*.

CARRIED

8. CONFIDENTIAL ITEMS

8.1 Pursuant to Section 239 (2)(d), labour relations or employee negotiations as it pertains to collective bargaining updates.

Members and staff were reminded that any discussions in closed session are to remain confidential, as per the Town's Procedural By-law and Code of Conduct.

At this point in the meeting, the following motions were introduced:

Motion NO. PED-2024-35

Moved by Councillor Rintjema

Under section 239 of the Municipal Act, notice is hereby given, that Committee adjourn to closed session in order to address item 8.1, pursuant to Section 239 (2)(d), labour relations or employee negotiations as it pertains to collective bargaining updates.

CARRIED

Motion NO. PED-2024-36

Moved by Councillor Murre

That Committee resume in open session.

CARRIED

Motion NO. PED-2024-37

Moved by Councillor Reimer

That Committee receive and file the confidential update as it relates to Item 8.1, pursuant to Section 239 (2)(d), labour relations or employee negotiations as it pertains to collective bargaining updates.

CARRIED

9. COMMITTEE REMARKS

None.

10. ADJOURNMENT

There being no further business to discuss, Chair Pachereva declared the meeting adjourned at 8:40 p.m.

_____

Planning and Economic Development Committee Chair: JD Pachereva

_____

Clerk: D. Kripp

Committee of the Whole Minutes

Please note: full details of the meeting are available on our live webcast.

Date:	May 6, 2024
Time:	6:00 PM
Location:	Council Chambers/Hybrid Meeting
Members Present:	Mayor Easton, Councillor Rintjema, Councillor Russell, Councillor Brunet, Councillor Pachereva, Councillor Murre, Councillor Reimer
Member Regrets:	Councillor Mikolic, Councillor Timmers
Staff Present:	CAO Mike Kirkopoulos, J. Kirkelos, D. Graham, M. Bruder, P. Di Ianni, C. Tunikaitis, G. Hudson, C. Rotz, D. Kripp, D. Phillips, IT Support

1. CALL TO ORDER

Councillor Pachereva, Chair of the Planning and Economic Development Committee, called the meeting to order at 6:02 p.m.

2. ROLL CALL

Members of the Committee were in attendance with regrets from Councillor Mikolic and Councillor Timmers.

3. DECLARATIONS OF INTEREST

None.

4. CONFIRMATION OF AGENDA

Members confirmed the order of the agenda.

5. STATUTORY PUBLIC MEETINGS

None.

6. CONSENT AGENDA

6.1 Museum Advisory Committee Minutes of February 15, 2024

6.2 Improving Cellphone Reception in Lincoln – Proposed Telecommunication Tower at Jordan Lions Park, AD-06-24

Motion NO. PED-2024-38

Moved by Councillor Russell

That all items listed under the heading of Consent Agenda for Monday, May 6, 2024, be adopted as recommended:

- Museum Advisory Committee Minutes of February 15, 2024

- Improving Cellphone Reception in Lincoln – Proposed Telecommunication Tower at Jordan Lions Park, AD-06-24

CARRIED

7. PLANNING & ECONOMIC DEVELOPMENT COMMITTEE AGENDA

Councillor Pachereva, Chair of the Planning and Economic Development Committee, continued as Chair for this portion of the meeting.

7.1 DELEGATIONS

None.

7.2 REPORTS

7.2.1 Summary of Bill 185 Proposed Policies and the Draft Provincial Planning Statement, PD-20-24

The Director of Planning and Development provided an overview of proposed changes to Bill 185 and a draft Provincial Planning Statement, as part of the ongoing commitment to cut red tape, speed up government processes, and build at least 1.5 million homes by 2031.

Members of Committee sought clarification on potential challenges of the changes, infrastructure funding, and pre-consultation meetings.

Committee concluded discussions with the following motion:

Motion NO. PED-2024-39

Moved by Councillor Murre

That Committee receive and file for information Report PD-20-24 regarding Bill 185, *Cutting Red Tape to Build More Homes Act, 2024* and the draft Provincial Planning Statement 2024 and*;*

That Committee direct Planning Staff to submit comments regarding Bill 97 and the Provincial Planning Statement which are due to the Province by May 10, 2024.

CARRIED

8. GENERAL BUSINESS & FINANCE COMMITTEE AGENDA

Councillor Pachereva, Chair of the Planning and Economic Development Committee, continued as Chair for this portion of the meeting due to the absence of the Chair for the General Business and Finance Committee.

8.1 DELEGATIONS

None.

8.2 REPORTS

8.2.1 Verbal Update from the Chief Administrative Officer regarding Collective Bargaining

The CAO provided an update on Collective Agreement Bargaining, commenting that the CUPE 1287 Union Team has ratified the collective agreement, with next steps being for Council to pass a motion of approval.

The CAO thanked CUPE, staff, and the national representatives involved in the negotiations.

Committee concluded discussions with the following motion:

Motion NO. GBF-2024-13

Moved by Councillor Reimer

That Committee receive and file for information the update as provided previously in closed session on April 29, 2024 in addition to the verbal update from the CAO regarding the Canadian Union of Public Employees (CUPE) Collective Bargaining Agreement; and

That the CUPE Collective Bargaining Agreement effective April 1, 2024 to March 31, 2027, be ratified; and

That the Mayor, Chief Administrative Officer, and Town Clerk, be authorized to sign the necessary documentation to implement the CUPE Collective Bargaining Agreement.

CARRIED

8.2.2 Memo from the Legislative Services/Clerks Department regarding Appointment to Niagara Region's Transportation Strategy Steering Committee

The Manager of Legislative Services/Deputy Clerk provided an overview of the Niagara Region's Transportation Strategy Steering Committee, noting one available appointment and explained the selection process, being nominations/expressions of interest, followed by majority vote.

The Manager of Legislative Services/Deputy Clerk opened the floor for nominations/expressions of interest.

Councillor Reimer nominated Councillor Brunet, who accepted the nomination.

No other nominations/expressions of interests were received.

At this point, the following motion was introduced:

Motion NO. GBF-2024-14

Moved by Councillor Reimer

That Committee of the Whole nominate Councillor Brunet for appointment to Niagara Region’s Transportation Strategy Steering Committee for the current term of Council (ending November 2026).

CARRIED

8.2.3 Lincoln's Advisory Committee Update and 2023 Year in Review, LS-03-24

The Director of Legislative Services/Town Clerk provided introductory comments highlighting the importance of public engagement and noting that a proposed committee transition to an ad-hoc approach or departmental working group where necessary.

Members of Committee sought clarification on the proposed disbandment of the Age-Friendly and Active Community Advisory

Committee, public engagement opportunities, and Council/Committee priorities.

The CAO commented on the successes of the Age-Friendly and Active Community Advisory Committee, the effectiveness of ad-hoc committees, and the active transportation lens that is applied to all Town of Lincoln projects, adding that if required, staff can bring back further information pertaining to the proposed opportunities for ad-hoc committees or working groups for a future discussion.

Councillor Pachereva relinquished the role as Chair to participate in the discussion, and Councillor Murre assumed the role of Chair.

Councillor Pachereva commented on the Age-Friendly and Active Community Advisory Committee, the Bicycle Friendly designation for Lincoln, and the benefits of having a committee.

Councillor Murre relinquished the role as Chair at this point in the meeting and Councillor Pachereva assumed the role as Chair for the remainder of the discussion.

Members of Committee discussed ways of ensuring the continuation of engaging with the community, utilizing their expertise, and providing opportunities for involvement.

At this point in the meeting, Members of Committee considered the following motion:

Motion NO. GBF-2024-15

Moved by Mayor Easton

That Report LS-03-24 regarding Lincoln's Advisory Committee Update and 2023 Year in Review be received for information; and

That staff be directed to report back on opportunities of Ad-Hoc Committees and Working Groups that align with Council priorities for consideration.

CARRIED

9. CONFIDENTIAL ITEMS

None.

10. COMMITTEE REMARKS

None.

11. ADJOURNMENT

There being no further business to discuss, Chair Pachereva declared the meeting adjourned at 7:40 p.m.

_____

Planning and Economic Development Committee Chair: JD Pachereva

_____

Clerk: D. Kripp

THE CORPORATION OF THE TOWN OF LINCOLN

BY-LAW NO. 2024-40

A BY-LAW TO ADOPT, CONFIRM AND RATIFY
MATTERS DEALT WITH BY COUNCIL
RESOLUTION

WHEREAS:

1. Section 5.(1) of the Municipal Act, S.O. 2001, c.25, as amended, provides that the powers of a municipality shall be exercised by its Council.

2. Section 11.(2) of the said Act provides that a lower tier municipality may pass by-laws respecting matters within the spheres of jurisdiction as set out in the said Act.

3. Section 8 of the said Municipal Act provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act.

4. Section 5.(3) of the said Act provides that a municipal power, including a municipality's capacity, rights, powers and privileges under Section 8, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise.

5. In many cases action which is taken or authorized to be taken by Council does not lend itself to the passage of an individual by-law.

NOW THEREFORE, THE COUNCIL OF THE CORPORATION OF THE TOWN OF LINCOLN ENACTS AS FOLLOWS:

1. That the actions of the Council at its regular meeting of May 15, 2024 in respect of which recommendations contained in the reports of the committees considered at each meeting and in respect of each motion, resolution and other action taken by the Council at its meeting are, except where the prior approval of the Ontario Land Tribunal or other authority is required by law, hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this By-law.

2. That where no individual by-law has been or is passed with respect to the taking of any action authorized in or by the above-mentioned respect to the exercise of any powers by the Council in the above mentioned minutes, then this By-law shall be deemed for all purposes to be the By-law required for approving and authorizing and taking of any action authorized therein and thereby or required for the exercise of any powers therein by the Council.

3. That the Mayor and the proper officers of the Corporation of the Town of Lincoln are hereby authorized and directed to do all things necessary to give effect to the said action of the Council or to obtain approvals where required and except otherwise provided, the Mayor, the Clerk and the Treasurer are hereby directed to execute all documents necessary on behalf of the Corporation of the Town of Lincoln and affix thereto the Corporate Seal of the Corporation of the Town of Lincoln.

4. That this By-law shall come into force and take effect on the date of its final passing.

PASSED AND ENACTED on the 15th day of May 2024.

MAYOR: SANDRA EASTON

CLERK: JULIE KIRKELOS

Council Minutes

Please note: full details of the meeting are available on our live webcast.

Date:	May 15, 2024
Time:	6:00 PM
Location:	Council Chambers/Hybrid Meeting
Members Present:	Mayor Easton, Councillor Russell (arrived at 6:37 p.m.), Councillor Rintjema, Councillor Pachereva, Councillor Mikolic, Councillor Murre, Councillor Reimer, Councillor Timmers
Member Regrets:	Councillor Brunet
Staff Present:	CAO Mike Kirkopoulos, J. Kirkelos, C. Tunikaitis, P. Di Ianni, G. Hudson, D. Graham, D. Phillips, IT Support
Also Present:	W. Doig, Niagara Paramedic Association, M. Christie, Mountainview Niagara Escarpment Community Association, F. Tassone, S. Fraser, and M. Elmadhoon, Niagara Region, and Regional Councillor Foster

1. CALL TO ORDER

Mayor Easton called the meeting to order at 6:00 p.m.

2. NATIONAL ANTHEM

The National Anthem was recognized.

3. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was recognized.

4. ROLL CALL

All Members of Council were in attendance, with regrets from Councillor Brunet.

5. CONFIRMATION OF AGENDA

Members confirmed the order of the agenda.

6. DECLARATIONS OF INTEREST

None.

7. ANNOUNCEMENTS

Councillor Murre commented on attending the Niagara Day Reception at Queens Park in Toronto.

8. PROCLAMATIONS

8.1 National Accessibility Week: May 26 - June 1, 2024

Mayor Easton acknowledged May 26 to June 1, 2024, as National Accessibility Week and read the proclamation.

8.2 Paramedics Services Week: May 19 - 25, 2024

Mayor Easton acknowledged May 19 to 25, 2024, as Paramedics Services Week and read the proclamation. Wesley Doig, Niagara Paramedics Association, was in attendance to receive the proclamation.

9. RECOGNITION AND ACHIEVEMENTS

9.1 Len Pennachetti, CEO, Cave Spring Cellars, Recipient of the Order of Canada

Len Pennachetti, CEO, Cave Spring Cellars Winery, was in attendance to receive recognition for their appointment as a Member of the Order of Canada for their many contributions to the local hospitality and wine industries.

10. DELEGATIONS AND PRESENTATIONS

10.1 M. Christie, Mountainview Niagara Escarpment Community Association, regarding Item 10.2: F. Tassone, Director of Transportation Services, S. Fraser, Associate Director, Transportation Planning, and M. Elmadhoon, Manager, Transportation Planning, Niagara Region, regarding the Niagara Escarpment Crossing Project

M. Christie provided comments on behalf of the Mountainview Niagara Escarpment Community Association pertaining to the Niagara Region's Niagara Escarpment Crossing project.

Councillor Pachereva thanked the Mountainview Niagara Escarpment Community Association and commented on advocating for the preferred Park Road and Bartlett Avenue crossing with a business case that lays out the benefits of the North/South corridor, adding that he would be in support of a motion reaffirming their position that Bartlett Avenue should be the successful option.

10.2 F. Tassone, Director of Transportation Services, S. Fraser, Associate Director, Transportation Planning, and M. Elmadhoon, Manager, Transportation Planning, Niagara Region, regarding Niagara Escarpment Crossing Project

F. Tassone, Director of Transportation Services, and S. Fraser, Associate Director of Transportation Planning, Niagara Region, provided a presentation pertaining to the Niagara Escarpment Crossing project, a comprehensive Environmental Assessment to improve overall goods movement capacity and redirect truck traffic away from residential areas in west Niagara with a proposed new roadway. A review of the project's history, work completed, and next steps was included.

Members of Council sought clarification on timelines, alternative options for the crossing, feedback from municipalities and the community, the Terms of Reference, and frequency of communication updates.

Mayor Easton relinquished the role as Chair to participate in the discussion, and Deputy Mayor/Councillor Murre assumed the role of Chair.

Mayor Easton commented on accountability, timelines, and qualifying criteria pertaining to the Environmental Assessment.

Deputy Mayor Murre relinquished the role as Chair at this point in the meeting and Mayor Easton assumed the role as Chair for the remainder of the discussion, concluding with the following motions:

Motion NO. RC-2024-48

Moved by Councillor Pachereva
Seconded by Councillor Timmers

That Council receive and file for information, the following delegation and presentation regarding the Niagara Escarpment Project:

- M. Christie, Mountainview Niagara Escarpment Community Association; and

- F. Tassone, Director of Transportation Services, S. Fraser, Associate Director, Transportation Planning, and M. Elmadhoon, Manager, Transportation Planning, Niagara Region

CARRIED

Motion NO. RC-2024-49

Moved by Councillor Pachereva
Seconded by Councillor Rintjema

That Council for the Town of Lincoln endorse that the Region undertake the necessary phases of the municipal class environmental assessment process to develop a preferred alignment and preliminary design; and

That the Council for the Town of Lincoln reaffirms its support for the Grimsby Bartlett Avenue Extension as the preferred route.

CARRIED

10.3 Regional Councillor Update

Regional Councillor Foster provided updates pertaining to Asahi Kasei and the building of a lithium-ion battery plant in Port Colborne, Niagara Days at Queen's Park, a new South Niagara Wastewater Treatment Plant, and GO Transit expansion in Niagara.

Members of Council sought clarification on job creation data and budget forecasting, concluding with the following motion:

Motion NO. RC-2024-50

Moved by Councillor Murre
Seconded by Councillor Rintjema

That Council receive and file for information, the following delegations:

- Regional Councillor Foster

CARRIED

11. ITEMS FOR CONSIDERATION

11.1 Item 1.16 of Council Information Package Week Ending May 10, 2024, from Town of Niagara-on-the-Lake

Mayor Easton spoke to sustainability, economic transformation, and the importance of the movement of goods for manufacturing.

Motion NO. RC-2024-51

Moved by Councillor Murre
Seconded by Councillor Timmers

That Council endorse Item 1.16 of the Council Information Package week ending May 10, 2024, pertaining to the correspondence from Town of Niagara-on-the-Lake regarding Transforming the Great Lakes and St. Lawrence River Basin into a Thriving Blue-Green Economic Corridor While Safeguarding Our Freshwater Resources.

CARRIED

12. MOTION TO APPROVE PREVIOUS COUNCIL MINUTES

12.1 Council Minutes of April 15, 2024

12.2 Special Council Minutes of May 8, 2024

Motion NO. RC-2024-52

Moved by Councillor Reimer
Seconded by Councillor Mikolic

That Council approve the minutes of the following meetings of Council:

- Council Minutes of April 15, 2024; and
- Special Council Minutes of May 8, 2024

CARRIED

13. RECOMMENDATIONS FROM STANDING COMMITTEES

13.1 Budget Committee Minutes of April 22, 2024

13.2 Committee of the Whole Minutes of April 29, 2024

13.3 Committee of the Whole Minutes of May 6, 2024

Motion NO. RC-2024-53

Moved by Councillor Pachereva
Seconded by Councillor Reimer

That Council approve the following recommendations from Standing Committees:

- Budget Committee Minutes of April 22, 2024; and
- Committee of the Whole Minutes of April 29, 2024; and

- Committee of the Whole Minutes of May 6, 2024

CARRIED

14. NOTICE OF MOTION

None.

15. REPORTS OF MUNICIPAL OFFICERS

15.1 Mayor's Report

Mayor Easton provided a report, commenting on recently attended meetings and events, including a Regional Budget meeting for 2025.

Motion NO. RC-2024-54

Moved by Councillor Murre
Seconded by Councillor Rintjema

That Council receive and file as information, the following:

- Mayor’s Report

CARRIED

16. MOTION TO CONSIDER CONFIDENTIAL MATTERS

16.1 Pursuant to Section 239 (3)(b), an ongoing investigation respecting the municipality, a local board or a municipally controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13(1) of this Act, or the investigator referred to in subsection 239.2(1). 2014, c. 13, Sched. 9, s. 22.; as it pertains to the Special Council Meeting held on August 9, 2023.

Members and staff were reminded that any discussions in closed session are to remain confidential, as per the Town's Procedural By-law and Code of Conduct.

At this point in the meeting, the following motions were introduced:

Motion NO. RC-2024-55

Moved by Councillor Pachereva
Seconded by Councillor Mikolic

Under section 239 of the Municipal Act, notice is hereby given, that Council adjourn to closed session in order to address item 16.1, Pursuant

to Section 239 (3)(b), an ongoing investigation respecting the municipality, a local board or a municipally-controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13(1) of this Act, or the investigator referred to in subsection 239.2(1). 2014, c. 13, Sched. 9, s. 22.; as it pertains to the Special Council Meeting held on August 9, 2023.

CARRIED

Motion NO. RC-2024-56

Moved by Councillor Rintjema
Seconded by Councillor Timmers

That Council resume in open session.

CARRIED

Motion NO. RC-2024-57

Moved by Councillor Reimer
Seconded by Councillor Murre

That Council receive and file the confidential updates as it relates to Item 16.1, Pursuant to Section 239 (3)(b), an ongoing investigation respecting the municipality, a local board or a municipally controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13(1) of this Act, or the investigator referred to in subsection 239.2(1). 2014, c. 13, Sched. 9, s. 22.; as it pertains to the Special Council Meeting held on August 9, 2023.

CARRIED

17. MOTION TO APPROVE BY-LAWS

None.

18. MOTION TO CONFIRM PROCEEDINGS OF THE COUNCIL MEETING

18.1 2024-40 - By-law to adopt, confirm and ratify matters dealt with by Council Resolution

Motion NO. RC-2024-58

Moved by Councillor Russell
Seconded by Councillor Pachereva

That leave be given to introduce By-law Number 2024-40 being a by-law to confirm the proceedings of Council at its meeting held Wednesday, May 15, 2024, being read a first, second and third time.

That By-law Number 2024-40 be enacted and passed, and that the Mayor and Clerk sign and seal the said by-law.

CARRIED

19. COUNCIL REMARKS

None.

20. MOTION TO ADJOURN

There being no further business to discuss, Mayor Easton declared the meeting adjourned and concluded with the following motion:

Motion NO. RC-2024-59

Moved by Councillor Timmers
Seconded by Councillor Rintjema

That the Council meeting on May 15, 2024, be adjourned at 8:52 p.m.

CARRIED

_____

Mayor: Sandra Easton

_____

Clerk: Julie Kirkelos

TOWN OF GRIMSBY

Council Revised Agenda

Tuesday, May 21, 2024, 6:30 p.m.
Town Hall Council Chambers
160 Livingston Avenue

If you require any accommodations for a disability in order to attend or participate in meetings or events, please contact the Town Clerk at 905-945-9634 or clerks@grimsby.ca

---

1. **Call to Order**
2. **Playing of National Anthem**
3. **Land Acknowledgement**
   Grimsby is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara/Grimsby stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.
4. **Disclosure of Interest**
5. **Approval of Agenda**
6. **Delegations/Presentations**
   - 6.1 Niagara Region
     Escarpment Crossing Project Update
   - *6.2 Hemson*
     Community Benefit Charge (CBC) Strategy
     - a. FIN-24-14
       Community Benefit Charge Strategy
   - 6.3 John Dunstall
     BIA Financial Transition
7. **Chair's Report**
   - 7.1 Councillor Freake - Corporate Services Committee
     May 6, 2024
8. **Adoption of Previous Minutes**
   - 8.1 Corporate Services Committee - May 6, 2024
     - a. Staff Memo

BIA Resolutions

8.2 Council - May 6, 2024

8.3 Special Council - May 9, 2024

9. Council Endorsement Package

10. Receipt of Board Minutes

10.1 Grimsby Public Library Board - April 10, 2024

11. Announcements

12. Regional Councillor Update

12.1 Regional Councillor Seaborn

13. Consent Reports

The following items listed with an asterisk (*) are considered to be routine and non-controversial by the Committee or Council and will be approved at this time. There will be no separate discussion of any of these items unless a Committee Member requests it, in which case the item will not be consented to and will be considered in the normal sequence of the agenda.

14. Discussion Reports

14.1 TC-24-06
One Year Review of the Standing Committee Governance Structure

14.2 Integrity Commissioner
Letter to Council regarding IC-28126-1123 & IC-28337-1223

15. Resolutions

15.1 Councillor Charrois - Long Term Care Home

15.2 Councillor Korstanje - Amending the Code of Conduct

16. Notice of Motions

16.1 Councillor Charrois - Vacant Unit Tax

17. Correspondence

17.1 Town of Niagara-on-the-Lake
Federal Infrastructure Funding

17.2 Town of Niagara-on-the-Lake
Transforming the Great Lakes and St. Lawrence River Basin

17.3 Niagara Peninsula Conservation Authority
Completion of Land Acquisitions in Niagara Region and Haldimand County

17.4 Multi-Municipal Energy Working Group
Wind Turbine Projects

18. By-laws

18.1 24-41
A By-law to amend By-law 15-17, being a By-law for prescribing standards for the maintenance and occupancy of property

19. Next Meeting

The next Council meeting is scheduled on June 3, 2024 at 6:30 p.m.

20. Closed Session

20.1 Art Gallery Special Purpose Advisory Committee Appointments
Section 239(2)(b) of the Municipal Act states a closed meeting is held if the subject matter being considered is personal matters about an identifiable individual, including municipal or local board employees.

20.2 Ombudsman Preliminary Report
Section 239(3)(b) of the Municipal Act states a closed meeting is held if the subject matter being considered is an ongoing investigation respecting the municipality, a local board or a municipally-controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13 (1) of the Municipal Act, or the investigator referred to in subsection 239.2 (1).

20.3 Approval of Closed Minutes
Closed Council minutes of April 15, 2024

21. Open Session

22. Confirming By-law

22.1 24-42
A By-law to adopt, confirm, and ratify matters dealt with by Council resolution

23. Adjournment

Niagara Escarpment Crossing

Grimsby Council – May 21, 2024

Niagara Region | Growing Better Together

Project Overview

- Niagara Region is undertaking the **Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA)** (previously known as an Individual Environmental Assessment) to improve overall goods movement capacity and redirect truck traffic away from residential areas in west Niagara.
- The CEA will examine a range of alternatives to demonstrate the need for a new crossing of the escarpment.
- Tonight's presentation will provide:
  - A summary of the project's history;
  - An overview of the work completed on a *Terms of Reference*; and
  - What comes next, including planned consultation.

Purpose of the Project

The purpose of this project is to consider a north-south transportation link, including a crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and Regional Road 20 to:

- Provide for safe and effective commercial vehicle movements and operations;
- Accommodate commercial vehicles and other transportation modes ;
- Provide greater safety for local communities;
- Provide for additional transportation system capacity with redundancy and resiliency; and
- Improve the economy vitality with the efficient movements of goods and people.

History

- Plans for a new north-south road in west Niagara have been explored before.
- The CEA represents a new planning initiative.
- Previous planning work and studies serve as important background information to contribute to the study file.

2016 NEC Transportation Study	2017 – 2018	2020 NEC Operations Study
• Council recommended an extension of Bartlett Avenue, to be completed as a Municipal Class C EA.	• Staff identified risks that the Municipal Class C EA could not be completed. • Consulting assignment examined alternative EA process options.	• PW 9-2020 – Council informed CEA is recommended path forward.

Comprehensive Environmental Assessments

- A Comprehensive Environmental Assessment (CEA) is different than a Schedule B or C Class EA. It is most often utilized for large projects with significant environmental impacts.
- A CEA is followed where enhanced consultation is required and will be necessary in this case to secure approvals from the Niagara Escarpment Commission and MECP.
- The first stage of the CEA is to develop a ***Terms of Reference (TOR)***:
  - The TOR provides the framework for the project, identifying in advance the studies, workplans, and consultation to be undertaken during the EA.
  - Interested parties are consulted throughout the development of the TOR.
  - The TOR is approved by the Minister of Environment, Conservation and Parks (MECP) before the EA begins.

Comprehensive Environmental Assessments

- Niagara Region has developed a draft TOR for the CEA.
- The draft TOR will be shared with interested parties for their review and feedback over the coming weeks.

Key Components

- Project Purpose
- Preliminary Study Area & Description
- Alternatives To & Alternative Methods
- Types of Potential Effects to be Assessed
- Assessment & Evaluation Methodology
- Commitments & Monitoring
- Consultation Plan
- Technical Work Plans

TOR – Technical Work Plans

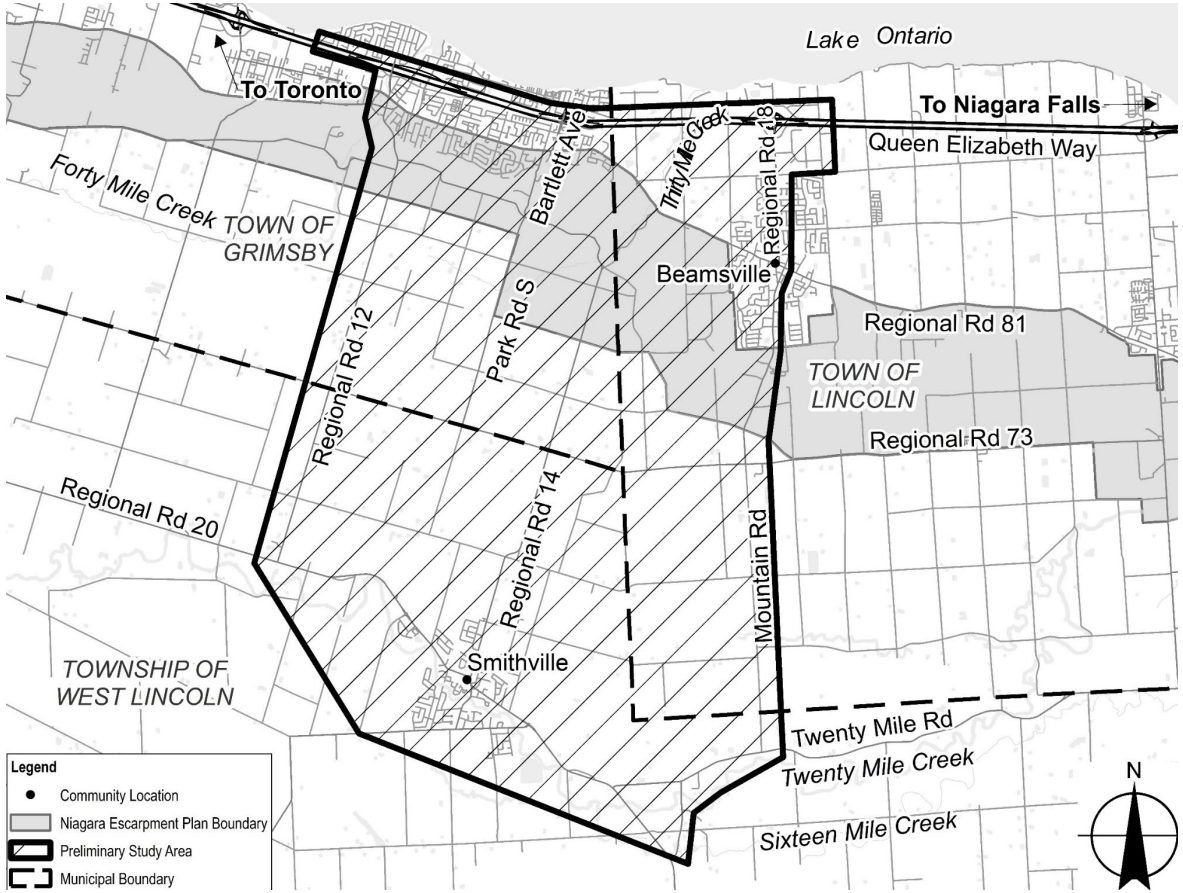
- The technical work plans define the "what" and "how" of the EA, describing what studies will be undertaken, what the area of study will be, and what factors will be considered.
- Workplans are included in TOR and approved by MECP before the EA begins.

Technical Work Plans

1. Air Quality
2. Agriculture
3. Archaeology
4. Culture Heritage
5. Land Use
6. Visual Assessment
7. Natural Environment
8. Hydrogeology
9. Surface Water
10. Noise and Vibration
11. Transportation
12. Financial

TOR – Study Area and Alternatives

1. Do Nothing
2. Implement additional traffic management measures
3. Extend Bartlett Avenue and utilize the Park Road corridor
4. Construct a new corridor between Grimsby and Beamsville



Consultation and Next Steps

- Interested parties have been consulted throughout the early stages of the TOR development. These parties are now being provided an opportunity to review and comment on the draft TOR.
  - Grimsby, Lincoln, and West Lincoln staff;
  - Niagara Escarpment Commission;
  - Provincial Ministries (MECP, MTO); and
  - Indigenous Communities.
- Consultation activity is now expanding to include Grimsby, Lincoln, and West Lincoln Councils and a Public Information Centre open to all interested parties.

Consultation and Next Steps

Spring 2024	Summer 2024	Fall 2024 / Early 2025
• Presentations to Grimsby, Lincoln, and West Lincoln Councils. • Circulation of Draft TOR to all interested parties: LAM staff, Agencies, Ministries, Indigenous Communities. • Public Information Centre	• Consultation input reflected in revised TOR. • Submission of final TOR to Ministry of Environment, Conservation and Parks.	• Anticipated approval of TOR by Minister. • Request for Proposals issued for Environmental Assessment.

Questions

TOWN OF GRIMSBY

COUNCIL MEETING MINUTES

May 21, 2024, 6:30 p.m.
Town Hall Council Chambers
160 Livingston Avenue

Present:	Mayor J. Jordan Councillor D. Davoli Councillor R. Freake Councillor D. Howe Councillor L. Vardy Councillor V. Charrois Councillor J. Korstanje Councillor J. Baradziej Councillor N. DiFlavio
Staff:	Chief Administrative Officer, S. Kim Town Clerk, V. Steele Deputy Clerk, K. Viccica Deputy Treasurer, A. Cifani Director of Community Services, S. Sweeney Director of Public Works, B. Wartman Chief Librarian, K. Drury Director of Planning, H. Madi Director of Finance/Treasurer, T. Del Monaco
Others:	Regional Councillor M. Seaborn J. Hall, Hemson F. Tassone, Niagara Region S. Fraser, Niagara Region M. Elmadhoon, Niagara Region

---

1. Call to Order

The meeting was called to order at 6:30 p.m.

2. Playing of National Anthem

Everyone rose for the playing of the National Anthem.

3. Land Acknowledgement

The Mayor read the Land Acknowledgement:
Grimsby is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara/Grimsby stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

4. Disclosure of Interest

There were no disclosures of pecuniary or non-pecuniary interest.

5. Approval of Agenda

C-24- 156

Moved by: Councillor Freake
Seconded by: Councillor Baradziej

Resolved that the May 21, 2024 Council meeting agenda be approved.

CARRIED

6. Delegations/Presentations

6.1 Niagara Region - Escarpment Crossing Project Update

C-24- 157

Moved by: Councillor Baradziej
Seconded by: Councillor Vardy

Resolved that the presentation from the Niagara Region be received.

CARRIED

C-24- 158

Moved by: Councillor Howe
Seconded by: Councillor Davoli

Resolved that the Council for the Town of Grimsby endorse that the Region undertake the necessary phases of the municipal class environmental assessment process to develop a preferred alignment and preliminary design.

CARRIED

6.2 Hemson - Community Benefit Charge (CBC) Strategy

a. FIN-24-14 Community Benefit Charge Strategy

C-24- 159

Moved by: Councillor Freake
Seconded by: Councillor Howe

Resolved that the presentation from Hemson be received; and
1. That report FIN-24-11, Community Benefit Charge Strategy, dated May 21, 2024 be received.

CARRIED

6.3 John Dunstall - BIA Financial Transition

C-24- 160

Moved by: Councillor Charrois
Seconded by: Councillor Korstanje

Resolved that the delegation from John Dunstall be deferred to the June 3, 2024 Council meeting.

CARRIED

7. Chair's Report

Councillor Freake provided a brief verbal summary of the Corporate Services Committee meeting on May 6, 2024.

7.1 Councillor Freake - Corporate Services Committee

8. Adoption of Previous Minutes

8.1 Corporate Services Committee - May 6, 2024

a. Staff Memo

C-24- 161

Moved by: Councillor Freake
Seconded by: Councillor Vardy

Resolved that the staff memorandum be received; and
1. That resolution BIA-24-028 be approved; and
2. That resolution BIA-24-029 be received; and
3. That resolution BIA-24-033 be deferred as part of the BIA's financial transition.

CARRIED

8.2 Council - May 6, 2024

8.3 Special Council - May 9, 2024

C-24- 162

Moved by: Councillor DiFlavio
Seconded by: Councillor Howe

Resolved that the following minutes be approved:

- Corporate Services Committee - May 6, 2024
- Council - May 6, 2024
- Special Council - May 9, 2024

CARRIED

9. Council Endorsement Package

10. Receipt of Board Minutes

10.1 Grimsby Public Library Board - April 10, 2024

C-24- 163

Moved by: Councillor Korstanje
Seconded by: Councillor Baradziej

Resolved that the Grimsby Public Library Board minutes of April 10, 2024 be received.

CARRIED

11. Announcements

Mayor Jordan announced the Mayor's Masters Golf Tournament that will be held at Twenty Valley Golf & Country Club on August 28, 2024.

Councillor Korstanje wished good luck to the West Niagara Special Olympics Basketball team, as well as two bowlers, that will be playing at the Special Olympics Spring Games.

12. Regional Councillor Update

12.1 Regional Councillor Seaborn

Regional Councillor Seaborn provided an update on the GO Station, the re-construction of Regional Road 81 (Oakes to Casablanca), the construction of Century Condos, and the Regional watermain replacement in the downtown core.

13. Consent Reports

14. Discussion Reports

14.1 TC-24-06 One Year Review of the Standing Committee Governance Structure

C-24- 164

Moved by: Councillor Charrois
Seconded by: Councillor Baradziej

Resolved that Council choose Option 1 as the model of governance and direct staff to implement the required changes.

Yes (4): Councillor Freake, Councillor Vardy, Councillor Charrois, and Councillor Baradziej

No (5): Mayor Jordan, Councillor Davoli, Councillor Howe, Councillor Korstanje, and Councillor DiFlavio

DEFEATED (4 to 5)

C-24- 165

Moved by: Councillor Korstanje
Seconded by: Councillor Davoli

Resolved that Council choose Option 2 as the model of governance and direct staff to implement the required changes.

Yes (4): Councillor Davoli, Councillor Howe, Councillor Korstanje, and Councillor DiFlavio

No (5): Mayor Jordan, Councillor Freake, Councillor Vardy, Councillor Charrois, and Councillor Baradziej

DEFEATED (4 to 5)

C-24- 166

Moved by: Councillor Charrois
Seconded by: Councillor DiFlavio

Resolved that staff be directed to bring a report back to Council regarding other governance structure options by Q4 2024.

Yes (9): Mayor Jordan, Councillor Davoli, Councillor Freake, Councillor Howe, Councillor Vardy, Councillor Charrois, Councillor Korstanje, Councillor Baradziej, and Councillor DiFlavio

CARRIED (9 to 0)

14.2 Integrity Commissioner - Letter to Council regarding IC-28126-1123 & IC-28337-1223

C-24- 167

Moved by: Councillor Baradziej
Seconded by: Councillor Davoli

Resolved that the Integrity Commissioner be directed to consider matters of decorum in the following investigations: IC-28126-1123 & IC-28337-1223.

Yes (6): Mayor Jordan, Councillor Davoli, Councillor Freake, Councillor Howe, Councillor Vardy, and Councillor Baradziej

No (3): Councillor Charrois, Councillor Korstanje, and Councillor DiFlavio

CARRIED (6 to 3)

15. Resolutions

15.1 Councillor Charrois - Long Term Care Home

C-24- 168

Moved by: Councillor Charrois
Seconded by: Councillor Korstanje

Whereas the Town of Grimsby Council 2022-2026, identified a High Quality of Life, specifically improving the health and safety of residents, as strategic priorities; and
Whereas the Town of Grimsby currently has three licensed long-term care homes providing 134 licensed beds for community members in need of long-term care; and
Whereas Ontario Health, on March 4th 2024, reported a shortfall of 430 waitlisted for a Long-Term Care Home in Grimsby; and
Whereas the Town of Grimsby, is experiencing significant population growth which will continue to strain the resources of the Health Care System including Kilean Lodge, Deer Park Villa, Shalom Manor, and West Lincoln Memorial Hospital; and
Whereas the deficit in licensed care beds will continue to increase as in proportion to population growth; and
Whereas the Province of Ontario has responded to the needs of the community with the rebuild of the West Lincoln Memorial Hospital; and
Whereas the Province of Ontario can continue to show great care for our community with the construction of a new Long-Term Care Home; and
Whereas there may be potential to acquire property in Grimsby that offers an ideal location for the addition on of a Long-Term Care Home.
Therefore, be it resolved that the Town of Grimsby communicate its desire to investigate partnership opportunities with the Province of Ontario to

take possession of property in Grimsby, with the intention to construct a new Long-Term Care Home at the location.
Be it further resolved that this notice of interest be circulated to Samuel Oosterhoff, Niagara West MPP, Niagara Region Public Health, the Hon. Sylvia Jones, Minister of Health and Deputy Premier of Ontario, the Hon. Raymond Sung Joon Cho, Minister for Seniors and Accessibility, and the Hon. Doug Ford, Premier of Ontario.

Yes (2): Councillor Charrois, and Councillor Korstanje

No (7): Mayor Jordan, Councillor Davoli, Councillor Freake, Councillor Howe, Councillor Vardy, Councillor Baradziej, and Councillor DiFlavio

DEFEATED (2 to 7)

15.2 Councillor Korstanje - Amending the Code of Conduct

C-24- 169

Moved by: Councillor Korstanje
Seconded by: Councillor DiFlavio

Whereas Municipal Council and Committee meetings are analogous to a workplace for elected officials and Staff, subject to the same expectations of professional conduct as any other workplace; and
Whereas inappropriate behaviour in these environments may give rise to formal Code of Conduct complaints; and
Whereas these formal complaints may be determined by the Integrity Commissioner to be a contravention the Town's Code of Conduct; and
Whereas the Code of Conduct and the Municipal Act only provide penalties, that being a reprimand or a suspension of remuneration, for contraventions; and
Whereas remedial measures are not provided by the Code of Conduct and may represent a more appropriate course of action to address certain contraventions; and
Whereas numerous municipalities include remedial measures within their Codes of Conduct as a best practice to overcome conduct or performance deficiencies.
Therefore be it resolved that Staff, in consultation with the Integrity Commissioner, draft an amendment to appropriate sections of the Code of Conduct to implement remedial measures as an alternate resolution option for contraventions.
Be it further resolved that the draft update to the Code of Conduct, By-law 20-74, be brought forth to Council no later than Q3 2024.

CARRIED

16. Notice of Motions

Councillor Charrois read the Notice of Motion on a Vacant Unit Tax.

16.1 Councillor Charrois - Vacant Unit Tax

17. Correspondence

17.1 Town of Niagara-on-the-Lake - Federal Infrastructure Funding

17.2 Town of Niagara-on-the-Lake - Transforming the Great Lakes and St. Lawrence River Basin

17.3 Niagara Peninsula Conservation Authority - Completion of Land Acquisitions in Niagara Region and Haldimand County

C-24- 170

Moved by: Councillor Freake
Seconded by: Councillor Baradziej

Resolved that the following correspondence be received:

- Town of Niagara-on-the-Lake - Federal Infrastructure Funding
- Town of Niagara-on-the-Lake - Transforming the Great Lakes and St. Lawrence River Basin
- Niagara Peninsula Conservation Authority - Completion of Land Acquisitions in Niagara Region and Haldimand County

CARRIED

Councillor Freake requested the following motion be endorsed by Council.

17.4 Multi-Municipal Energy Working Group

C-24- 171

Moved by: Councillor Freake
Seconded by: Councillor Baradziej

Whereas the Independent Electrical System Operator (the IESO) has proposed to move forward with three RFPs where new wind turbine projects can receive a contract from the IESO; and
Whereas people living near existing wind turbines report considerable impact on their lives due to noise and other emissions from the wind turbines; and
Whereas there are gaps in the enforcement of key terms of the Renewable Energy Approvals governing existing projects relative to noise standards and resolution of complaints; and
Whereas municipal approval is required to locate one of these projects in the Town of Grimsby.
Therefore be it resolved that Council does not support the establishment of any new wind turbine projects within the municipality.
Be it further resolved that the IESO be directed to advise potential applicants of this resolution.

Yes (6): Mayor Jordan, Councillor Freake, Councillor Vardy, Councillor Charrois, Councillor Korstanje, and Councillor Baradziej

No (3): Councillor Davoli, Councillor Howe, and Councillor DiFlavio

CARRIED (6 to 3)

18. By-laws

18.1 24-41 A By-law to amend By-law 15-17, being a By-law for prescribing standards for the maintenance and occupancy of property

C-24- 172

Moved by: Councillor Freake
Seconded by: Councillor Vardy

Resolved that leave be given to introduce By-law 24-41 and that the same be read a first time, considered, and passed.

CARRIED

19. Next Meeting

The next Council meeting is scheduled on June 3, 2024 at 6:30 p.m.

20. Closed Session

20.1 Art Gallery Special Purpose Advisory Committee Appointments

20.2 Ombudsman Preliminary Report

20.3 Approval of Closed Minutes

C-24- 173

Moved by: Councillor Baradziej
Seconded by: Councillor Howe

Resolved that Council adjourn to Closed Session under:

- Section 239(2)(b) of the Municipal Act, where a closed meeting is held if the subject matter being considered is personal matters about an identifiable individual, including municipal or local board employees; and
- Section 239(3)(b) of the Municipal Act, where a closed meeting is held if the subject matter being considered is an ongoing investigation respecting the municipality, a local board or a municipally-controlled corporation by the Ombudsman appointed under the Ombudsman Act, an Ombudsman referred to in subsection 223.13(1) of the Municipal Act, or the investigator referred to in subsection 239.2(1).

CARRIED

21. Open Session

C-24- 174

Moved by: Councillor Freake
Seconded by: Councillor Vardy

Resolved that the following community members be appointed to the Art Gallery Special Purpose Advisory Committee:

- Fabia Billing
- Theresa Cheverie
- Lyn Gilbank
- Clayton Letourneau; and

1. That Councillor Howe be appointed to the Art Gallery Special Purpose Advisory Committee; and
2. That the information provided in closed session regarding the Ombudsman preliminary report be received.

CARRIED

22. Confirming By-law

22.1 24-42

C-24- 175

Moved by: Councillor Howe
Seconded by: Councillor Baradziej

Resolved that leave be given to introduce By-law 24-42 and that the same be read a first time, considered, and passed.

CARRIED

23. Adjournment

The meeting adjourned at 10:00 p.m.

J.A. Jordan, Mayor

V. Steele, Town Clerk

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
COUNCIL AGENDA

MEETING NO. TEN
Monday, May 27, 2024, 6:30 p.m.
Township Administration Building
318 Canborough Street, Smithville, Ontario

NOTE TO MEMBERS OF THE PUBLIC: All cell phones, pagers and/or PDAs are to be turned off or put on silent. Additionally, for your information, please be advised that this meeting will be livestreamed as well as recorded and will be available on the Township's website.

Pages

1. **DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST**
   For Confidential Matters

2. **CONFIDENTIAL MATTERS**
   Moved By Councillor William Reilly
   That the next portion of this meeting be closed to the public to consider the following pursuant to Section 239(2) of the *Municipal Act 2001*:

   2.1 Interim Chief Administrative Officer and Treasurer (Donna DeFilippis)
   Re: CAO Recruitment Update

   Applicable closed session exemption(s):

   - Personal matters about an identifiable individual, including municipal or local board employees.

   2.2 Director of Planning and Building (Brian Treble), Tom Hanrahan (Sullivan Mahoney LLP), Katharina Richter (Natural Resource Solutions Inc.)
   Re: Litigation or potential litigation - Ongoing OLT Mediation of remaining policies - OLT File No. OLT-23-000470
   VERBAL UPDATE

   Applicable closed session exemption(s):

   - Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board; and
   - Advice that is subject to Solicitor-Client Privilege, including

communications necessary for that purpose

2.1 Interim Chief Administrative Officer/Treasurer (Donna DeFilippis)
Re: CAO Recruitment Update

2.2 Director of Planning and Building (Brian Treble), Tom Hanrahan (Sullivan Mahoney LLP), Katharina Richter (Natural Resource Solutions Inc.)
Re: Litigation or potential litigation - Ongoing OLT Mediation of remaining policies - OLT File No. OLT-23-000470
VERBAL UPDATE

3. SINGING OF "O CANADA" - CAIRN CHRISTIAN SCHOOL

Prior to commencing with the Council meeting, Mayor Ganann will provide the following announcements:

1. Comments from the public for a matter that is on the agenda may be provided in person by attending the meeting and advising the Chair during the "Request to Address an Item on the Agenda" Section of the agenda.
2. For those individuals that are unable to attend the meeting in person, you may submit comments for matters that are on the agenda by either
    1. emailing jpaylove@westlincoln.ca before 4:30 pm. on the day of the meeting. Comments submitted will be considered as public information and be part of the public record; OR,
    2. by contacting the Clerk's Department to request a Zoom Link to attend the meeting virtually.
3. Tonight's Council Meeting will be livestreamed as well as recorded and available on the Township's website

4. LAND ACKNOWLEDGEMENT STATEMENT

The Township of West Lincoln, being part of Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk (Hat-i-wen-DA-ronk), the Haudenosaunee (Hoe-den-no-SHOW-nee), and the Anishinaabe (Ah-nish-ih-NAH-bey), including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The Township of West Lincoln, as part of the Regional Municipality of Niagara, stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

5. OPENING PETITION - Councillor Jason Trombetta

6. CHANGE IN ORDER OF ITEMS ON AGENDA

7. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST

8. REQUEST TO ADDRESS ITEMS ON THE AGENDA

NOTE: Requests to address items on the agenda are restricted to specific items as follows per Section 6.7 of the Procedural By-Law:

6.7 Public Comment at Council

There shall be no comments from the public permitted at Council unless:
(a) a specific appointment has been scheduled; or,
(b) an item is included under the “Other Business” or “Communications” or “Appointments” section of the agenda and relates to a matter which would normally be dealt with at Committee.

Chair to inquire if there are any members of the public present who wish to address a specific item on the agenda as permitted by Section 6.7 of the Procedural By-Law.

9. PUBLIC MEETING(S)

9.1 Byron Tan, Watson & Associates Economists Ltd. 9
Re: Statutory Public Meeting under the *Development Charges Act*

10. APPOINTMENTS/PRESENTATIONS

10.1 Scott Fraser, Frank Tassone, and Maged Elmadhoon (Niagara Region) 229
Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment Project Update
POWERPOINT PRESENTATION

Moved By _____
That, the presentation from Scott Fraser, Frank Tassone, and Maged Elmadhood (Niagara Region) regarding the Niagara Escarpment Crossing Comprehensive Environmental Assessment Project Update be received for information.

11. REGIONAL COUNCILLOR’S REMARKS

12. CONFIRMATION OF MINUTES

12.1 Council Minutes 246
Re: Minutes - April 22, 2024
Confidential Minutes Under Separate Cover

Moved By Councillor Joann Chechalk

1. That the minutes relating to the open session portion of the April 22, 2024 Council Meeting, and the recommendations contained therein, be accepted; and,

2. That the confidential minutes relating to the closed session portion of the April 22, 2024 regular Council Meeting be accepted; and that the minutes remain confidential and

restricted from public disclosure in accordance with exemptions provided in Section 239 of the *Municipal Act.*

12.2 Special Council Minutes 275
Re: Minutes - April 29, 2024

Moved By Councillor Mike Rehner
That the minutes of the April 29, 2024 Special Council Meeting, and the recommendations contained therein, be accepted.

12.3 Public Meeting Under the Planning Act 322
Re: Minutes - May 13, 2024

Moved By Councillor William Reilly
That the minutes of the May 13, 2024 Public Meeting held under Section 34 of the *Planning Act* with respect to:

1. Part of Lot 4, Range Road 2 (Part 1, PLAN 30R-16123) (Mark and Kelly Staples) - Zoning By-Law Amendment

and the recommendations contained therein, be accepted.

12.4 Special Council Minutes 326
Re: Minutes - May 15, 2024
Confidential Minutes Under Separate Cover

Moved By Councillor Shelley Bradaric

1. That the minutes relating to the open session portion of the May 15, 2024 Special Council Meeting, and the recommendations contained therein, be accepted; and,

2. That the confidential minutes relating to the closed session portion of the May 15, 2024 Special Council Meeting be accepted; and that the minutes remain confidential and restricted from public disclosure in accordance with exemptions provided in Section 239 of the *Municipal Act*.

13. COMMUNICATIONS

13.1 Pride Month 2024
Re: Recognition Resolution for Township of West Lincoln

Moved By Councillor Joann Chechalk
WHEREAS the Month of June is Pride Month in the Region of Niagara and around the globe; and

WHEREAS Municipalities across the Region will be holding a variety of Pride commemorations throughout the month of June, commencing with

the raising of the Pride Flag on Monday, June 3, 2024; and

WHEREAS we recognize that public representation is extremely valuable and is an important way to help all people, and especially marginalized communities, feel safe, welcomed, supported and valued; and

WHEREAS we are committed to fostering a diverse and inclusive community, where in all cases hatred and discrimination are not welcome;

NOW THEREFORE BE IT RESOLVED that the Township of West Lincoln Council acknowledge June as Pride Month and encourage the West Lincoln community to unite in support of Pride and all of its members.

FURTHER that the Township of West Lincoln Council endorse the following Pride initiatives in West Lincoln:

1. The Township raising of the Pride Flag on Monday, June 3; and
2. The sharing of information related to Pride Month in Niagara on all Township social media accounts; and
3. The various Pride events and community engagement opportunities organized by and held at the West Lincoln Public Library in June.

14. MAYOR'S REMARKS

15. REPORT OF COMMITTEE

15.1 Planning/Building/Environmental Committee 328
Re: Minutes - May 13, 2024
Confidential Minutes Under Separate Cover

Moved By Councillor William Reilly

1. That the minutes relating to the open session portion of the May 13, 2024 Planning, Building & Environmental Committee Meeting, and the recommendations contained therein, be accepted; and,
2. That the confidential minutes relating to the closed session portion of the May 13, 2024 Planning/Building/Environmental Committee meeting be accepted; and that the minutes remain confidential and restricted from public disclosure in accordance with Section 239 of the *Municipal Act.*

15.2 Administration/Finance/Fire Committee 334

Re: Minutes - May 21, 2024
Confidential Minutes Under Separate Cover

Moved By Councillor Jason Trombetta

1. That the minutes relating to the open session portion of the May 21, 2024 Administration, Finance & Fire Committee Meeting, and the recommendations contained therein, be accepted; and,

2. That the confidential minutes relating to the closed session portion of the May 21, 2024 regular Administration, Finance & Fire Committee Meeting, and the recommendations contained therein, be accepted; and that the minutes remain confidential and restricted from public disclosure in accordance with Section 239 of the *Municipal Act.*

15.3 Public Works & Recreation Committee 339
Re: Minutes - May 21, 2024

Moved By Councillor Mike Rehner
That the minutes of the May 21, 2024 Public Works & Recreation Committee Meeting, and the recommendations contained therein, be accepted.

16. RECONSIDERATION

("Definition") This section is for a Member of Council to introduce a motion to reconsider action taken at this Council Meeting or the previous regular Council meeting. A motion to reconsider must be made by a Council Member who voted in the majority on the matter to be reconsidered. The Chair may rule that a motion to reconsider will be dealt with at the next following Council Meeting if for some reason it cannot be dealt with at this meeting.

17. NOTICE OF MOTION TO RESCIND

("Definition") This section is for Council Members to serve notice of intent to introduce a motion to rescind action taken previously by Council. Notice served at this meeting will be for a motion to rescind at the next regular meeting.

18. OTHER BUSINESS

18.1 Councillor William Reilly
Re: Intra-Municipal OnDemand Transit Service within West Lincoln

Moved By Councillor William Reilly
That, staff be directed to send a letter to the Niagara Transit Commission (NCT) before their June 18 2024 board meeting to request a review of potential associated costs for implementing an Intra-Municipal OnDemand Transit services within the municipal boundaries of West Lincoln.

18.2 Members of Council
Re: Council Remarks

19. NEW ITEMS OF BUSINESS

NOTE: Only for items that require immediate attention/direction from Council and must first approve a motion to introduce a new item of business.

20. BY-LAWS

Moved By Councillor Mike Rehner

1. That leave be granted to introduce By-Laws 2024-31, 2024-32, 2024-33, 2024-34, 2024-35 and 2024-36, and that the same shall be considered to have been read a first, second, and third time with one reading, and are hereby adopted; and,

2. That, the Mayor and Clerk be and are hereby authorized to sign and affix the Corporate Seal thereto, any rule of this Council to the contrary notwithstanding.

20.1 BY-LAW 2024-31 344
Being a By-Law to appoint an Acting Clerk for the Corporation of the Township of West Lincoln.

20.2 BY-LAW 2024-32 345
Being a By-Law to appoint a Deputy Clerk for the Corporation of the Township of West Lincoln.

20.3 BY-LAW 2024-33 346
Being a By-Law to authorize an agreement between the Corporation of the Township of West Lincoln and Anthony's Excavating Central Inc. for the Campbell Bridge (TWL-ID-B04) Rehabilitation Construction Project.

20.4 BY-LAW 2024-34 347
Being a By-Law to authorize an agreement between the Corporation of the Township of West Lincoln and Catalina Excavating Inc. for the Barbara St., Brooks Circ., & Killins St. Watermain Replacement & Road Reconstruction Project.

20.5 BY-LAW 2024-35 348
Being a By-law to authorize a Site Alteration Agreement between the Corporation of the Township of West Lincoln and Sikander Gulacha, for lands legally described as PT LT 17 Gore A South Grimsby; PT LT 16 Gore A South Grimsby; PT RDAL BTN Lots 16 & 17 Gore A South Grimsby as in RO495268, Municipally know as 3118 Grassie Road, in the Township of West Lincoln.

20.6 BY-LAW 2024-36 349
Being a By-Law to adopt, confirm and ratify matters dealt with by Council resolution.

21. ADJOURNMENT

The Mayor to declare this meeting adjourned.

Niagara Escarpment Crossing

West Lincoln Council – May 27, 2024

Niagara Region | Growing Better Together

Project Overview

- Niagara Region is undertaking the **Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA)** (previously known as an Individual Environmental Assessment) to improve overall goods movement capacity and redirect truck traffic away from residential areas in west Niagara.
- The CEA will examine a range of alternatives to demonstrate the need for a new crossing of the escarpment.
- Tonight's presentation will provide:
  - A summary of the project's history;
  - An overview of the work completed on a *Terms of Reference*; and
  - What comes next, including planned consultation.

Purpose of the Project

The purpose of this project is to consider a north-south transportation link, including a crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and Regional Road 20 to:

- Provide for safe and effective commercial vehicle movements and operations;
- Accommodate commercial vehicles and other transportation modes ;
- Provide greater safety for local communities;
- Provide for additional transportation system capacity with redundancy and resiliency; and
- Improve the economy vitality with the efficient movements of goods and people.

History

- Plans for a new north-south road in west Niagara have been explored before.
- The CEA represents a new planning initiative.
- Previous planning work and studies serve as important background information to contribute to the study file.

2016 NEC Transportation Study	2017 – 2018	2020 NEC Operations Study
• Council recommended an extension of Bartlett Avenue, to be completed as a Municipal Class C EA.	• Staff identified risks that the Municipal Class C EA could not be completed. • Consulting assignment examined alternative EA process options.	• PW 9-2020 – Council informed CEA is recommended path forward.

Comprehensive Environmental Assessments

- A Comprehensive Environmental Assessment (CEA) is different than a Schedule B or C Class EA. It is most often utilized for large projects with significant environmental impacts.
- A CEA is followed where enhanced consultation is required and will be necessary in this case to secure approvals from the Niagara Escarpment Commission and MECP.
- The first stage of the CEA is to develop a ***Terms of Reference (TOR)***:
  - The TOR provides the framework for the project, identifying in advance the studies, workplans, and consultation to be undertaken during the EA.
  - Interested parties are consulted throughout the development of the TOR.
  - The TOR is approved by the Minister of Environment, Conservation and Parks (MECP) before the EA begins.

Comprehensive Environmental Assessments

- Niagara Region has developed a draft TOR for the CEA.
- The draft TOR will be shared with interested parties for their review and feedback over the coming weeks.

Key Components

- Project Purpose
- Preliminary Study Area & Description
- Alternatives To & Alternative Methods
- Types of Potential Effects to be Assessed
- Assessment & Evaluation Methodology
- Commitments & Monitoring
- Consultation Plan
- Technical Work Plans

TOR – Technical Work Plans

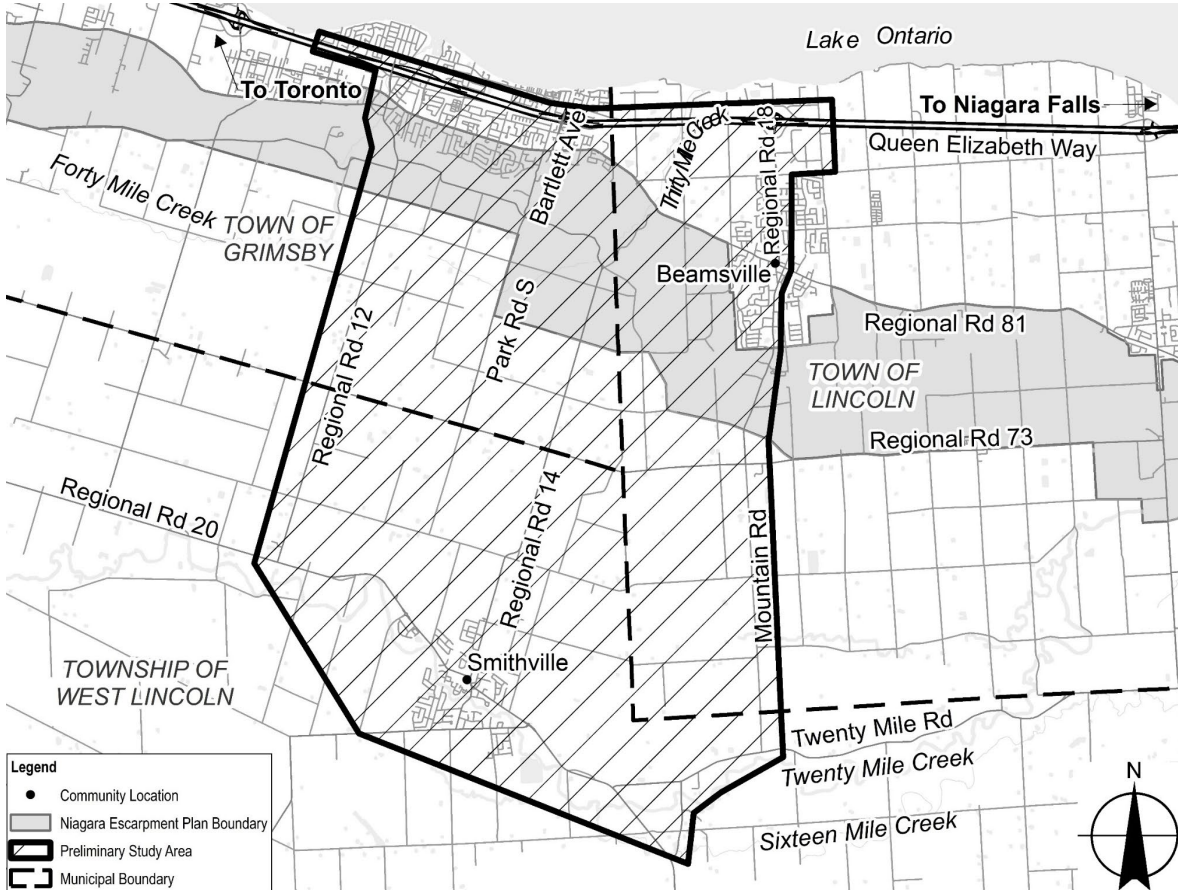
- The technical work plans define the "what" and "how" of the EA, describing what studies will be undertaken, what the area of study will be, and what factors will be considered.
- Workplans are included in TOR and approved by MECP before the EA begins.

Technical Work Plans

1. Air Quality
2. Agriculture
3. Archaeology
4. Culture Heritage
5. Land Use
6. Visual Assessment
7. Natural Environment
8. Hydrogeology
9. Surface Water
10. Noise and Vibration
11. Transportation
12. Financial

TOR – Study Area and Alternatives

1. Do Nothing
2. Implement additional traffic management measures
3. Extend Bartlett Avenue and utilize the Park Road corridor
4. Construct a new corridor between Grimsby and Beamsville



Niagara Region | Growing Better Together

Consultation and Next Steps

- Interested parties have been consulted throughout the early stages of the TOR development. These parties are now being provided an opportunity to review and comment on the draft TOR.
  - Grimsby, Lincoln, and West Lincoln staff;
  - Niagara Escarpment Commission;
  - Provincial Ministries (MECP, MTO); and
  - Indigenous Communities.
- Consultation activity is now expanding to include Grimsby, Lincoln, and West Lincoln Councils and a Public Information Centre open to all interested parties.

Consultation and Next Steps

Spring 2024	Summer 2024	Fall 2024 / Early 2025
• Presentations to Grimsby, Lincoln, and West Lincoln Councils. • Circulation of Draft TOR to all interested parties: LAM staff, Agencies, Ministries, Indigenous Communities. • Public Information Centre	• Consultation input reflected in revised TOR. • Submission of final TOR to Ministry of Environment, Conservation and Parks.	• Anticipated approval of TOR by Minister. • Request for Proposals issued for Environmental Assessment.

Questions

From:	Escarpment Crossing
To:	M Kirkopoulos; clerks@lincoln.ca; D Graham; dmaceira@lincoln.ca
Cc:	Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Ian Dobrindt; Katherine Jim; Elysia Friedl
Subject:	Niagara Region, Niagara Escarpment Crossing Comprehensive Environmental Assessment – Draft Terms of Reference – Notice of Public Information Centre
Date:	Wednesday, May 15, 2024 11:18:15 AM
Attachments:	image.png Niagara CEA ToR Notice of PIC.pdf

EXTERNAL EMAIL

Hello,

Please find attached the Notice of Public Information Centre for the Niagara Escarpment Crossing Comprehensive Environmental Assessment Draft Terms of Reference Project. The public, agencies, Indigenous Communities, and other interested persons are invited to review information, provide comments and attend the public meeting. The in-person Public Information Centre is scheduled as follows:

Date: Wednesday, May 29, 2024
Time: 5:30 p.m. to 8 p.m.
Location: West Niagara Fairgrounds - 7402 Mud St. W. Grassie, Ontario, L0R 1M0
Format: Presentation starting at 6 p.m. followed by a question-and-answer session.

On **May 30, 2024** the presentation materials and the complete draft Terms of Reference will be posted to the Region's website for review at niagararegion.ca/projects/niagara-escarpment-crossing. Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Regional staff will be delegating to local councils to provide a project update on May 15 (Lincoln), May 21 (Grimsby), and May 27 (West Lincoln). By copy of this information, we would request that this formal notice of the subsequent Public Information Centre on May 29, 2024 be circulated to elected officials as appropriate.

Thank you,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

From:	Escarpment Crossing
To:	Donna DeFilippis; Joanne Scime; Jessica Dyson; Brian Treble; mdipaola@westlincoln.ca; Ray Vachon; baudet@westlincoln.ca
Cc:	Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Ian Dobrindt; Katherine Jim; Elysia Friedl
Subject:	Niagara Region, Niagara Escarpment Crossing Comprehensive Environmental Assessment – Draft Terms of Reference – Notice of Public Information Centre
Date:	Wednesday, May 15, 2024 11:18:58 AM
Attachments:	image.png Niagara CEA ToR Notice of PIC.pdf

EXTERNAL EMAIL

Hello,

Please find attached the Notice of Public Information Centre for the Niagara Escarpment Crossing Comprehensive Environmental Assessment Draft Terms of Reference Project. The public, agencies, Indigenous Communities, and other interested persons are invited to review information, provide comments and attend the public meeting. The in-person Public Information Centre is scheduled as follows:

Date: Wednesday, May 29, 2024
Time: 5:30 p.m. to 8 p.m.
Location: West Niagara Fairgrounds - 7402 Mud St. W. Grassie, Ontario, L0R 1M0
Format: Presentation starting at 6 p.m. followed by a question-and-answer session.

On **May 30, 2024** the presentation materials and the complete draft Terms of Reference will be posted to the Region's website for review at niagararegion.ca/projects/niagara-escarpment-crossing. Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Regional staff will be delegating to local councils to provide a project update on May 15 (Lincoln), May 21 (Grimsby), and May 27 (West Lincoln). By copy of this information, we would request that this formal notice of the subsequent Public Information Centre on May 29, 2024 be circulated to elected officials as appropriate.

Thank you,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

From:	Escarpment Crossing
To:	Sarah Kim; cao@grimsby.ca; bdunk@grimsby.ca; kviccica@grimsby.ca; Nicole Divok; Walter Basic; mbruder@grimsby.ca; Sarah Sweeney; mingebrigtsen@grimsby.ca; Brandon Wartman; mpalomba@grimsby.ca
Cc:	Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Ian Dobrindt; Katherine Jim; Elysia Friedl
Subject:	Niagara Region, Niagara Escarpment Crossing Comprehensive Environmental Assessment – Draft Terms of Reference – Notice of Public Information Centre
Date:	Wednesday, May 15, 2024 11:18:32 AM
Attachments:	image.png Niagara CEA ToR Notice of PIC.pdf

EXTERNAL EMAIL

Hello,

Please find attached the Notice of Public Information Centre for the Niagara Escarpment Crossing Comprehensive Environmental Assessment Draft Terms of Reference Project. The public, agencies, Indigenous Communities, and other interested persons are invited to review information, provide comments and attend the public meeting. The in-person Public Information Centre is scheduled as follows:

Date: Wednesday, May 29, 2024
Time: 5:30 p.m. to 8 p.m.
Location: West Niagara Fairgrounds - 7402 Mud St. W. Grassie, Ontario, L0R 1M0
Format: Presentation starting at 6 p.m. followed by a question-and-answer session.

On **May 30, 2024** the presentation materials and the complete draft Terms of Reference will be posted to the Region's website for review at niagararegion.ca/projects/niagara-escarpment-crossing. Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Regional staff will be delegating to local councils to provide a project update on May 15 (Lincoln), May 21 (Grimsby), and May 27 (West Lincoln). By copy of this information, we would request that this formal notice of the subsequent Public Information Centre on May 29, 2024 be circulated to elected officials as appropriate.

Thank you

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

West Lincoln
Your Future Naturally

318 Canborough St. P.O. Box 400
Smithville, ON
L0R 2A0
T: 905-957-3346
F: 905-957-3219
www.westlincoln.ca

PUBLIC WORKS & RECREATION DEPARTMENT

July 12, 2024

Sent by email: escarpmentcrossingIEA@niagararegion.ca

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way,
Thorold, ON L2V 4Y6

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road,
Burlington, ON L7N 3G7

Subject: Niagara Region Escarpment Crossing Comprehensive Environmental Assessment (CEA) Terms of Reference (TOR)

Dear Maged Elmadhoon, M.Eng., P.Eng.,
Katherine Jim, M.Eng., P.Eng.,

Please note that on May 30, 2024, the Draft TOR and Technical Work Plans, along with the Public Information Centre material were posted on the Region's website for review and comment.

Please accept the following below statements as the Township of West Lincoln's comments on this matter:

- The Township of West Lincoln supports the Niagara Escarpment Crossing CEA project as it will bring a vital, safe transportation access to major transportation linkages for existing and future employment uses in the Smithville Employment Park and surrounding communities.

- The Smithville Transportation Master Plan should be listed as a background review document, as it provides imperative background information, as well as options for a future truck bypass north of Smithville, which could be a potential transportation linkage to the Escarpment Crossing.

- Please ensure that the Region is using the most current Township Official Plan document following the approval of OPA 62 and 63.

- Perhaps a "history" of regional roads can be added as background information as some regional roads have been downloaded to the local area municipalities. There have also been some recent studies and recommendations regarding local road uploads to Niagara Region in and around the study area.

- It is our understanding that a Record of Consultation (ROC) will include all comments received on the draft TOR. The Township is requesting that the ROC and any comment/response tracking tables will shared with the Township for our information.

- It is also our understanding that the Region plans on returning to Regional Council, later this year, to summarize the outcome of the consultation activities that have taken place and the feedback received before the formal submission of the proposed TOR to MECP. We ask that any report to Regional Council be circulated and shared with the Township.

Thank you for providing the Township with the opportunity to review and comment on this important infrastructure project. Your willingness to collaborate with other municipalities can only contribute to its success.

Yours Truly,

Mike DiPaola, P.Eng
Director of Public Works & Recreation

cc: Truper McBride, C.A.O., Township of West Lincoln
Cheryl Ganann, Mayor, Township of West Lincoln
Mike Rehner, Councillor Ward 1, Township of West Lincoln
Jason Trombetta, Councillor Ward 1, Township of West Lincoln
Shelley Bradaric, Councillor Ward 2, Township of West Lincoln
Joann Chechalk, Councillor Ward 2, Township of West Lincoln
William Reilly, Councillor Ward 3, Township of West Lincoln
Albert Witteveen, Regional Councillor, Township of West Lincoln
Brian Treble, Director of Planning and Building, Township of West Lincoln
Ray Vachon, Project Manager, Township of West Lincoln

From:	Escarpment Crossing
To:	M Kirkopoulos; clerks@lincoln.ca; D Graham; dmaceira@lincoln.ca
Cc:	Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Katherine Jim; Ian Dobrindt; Elysia Friedl
Subject:	Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference & PIC Presentation Available for Download
Date:	Thursday, May 30, 2024 11:25:20 AM
Attachments:	image.png

EXTERNAL EMAIL

Hello,

As a follow up to the recent presentation to your Council and the Public Information Centre (PIC) held yesterday (May 29, 2024), the presentation materials and draft Terms of Reference (including Technical Work Plans) are now available for comment at niagararegion.ca/projects/niagara-escarpment-crossing.

As explained in the PIC material, the first stage of the CEA is to develop a Terms of Reference (TOR/main document) which provides the framework for the project and identifies technical workplans (appendices) and public consultation to be undertaken during the future Environmental Assessment (Stage 2).

The main Terms of Reference document provides, but not limited to, the project purpose, alternatives to the project, description of the preliminary study area, and EA consultation plan. The technical work plans define the "what" and "how" of the Environmental Assessment – describing what studies will be undertaken, what the study area will be, and what factors will be considered.

We welcome comments from municipal staff over the coming weeks and would be pleased to arrange a meeting to walk through the draft Terms of Reference or answer any questions you may have as you complete your review.

Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Upon completion of the comment period, Regional staff will compile the comment from all parties and make relevant /appropriate revisions to the draft document based on the comments received. Upon completion of the final TOR, staff intend to return to Region Council with an “information” report to advise Council that we are submitting the TOR to the Minister of the Environment, Conservation and Parks for approval later this year.

Best Regards,

Project Team

Transportation Services Division

Public Works, Niagara Region

1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

From:	Escarpment Crossing
To:	Donna DeFilippis; Joanne Scime; Jessica Dyson; Brian Treble; mdipaola@westlincoln.ca; Ray Vachon; baudet@westlincoln.ca
Cc:	Elmadhoon, Maged; Fraser, Scott; Khalil, Ayat; Katherine Jim; Ian Dobrindt; Elysia Friedl
Subject:	Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference & PIC Presentation Available for Download
Date:	Thursday, May 30, 2024 11:26:31 AM
Attachments:	image.png

EXTERNAL EMAIL

Hello,

As a follow up to the recent presentation to your Council and the Public Information Centre (PIC) held yesterday (May 29, 2024), the presentation materials and draft Terms of Reference (including Technical Work Plans) are now available for comment at niagararegion.ca/projects/niagara-escarpment-crossing.

As explained in the PIC material, the first stage of the CEA is to develop a Terms of Reference (TOR/main document) which provides the framework for the project and identifies technical workplans (appendices) and public consultation to be undertaken during the future Environmental Assessment (Stage 2).

The main Terms of Reference document provides, but not limited to, the project purpose, alternatives to the project, description of the preliminary study area, and EA consultation plan. The technical work plans define the "what" and "how" of the Environmental Assessment – describing what studies will be undertaken, what the study area will be, and what factors will be considered.

We welcome comments from municipal staff over the coming weeks and would be pleased to arrange a meeting to walk through the draft Terms of Reference or answer any questions you may have as you complete your review.

Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400–3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Upon completion of the comment period, Regional staff will compile the comment from all parties and make relevant /appropriate revisions to the draft document based on the comments received. Upon completion of the final TOR, staff intend to return to Region Council with an “information” report to advise Council that we are submitting the TOR to the Minister of the Environment, Conservation and Parks for approval later this year.

Best Regards,

Project Team

Transportation Services Division

Public Works, Niagara Region

1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

Meeting Minutes

Meeting:	Local Area Municipalities (LAMs) Workshop
Project:	Niagara Region Escarpment Crossing Comprehensive Environmental Assessment (CEA) Terms of Reference (ToR)
Date and Time:	Tuesday, June 27, 2024 at 9:30 am
Location:	Virtual Meeting (MS Teams)

Attendees:

Name	Organization
Maged Elmadhoon	Niagara Region
Scott Fraser	Niagara Region
David Graham	Town of Lincoln
Mike DePaola	Township of West Lincoln
Brandon Wartman	Town of Grimsby
Ian Dobrindt	GHD
Katherine Jim	CIMA+

	Discussion Topics	Action By
1.	**Welcome / Introductions / Purpose**	
1.1	Everyone in the meeting introduced themselves and their respective role.	Info
1.2	Meeting purpose is to provide an overview of the draft Terms of Reference (ToR) and the Work Plans for LAMs representatives to assist in the review of the documents, as well as the opportunity to discuss any initial comments.	Info
2.	**CEA ToR Status**	
2.1	The Region reviewed recent consultation activities. An in-person Public Information Centre (PIC) was held on Wednesday, May 29, 2024 with the Region presenting to the LAMs – Grimsby, Lincoln and West Lincoln – before the PIC throughout the month of May 2024. It was conveyed at the PIC and to the LAM Councils that the draft ToR and the Technical Work Plans would be available for review starting May 30, 2024.	Info
2.2	On May 30, 2024, the Draft ToR and the Technical Work Plans, along with the PIC material were posted on the Region's website for review and comment. An email was sent to review agencies, Indigenous communities, and those public members on the contact list as a reminder that the materials are now available online for review. The comment period ends July 12, 2024. After this date, the	Info

	Discussion Topics	Action By
	Project Team will review feedback received, prepare and send responses to those who submitted comments and update the Draft ToR and Technical Work Plans accordingly. A reminder email about the deadline for submitting comments will be sent to those on the study contact list (agencies, Indigenous communities, and public members) following the Canada Day long weekend. *Post Meeting Note: A reminder email was sent by the Project Team on July 4, 2024.*	
2.3	The May 29 PIC was well attended with about 150 to 200 people present. A wide spectrum of comments were received at and following the PIC including preferences on the Escarpment crossing location, speeding and traffic safety concerns in the community, economic and environmental impacts, as well as the importance of completing the project as soon as possible. Trade offs between potential impacts to natural environment features and the need for a new crossing were also noted.	Info
2.4	The Township of West Lincoln asked if there have been any comments received indicating that the project is not necessary. Overall, West Lincoln Council is supportive of this project; however, there have been isolated comments which questioned the need for the proposed facility. The Region acknowledged that there are some comments of that nature; especially from those who may be locally impacted. Some are concerned about the cost, and some noted that the project must be fully justified / for a good cause considering the potential significant environmental impacts. Most of the comments to date relate to getting truck traffic out of the Grimsby and Beamsville urban areas and completing the project as soon as possible.	Info
2.5	The Town of Lincoln noted that getting trucks out of the downtown area is key. King Street is hard for truck traffic to maneuver through. Similarly, for the Town of Grimsby, truck traffic on Christie Street / Mountain Street is a key concern. The Town will be carrying out a detailed design study for the downtown area for complete street; resolving north-south traffic movement will be important.	Info
2.6	The Region commented that demonstrating project need would be a key expectation for MECP and the Niagara Escarpment Commission (NEC). In past studies, agencies like the NEC s questioned the need for a new escarpment crossing facility if there is sufficient capacity on other roads in the area. For the upcoming CEA, it is important to note that there are other considerations beyond traffic volumes/capacity for demonstrating need, including for example, community safety.	Info
2.7	The Region asked that written responses be provided by the LAMs upon review of the ToR and Work Plans.	LAMs

Discussion Topics		Action By
3.	**Review and Approvals Process**	
3.1	The Region plans on returning to Regional Council in September 2024 to summarize the outcome of the consultation activities that have taken place and the feedback received. The Region does not plan to return to the LAM Councils in the Fall before the formal submission of the proposed ToR to MECP. As part of the Council Meeting, there will be an information report prepared that will be available to the LAMs for information. The team is targeting October 2024 for their formal submission of the proposed ToR to MECP.	Info
3.2	The Region does recognize that MECP is considering additional EA Act amendments, which would not require an EA for this project. However, the Region would like to have the formal submission done before the potential EA Act amendments are announced by MECP and put into effect by the Ontario Government. The ToR and Work Plans provide a robust framework for relevant technical work regardless of changes to the EA Act.	Info
4.	**Overview of CEA/ToR Process**	
4.1	This project will follow a Comprehensive Environmental Assessment (CEA) process (i.e. not a Municipal Class Environmental Assessment process) which is typical for larger scale projects of this nature.	Info
4.2	The ToR is the "first step" in the CEA process and will direct the EA process itself.	Info
4.3	The ToR has 12 sections including an introduction followed by more technical sections. The ToR Work Plans are "Appendices" to the main ToR document and describe the 'what' and 'how' of the EA.	Info
4.4	The Work Plans (Appendices A to O) are laid out as follows: • Appendices A and B are related to transportation planning/modelling and transportation engineering/design respectively. • Appendices C to M are associated with investigating the various facets of the environment associated with the Study Area (i.e., natural heritage, ground water, etc.). • Appendix N considers the financial aspects of the project (i.e., capital costs); • Appendix O is the commitment table (i.e., checklist). When completing a CEA, there are commitments in the work plans and consultation process that the proponent will have to fulfill during the EA stage. The commitment table becomes a checklist to confirm all the commitments are fulfilled.	Info
4.5	When the ToR is formally submitted to MECP, there is a prescribed 12-week review and approvals timeline for the Minister of the Environment,	Info

	Discussion Topics	Action By
	Conservations and Parks (Minister) to make a decision on the proposed ToR. The Minister can approve the ToR as submitted, deny approval of the ToR, or accept the ToR with amendment(s). This process can often take longer than the regulated 12 weeks.	
4.6	If the Minister denies the ToR, then the proponent has two choices: not carry the project forward (e.g., cancel it) or submit a new proposed ToR for review by the Minister. The Project Team has consulted with MECP during preparation of the ToR so the Team is reasonably confident that the ToR will be approved (possibly with amendments) because MECP have not raised any concerns to this point in the process.	Info
5.	**ToR Review (Walk-through ToR)**	
5.1	The Project Team walked through each section of the ToR at a high level and explained the purpose of and key information to review in each section. Sections 1 and 2 of the ToR are the introductory sections which describe the two-step CEA process (ToR and EA) and identification of the Proponent (Niagara Region).	Info
5.2	Section 3 of the ToR describes how the EA will be prepared post ToR approval. There are three pathways when it comes to undertaking the EA: 1. Un-scoped / unfocused – Proponent is going to satisfy all aspects of the *EA Act*. 2. Focused / Scoped – not going to deal with need or alternatives to the Project – this will be dealt with in ToR and signed off by Minister and the EA will focus on later parts of *EA Act*. 3. Regulation developed by Ministry which applies to a sector of the economy, or industry (e.g., landfills). Presently, there are no regulations in place. Sine there are no regulations in place, a proponent like the Region can only undertake an un-scoped or scoped EA. Through experience and discussion with MECP, MECP typically dissuades proponents from proposing a scoped EA. An unfocused EA is proposed for this project which will satisfy all aspects of the *EA Act*. MECP is supportive of this decision by the Region. The change in terminology from "IEA" (Individual Environmental Assessment) to "CEA" is due to the MECP's recent changes to the *EA Act*.	Info
5.3	Section 4 is the Purpose of the Project where the need / justification for the project is provided. Section 4 represents the initial or preliminary version of the purpose/opportunity statement which will be finalized during the EA. As part of Section 4, a brief summary of previous related studies and reports including relevant background, history, locations of existing crossings, commercial vehicle travel demands, etc. Is provided. So, Section 4 provides "why the Region is	

	Discussion Topics	Action By
	proposing to carry out the project" based on the work which has been done to date by the Region and LAMs. If any related background information is missing, then the Project Team would like input from the LAMS: • The Township of West Lincoln suggested a "history" of the regional roads to be added to this section because some of the Regional roads have been downloaded to the LAMs over the years (e.g., should the roads that have been downloaded to the local municipalities be revisited for uploading, should the new crossing be in the proximity to these roads, etc.). The Project Team will consider if the changes in the overall Regional road network in past years should be added to the proposed ToR and/or Work Plans.	Project Team
5.4	Section 5: Description of Rationale of the Project. This section of the *EA Act* will be satisfied during the EA versus the ToR process (i.e., Commitment).	Info
5.5	Section 6: Description of and Rationale for the Alternatives Since this is an un-scoped ToR, the Region is looking at both the Alternatives To the Project as well as the Alternatives Methods for Carrying Out the Project. Alternatives to the Project are listed as follows: 1) Do Nothing 2) Implement Additional Traffic Management Measures 3) Extend Barlett Avenue Southerly and Utilize Park Road 4) Construct a new North-South Corridor between Grimsby and Beamsville. A brief description and rationale of each alternative is provided in Section 6; however, we cannot specify the exact location or routes for Alternatives 3 and 4 because this will be completed during the EA process.	Info
5.6	**Alternative 3**: Extend Barlett Avenue Southerly and Utilize Park Road. The Project Team has identified a width of approximately 500 m in which the future road alignment for Alternative 3 may be located within. The corridor would connect to the QEW, recognizing MTO may widen the QEW, but there is no definitive timeline for this presently. There is a figure which provides a "high level" / fuzzy corridor of where Alternative 3 may be located within. The Region is mindful that the timing for QEW widening is unknown at this time. So, the assumption for now is to tie into the existing interchange. When looking at this alternative, the implementation is expected to be phased between QEW and Smithville. As the Region is undertaking the ToR, it makes sense to have it connected to Regional Road 20 rather than just to Mud Street as the previous 2016 study had considered. The Town of Grimsby noted that if there are traffic delays on the QEW, then there tends to be additional vehicles using local/regional roads to make their way through the congested area. It was noted that through the future MTO EA	

	Discussion Topics	Action By
	re: QEW improvements, there may be a review of the South Service Road connection. The Region noted that the broader improvements to the QEW will need to be demonstrated through an EA undertaken by MTO. The Project Team will ensure that the Traffic Work Plan for this project considers traffic constraints in the area. The purpose and opportunity for this project considers a connection between the QEW and Regional Road 20, therefore we need to show an alternative that connects the entire distance between these two points. There is no expiry date for a CEA; therefore, it is beneficial to show the complete corridor and phase the implementation. Also, presently, an approved undertaking or project (subject to the CEA process) cannot be amended (e.g., add another road section to a defined corridor).	Project Team
5.7	**Alternative 4**: Construct a new North-South Corridor between Grimsby and Beamsville. The Project Team has identified a width of approximately 2 km in which the future road alignment for Alternative 4 may be located within. It can include a new interchange or a reconfiguration of the Bartlett Avenue / Ontario Street interchange. Similar working theory as described above regarding the planned QEW widening by MTO in the future. The figure should NOT be interpreted as Thirty Road as the road to focus on; the alignment could be a combination of existing and/or new roads. Since this is an un-scoped EA, MECP wants the Region to show an alternative to the Barlett Road/ Park Road alternative and be "broad" in its corridor. Attendees discussed having a broader corridor shown, and labelling Mountainview Road. The Region explained that the 2 km width shown is generally between the urban boundaries; limited by where the new interchange may be located along the QEW (i.e. sufficient separation between existing interchanges) and connection to Regional Road 20 through reasonable geometry. Tufford Road was recommended in a past study; however, it is too far to the east and will not draw the commercial vehicle traffic away from the urban areas. The Project Team will confirm how Tufford Road was referenced in the previous study. The Team is leveraging the work that was done but not starting at the very beginning. MTO have acknowledged there is room for another interchange based on their minimum spacing requirement for their interchanges. However, they have not provided firm answer if one may be technically feasible to be constructed in the future; this will be subject to further study (i.e. the EA study).	Project Team
5.8	Section 6.2 Alternative Methods of Carrying out the Project Since a preferred Alternative To the Project will not be identified until the actual EA is underway, the Alternative Methods of Carrying out the Project	Info

	Discussion Topics	Action By
	cannot be identified at this time. The Alternative Methods will be generated during the EA.	
5.9	Section 7 Description of the Environment and Potential Effects Identification of the preliminary study area (where potential alternatives will be and their potential effects), which will be confirmed in the EA. The preliminary study area is from just north of the QEW to south of Smithville and west of RR12 to east of Mountain Road and Ontario Street. Additional areas of the QEW are also included in the preliminary study area as lane configurations or ramp work may need to be included for the tie-in of the corridor. A general description of the preliminary study area's conditions including high-level maps is provided according to the broad definition of "environment" as per the EA Act: natural environment, built environment, social environment, economic environment, cultural environment. The Township of West Lincoln noted a PCB spill in the past and it is noted in the West Lincoln Official Plan. If the bedrock is disturbed, this may trigger need for monitoring, etc. and approval from MECP will be required for work in this area. Even though only a high-level overview of Study Area conditions is being provided as part of the ToR, the Project Team has noted this will be reviewed, as required, during the EA once there is a preferred alternative / alignment.	Info
5.10	Active Transportation will be taken into consideration; especially in the alternative methods phase. The Region's complete street design and topology will also referenced as well as relevant design guidelines including OTM Book 18.	Info
5.11	Section 7: List of Work Plans - general purpose of the work plans and how they may be used during the stages of the EA. The Ministry also requires identification of potential high-level environmental effects based on the Natural, Built, Social, Economic, Cultural components of the environment. These will be confirmed and expanded upon in the EA.	Info
5.12	Section 8: Description of the Assessment and Evaluation Methodology. How the Region will assess and evaluate the alternatives. EA Stages: 1. Stage 1: Alternative To - four alternatives previously described. 2. Stage 2: Alternative Methods – potential alignments for implementing the preferred alternative 3. Stage 3: Impact Assessment of the preferred alignment The proposed approach for evaluating the alternatives during the EA is provide along with the preliminary evaluation criteria and indicators.	Info

Discussion Topics		Action By
5.13	Section 9: Commitments and Monitoring The Ministry requires an outline of commitments that will be fulfilled in the EA along with compliance monitoring (e.g., if existing trees are being removed to construct the preferred alignment and tree compensation is proposed as a mitigation strategy along with survivorship monitoring of newly planted trees, then this commitment to do so would be identified in the EA for post EA approval tracking purposes to ensure the Region fulfilled the commitment).	Info
5.14	Section 10: Consultation Plan for the Niagara Escarpment Crossing EA Summarizes the proposed consultation methods planned for the EA including with who and when (e.g., milestones). This is defined by the three broad groups to be consulted – review agencies, Indigenous communities, and the public. The Project Team will be preparing a Record of Consultation as part of the formal submission of the proposed ToR, which will document comments received and how the Region considered them during ToR preparation including those received from the LAMs.	Info
5.15	Section 11 Flexibility for Accommodating New Circumstances If changes come up, the Region would want to have the ability to accommodate it rather than having to restart the ToR process.	Info
5.16	Section 12 Other Approvals Required At this time for this specific study, the potential approvals that may be required beyond the *EA Act* have been listed. In the unlikely situation that the project is subject to the federal EA process, it would be carried out as a combined federal / provincial process.	Info
5.17	A formal letter from the local municipalities will form part of the record of consultation. Comments by July 12, 2024 would be appreciated because the Region has to prepare an internal staff memo by July 31, 2024.	LAMs
6.	**Summary of ToR Work Plans**	
6.1	Note that there are specific work plans and LAMs Technical Staff may have specific input to some, but not all. All Work Plans have been set up in a template format, so they are all very similar in their organization. Although they are standalone documents, they intrinsically tied to the Main ToR document and should be read within that context. Appendices C to M are associated with the various components of the environment.	Info

	Discussion Topics	Action By
	Appendices A and B are more “unique” Work Plans tailored to Transportation Planning and Engineering respectively.	
6.2	Appendix A: Transportation Planning & Engineering Work Plan Purpose of the Project – reemphasizes the main ToR document. Lists the reference documents that will be used during the actual EA (Regional, local, etc.). Alternatives to the Project – lists additional studies and information and details each alternative along with the associated figures. Conceptual designs will be developed for assessment and evaluation purposes (includes identification of bridges, culverts, transit facilities, cross sections, etc.). Each Work Plan will list preliminary criterion and indicators for the specific technical field as shown in the main ToR. The expected documentation to be provided during the EA is also listed for each technical field.	Info
6.3	Grimsby noted it may take time for other departments to review the Work Plan associated with their field/speciality. All documentation is available on the Region’s website. CIMA+ will provide a link to all attendees. *Post Meeting Note: CIMA+ provided a link to the Project Webpage via email on Thursday, June 27, 2024.*	Info
7.	**Closing Remarks**	
7.1	From what was shown today, West Lincoln noted that they do not have further comments on the draft ToR and Work Plans. The meeting will be documented, but the Project Team would appreciate formal documentation from each Municipality to show support.	Info
7.2	The Project Team kindly asks Grimsby, Lincoln and West Lincoln to provide their comments by no later than July 12, 2024.	LAMs
7.3	The Record of Consultation (RoC) will include all comments received on the draft ToR. The RoC will be available for review when it is submitted to the MECP along with the proposed ToR.	Info
7.4	If any comments come in that are relevant to the LAMs, the Region will share. The LAMs’ perspective on the comments received may be important / relevant to the local municipality’s understanding of their constituents’ views.	Region
7.5	Typically, a PIC summary is not posted online. As part of the RoC, the PIC will be documented. The draft WIP version of the comment/response tracking	Project Team

Discussion Topics		Action By
	tables will be shared with the LAMs following July 12, 2024 in response to their request of such.	

Minutes Prepared by Katherine Jim and Elysia Friedl, CIMA+

Please advise author immediately of any errors or omissions.

From: Elmadhoon, Maged
To: Elysia Friedl; Katherine Jim; Ian Dobrindt
Subject: FW: Draft - Comments - Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference
Date: Friday, July 12, 2024 4:07:18 PM
Attachments: image481000.png
image039288.png
image293868.png
image361047.jpg
image001.jpg

EXTERNAL EMAIL

Fyi

Maged Elmadhoon, M.Eng., P.Eng. (he/him)
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca

From: David Graham <dgraham@lincoln.ca>
Sent: Friday, July 12, 2024 3:50 PM
To: Fraser, Scott <Scott.Fraser@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
Subject: Re: Draft - Comments - Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference

CAUTION EXTERNAL EMAIL: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good Afternoon Scott and Maged,

I'd like to thank you again for hosting the staff workshop meeting to review the draft terms of reference (TOR) on June 27th with Lincoln, Grimsby and West Lincoln, I found that session to very informative and helpful. In follow up Town staff have reviewed the draft terms of reference (TOR) document and appended work plans and find the package well organized and very thorough.

Generally speaking, staff want to reinforce how important this study is for the Town of Lincoln in terms of community safety by providing a long term solution for truck traffic accessing the escarpment areas and reducing the amount of truck traffic from our

downtown areas. As you know the Town of Lincoln Transportation Master Plan also identified the importance of a new escarpment crossing (Bartlett Avenue extension) as the long-term solution for good movements in west Niagara. In addition , the Town in collaboration with the Region have also completed the Beamsville Alternate Truck Route Study as a short to intermediate term solution to help reduce truck traffic from our downtown areas.

It is also important that the study recognizes the growth that is forecasted to occur within Lincoln and the corresponding increase in traffic volumes, especially with the Provincial mandate to build more housing which adds more traffic pressures to our road network. With increased growth projections, this only further supports the need to provide a safe, efficient, future transportation route for all a modes of transportation and if we can avoid or minimize heavy truck conflicts in our downtown areas, this will ease the impacts on the overall community.

From the Town's perspective recognizing that this is a significant, complex and ultimately costly project, this study needs to be a high priority to complete because the sooner a final plan can be developed to move forward with the better.

If you have any questions or require additional information, please let me know.

Thank you

David Graham
Director of Public Works
Town of Lincoln
Direct: 905-563-2799 ext. 275
Tel: 905-563-8205
dgraham@lincoln.ca

lincoln.ca
@TownofLincolnON

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this

communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

TOWN OF GRIMSBY

July 24, 2024

Via Email: ***Maged.Elmadhoon@niagararegion.ca***

Maged Elmadhoon, M.Eng., P.Eng.
Niagara Region
Manager, Transportation Planning
P.O. Box 1042
Thorold, ON L2V 4T7

Dear Maged:

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment – TOR
Town of Grimsby, Public Works – Letter of Support

I write this letter in support of the Terms of Reference with respect to the Niagara Escarpment Crossing Comprehensive Environmental Assessment. It is our understanding this assessment will aim to improve and redirect truck traffic flow away from residential areas in west Niagara, including the Town of Grimsby. Further, the study will assess alternatives, and demonstrate the need for a new escarpment crossing to better handle the flow of north/south traffic above and below the escarpment.

The Town of Grimsby, Public Works Department has reviewed the proposed Terms of Reference and is in support of same. We believe this assessment will provide comprehensive options to improve road/traffic flows, which will assist with road safety, traffic operations and ultimately provide an effective north/south traffic route.

We look forward to working with the Niagara Region and various stakeholders, as we move through this important study.

Sincerely,

Brandon Wartman
Director of Public Works

From:	Fraser, Scott
To:	D Graham; Mike Dipaola; Brandon Wartman
Cc:	Tassone, Frank; Elmadhoon, Maged; Ian Dobrindt; Elysia Friedl; Katherine Jim
Subject:	Niagara Escarpment Crossing Comprehensive EA - PWC Report and Response Letters
Date:	Thursday, September 5, 2024 3:34:35 PM
Attachments:	PW 29-2024 Niagara Escarpment Crossing Comprehensive Environmental Assessment – Terms of Reference Submission.pdf PW 29-2024 Appendix 1.pdf Niagara Region-Response Letter Grimsby.pdf Niagara Region-Response Letter Lincoln.pdf Niagara Region-Response Letter West Lincoln.pdf NEC CEA - PIC Comment Response Table - LAM Distribution.pdf

EXTERNAL EMAIL

Good Afternoon Dave, Mike and Brandon,

Thanks again for suggesting and participating in our late June workshop, your comments on the Draft ToR over the summer, and ongoing support of this project. We expect that things will move relatively quickly in the coming weeks, and so there are a few items that I wanted to bring to your attention. If you have any further questions on any of these materials or the planned process, I'd be happy to set up a time to discuss further.

Hopefully though its all clear, and we look forward to working with each of you on the EA itself.

- On Tuesday we will be before our Public Works Committee with a short report outlining the feedback we heard on the ToR, and planned next steps. The agenda is now public at: https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&Agenda=Agenda&lang=English, and I've attached the report directly. In summary, we are prepared to move forward with submission of the ToR with minor revisions reflecting feedback, as outlined in the report.
    - As you will note, this report will be circulated to each of your Council's for information, following Regional Council approval.
- Also attached are formal response letters to the comments that you each provided over the summer, detailing how they have been considered as we finalize the ToR.
    - While we are informing our Council of the intention to proceed with submitting, the ToR itself is still being finalized – if you have concerns with particular areas and how your comments have been considered we'd be happy to discuss further before we proceed to formal submission.
- We have also attached the ***DRAFT*** comment tracking sheet as we committed to in our workshop. This remains a work-in-progress and these responses have not been sent out yet. Accordingly I would ask that you please treat this

document as ***confidential*** until such time as we finalize and issue these responses, and reflecting the fact it has identifiable information included. To emphasize, please do not distribute this beyond yourselves without consulting with the Region's project team first. The intent of our passing it on now is to ensure that, staff-to-staff, you are comfortable that we have understood the general themes and we have summarized them appropriately.

Over the next few weeks we will be finalizing the ToR itself so that we are in a position to proceed with submission to MECP in anticipation of this report passing our Council. The ToR will be posted for a 30-day comment period as part of MECP review, which will be the opportunity for all interested parties to offer any further comments on the ToR directly to the Minister.

Scott Fraser, M.Eng, P. Eng
Associate Director, Transportation Planning
scott.fraser@niagararegion.ca
Office: +1 (905) 980-6000 x3771
Mobile: +1 (416) 319-4694

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

TOWN OF GRIMSBY

NOTICE OF MOTION

INTRODUCTION DATE: December 4, 2023

SUBJECT: Niagara Region Escarpment Crossing Project

REQUESTED BY: Councillor Howe

Whereas connectivity has been a consideration in the Niagara Region for over 30 years; and

Whereas the Niagara Escarpment Crossing project has been identified as a potential solution in The Niagara Escarpment Crossing Master Plan to improve connectivity between the North and South regions of West Niagara; and

Whereas there are documented safety concerns with the current existing crossings, such as steep slopes, speeding, inconsistent and under-maintained road signage and markings; and

Whereas the Town of Grimsby and Town of Lincoln see heavy volume of truck traffic and narrow laneways; and

Whereas the Town of Grimsby, The Town of Lincoln and the Township of West Lincoln have collectively advocated for the Niagara Escarpment Crossing project at the 2023 AMO Conference; and

Whereas the new, proposed crossing is necessary to the local economy, providing a route to facilitate the movement of goods, people, and growth; and

Whereas the Terms of Reference process is not projected to be completed by the Niagara Region until the spring of 2024, with review and approval by the Minister of Environment, Conservation and Parks projected for the fall of 2024. This is a process that must be completed prior to the commencement of the Environmental Assessment.

Therefore be it resolved that Council direct the Mayor and/or the CAO to the necessity of expediting the Terms of Reference development process to the Niagara Region so the Environmental Assessment can be started in a timely manner; and

Be it further resolved that this resolution be circulated to Niagara West MPP Sam Oosterhoff.

I acknowledge that this Notice of Motion will be given consideration at the December 18, 2023 Council meeting.

THE CORPORATION OF THE TOWN OF LINCOLN

NOTICE OF MOTION

INTRODUCTION DATE: September 11, 2023

SUBJECT: Niagara Escarpment Crossing

CONSIDERATION DATE: October 2, 2023

REQUESTED BY: Councillor Pachereva

SECONDED BY: Councillor Timmers

WHEREAS The Niagara Region has commenced an Individual Environmental Assessment to study and provide a north-south transportation crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and potential Smithville Bypass of Regional Road 20, that is able to accommodate commercial vehicles and other transportation modes in order to provide greater safety for local communities, efficient commercial vehicle operations, and potential additional transportation system capacity, redundancy and resiliency, while ensuring Niagara remains open for business with the effective movement of goods and people. The preliminary study area for the proposed north-south transportation crossing includes portions of the Town of Grimsby, Town of Lincoln, and Township of West Lincoln in Niagara Region.

WHEREAS Thirty Road and Mountainview Roads in Lincoln are local roads that do not fit the technical requirements of a new Niagara Escarpment Crossing with many businesses and tourists using these roads.

WHEREAS the Region of Niagara on June 27, 2023 announced the Notice of Commencement of the Terms of Reference for the Niagara Escarpment Crossing Individual Environmental Assessment.

WHEREAS the map of the study area (attached) to the Notice of Commencement of the Terms of Reference includes roads located in the Town of Lincoln which cross the escarpment including Mountainview Road and Thirty Road.

WHEREAS the Notice of Commencement of the Terms of Reference indicates that the preliminary study area for the proposed north-south transportation crossing

includes portions of the Town of Grimsby, Town of Lincoln and Township of West Lincoln.

WHEREAS The Town of Lincoln is supportive of the commencement of the Individual Environmental Assessment and a new Niagara Escarpment Crossing, recognizing the large economic benefit to our downtowns by removing commercial vehicle traffic, while providing for a safe and walkable pedestrian friendly environment.

WHEREAS The Town of Lincoln has been calling for a new Niagara Escarpment Crossing for many years, implementing local solutions and truck bypass options, knowing that the new crossing will take some time to implement.

WHEREAS Some lands identified in the Individual Environmental Assessment area include agricultural lands that are important to the overall economic fabric of Lincoln, supporting our tourism industry and the jobs associated with them.

WHEREAS the Region conducted the 1997 Niagara Crossing Study and the Park Road Corridor was noted as preferred route for new Niagara Escarpment Crossings.

WHEREAS the Region conducted the 2016 Niagara Crossing Environmental Assessment Study and which recommended the extension of Bartlett Avenue / Park Road Corridor to Mud Street.

WHEREAS the Region on May 19, 2016 approved PW 27-2016 that stated:
"1. That the Regional Council AUTHORIZE staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension. (a graphic showing the study area for the Schedule EA is attached as Appendix 1 to Report PW 27-2016).

WHEREAS the map attached to PW 27-2016 at that time, only indicated Bartlett/Park as the location for the study area.

WHEREAS, the approval of PW 27-2016 was the last approval by the Region on the environmental assessment.

WHEREAS the Region developed the 2017 Niagara Region Transportation Master Plan which reaffirmed the need for a new Niagara Escarpment Crossing and that the Park Road Corridor was the preferred location of the new Niagara Escarpment Crossing.

WHEREAS the Region conducted the 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study and the long-term recommendation was for a new Niagara Escarpment Crossing at Bartlett/Park.

WHEREAS the Town of Lincoln Transportation Master Plan of 2019 recommended a Niagara Escarpment Crossing at Park Rd.-Bartlett Avenue-QEW.

WHEREAS Regional staff report PW 9-2020 of June 16, 2020 did indicate that the environmental assessment would go forward as a Individual Environmental Assessment rather than a Municipal Class Environmental Assessment process (Schedule C), it did not mention a change in the study area to include Mountainview Road and Thirty Road.

WHEREAS the Regional staff report PW 9-2020 indicated a change to an Individual Environmental Assessment, the report was received for information and no approval by Regional Council was given.

WHEREAS the Niagara Official Plan of 2022 was adopted by the Niagara Regional Council by By-law 2022-47 and the North-South Niagara Escarpment Crossing was included and shown on a map to be Bartlett/Park.

WHEREAS previous studies showed Mountainview Road and Thirty Road as being unfavourable for a crossing for various reasons.

WHEREAS the Town of Lincoln's Economic Development Strategy and Action Plan 2019-2023 identified tourism as one of the four key pillars that will drive Lincoln's economic future.

WHEREAS the Town of Lincoln, with its new Niagara Benchlands tourism brand, is committed to building a strong, vibrant community by ensuring sustainable growth that serves the long-term interest of our economy, businesses, environment, and our citizens.

WHEREAS Mountainview Road and the areas served by Mountainview Road are home to seven wineries and other agricultural-related businesses that rely on tourism to flourish and is part of the Greenbelt cycle route, as well as home to over 60 residential dwellings.

WHEREAS Mountainview Road and Locust Lane are destination points for hikers, bicyclists, and foot traffic and portions of Mountainview Road are part of the Bruce Trail which connects at the Mountainview Conservation Area.

THEREFORE BE IT RESOLVED:

That the Town of Lincoln Council calls upon the Niagara Region to implement the Niagara Escarpment Crossing at the proposed location of Bartlett Avenue and Park Road South in Grimsby; and

That Town of Lincoln staff provide this feedback and make any necessary submissions and/or presentation to the Niagara Region communicating this position.

REPORT TO: **Public Works Committee**

MEETING DATE: **May 10, 2016**

SUBJECT: **Niagara Escarpment Crossing Transportation Study**

RECOMMENDATIONS

1. That the Regional Council **AUTHORIZE** staff to undertake Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process (Schedule C) to develop a preferred alignment and preliminary design for the Bartlett Avenue Extension. A graphic showing the study area for the Schedule C EA is attached as **Appendix 1**.

2. That a gross budget increase to Capital Project ZRC1236 – Capacity Improvement-New Escarpment Crossing of $1,500,000 **BE APPROVED** in order to proceed with the Capacity Improvement-New Escarpment Crossing project.

3. That a funding transfer from the Development Charges – Roads deferred revenue of $1,120,000 **BE APPROVED** as detailed in this report.

4. That a funding transfer from the Capital Variance Project – Levy in the amount of $380,000 **BE APPROVED** as detailed in this report.

KEY FACTS

- A Third Public Information Centre (PIC #3) for this Study was held on Jan 21, 2016. The comments and suggestions received from stakeholders have been reviewed and considered in the Study.

- The key Study recommendations are:

    - Short term safety and operational improvements be made to the existing crossings as soon as possible.
    - The commercial vehicles escarpment crossing corridors within Niagara Region in the east and central areas of the escarpment should be Regional Road 24 (Victoria Avenue) in Lincoln and the extension of Regional Road 14 (Bartlett Avenue) in Grimsby.
    - The Bartlett Avenue extension will extend Regional Road 14 (Bartlett Avenue) southerly to Regional Road 73 (Mud Street East) utilizing a portion of Park Road. The final alignment of the extension could connect to Park Road either on, or above the Niagara Escarpment

  - Phases 3 and 4 of the Schedule C Class Environmental Assessment (EA) process should be undertaken for the Bartlett Avenue Extension to confirm alignment, cross-section and cost through the preparation of a preliminary design.
  - Once the new Bartlett Avenue Extension is implemented the following roadway transfers should occur:
    - Transfer of Regional Road 12 (Mountain Road) between Main Street W to Mud Street W to the Town of Grimsby.
    - Transfer Regional Road 18 (Mountain Street) between King St to Fly Road to the Town of Lincoln
    - Transfer a section of Park Road from the Bartlett Avenue Extension Connection to Regional Road 73 (Mud Street) from the Town of Grimsby to the Region of Niagara

- There is a need to carry out the Phases 3 and 4 of the Schedule C EA for Bartlett Avenue Extension on a priority basis due to safety concerns, and to bring the new Escarpment Crossing to a shovel ready position in order to leverage the upcoming infrastructure funding programs.

- The project is eligible to be 60% Development Charge (DC) funded as per the 2012 DC Background Study, with the non-DC funding to come from the Capital Variance Project – Levy.

CONSIDERATIONS

Financial

As the Master Plan Study was underway the infrastructure needs related to the Escarpment Crossing were not identified in the 2016 Capital Program or in the ten year capital forecast; however there is an urgency to allocate funds in 2016 to carry the study further as outlined below and maintain the momentum/support developed in this study.

The 2012 DC By-Law Update had identified a new Escarpment Crossing during the 2012-2021 period, which would be eligible for 60% DC funding. The existing funding in capital project ZRC1236 – Capacity Improvement – New Escarpment Crossings as well as the funding for the proposed gross budget increase (GBI) along with the total project funding are outlined in the following table. The proposed funding would bring the total project funding in line with the 2012 DC Background Study.

	DC Funding	Non-DC Funding	Total
Existing Project	$200,000	$500,000	$700,000
Proposed GBI Funding	$1,120,000	$380,000	$1,500,000
Total Project Funding	$1,320,000	$880,000	$2,200,000
% of Funding	**60%**	40%	100%

With the firming-up of the Study recommendations, following PIC#3 in January 2016, investigation for a new Regional Road corridor has been identified. Due to the significant cost of this project (in the range of $90,000,000 to $115,000,000 discussed later in the report) there is a need to leverage upcoming infrastructure funding programs by bringing this roadway closer to a “shovel ready” position.

As the Master Plan Study is driven by safety concerns due to truck traffic in residential areas, implementing a solution sooner rather than later would be prudent. In addition carrying out the Phases 3 and 4 of this EA process will help answer a number of questions related to the new road corridor such as the alignment, costs, and impacts that will help earnestly develop a comprehensive strategy for implementing the safety improvement.

Project Costing

There is notable risk and complexity involved in collecting data and completing studies within the Niagara Escarpment environment. These risks have been identified and incorporated within the development of the study cost estimates. The estimated distribution of costs are outlined below.

Administration and EA Process and Report - $200,000

- Meetings and supporting documentation (Project Team, Stakeholders, Technical Agencies, Public), Local and Regional Council Presentations, draft and final reports.

Studies and Data collection - $450,000

- Topographic survey, geotechnical studies, natural environment studies (birds, trees, habitat, noise, air quality, etc.)

Alignment Development and Evaluation – $575,000

- Develop several roadway alignments, structure design, traffic assessment, assess environmental impacts and required mitigation, storm water, property and utility impacts, design review and alternative evaluation, and costing,
- Develop preliminary Design of Preferred Alternative (30% design) detailing storm water management, structure requirements, roadway cross-section (modes accommodated), illumination, traffic control and ITS strategy, environmental mitigation (e.g. Noise, amphibian/animal crossings, etc.), reforestation/ vegetation strategy, costing.

With estimated staff time of $125,000 and a project contingency of $150,000, the estimated total cost to carry out Phases 3 and 4 of the EA is $1,500,000. It is recommended that $1,120,000 of this amount be funded from the Development Charges – Roads deferred revenue account and that the remaining $380,000 be funded from the Capital Variance Project – Levy. Project closures and budget reductions have

resulted in previous budget surpluses being returned to the Capital Variance Project – Levy which will be available for application to fund this capital request.

Corporate

The roadway alignment at this stage in the EA process (Phase 2) is undefined and only represented by a corridor extending southerly from Bartlett Avenue. Through the completion of Phases 3 and 4 of the EA process roadway alignments (30% design), natural/socio-economic impacts, required mitigations and construction costs will be developed and refined. A preferred alignment will be recommended for detailed design along with required mitigation strategies and a more refined capital cost estimate based on the 30% design.

Governmental Partners

Consultations have been held with staff from West Lincoln, Grimsby, and Lincoln and with the Niagara Escarpment Commission throughout the Study process. Consultations have also occurred with the Technical Advisory Group consisting of the members from interested municipalities, and review agencies as part of the EA process.

Throughout the study meetings were held with each of the local municipalities to review the study purpose, scope and progress, as well as to receive input on recommendations.

Public and/or Service Users

Escarpment crossing is of very high interest to the residents from the surrounding municipalities of Lincoln, West Lincoln, and Grimsby, and also of interest to the businesses which rely on goods movement. The PIC#3 like the earlier PICs was very well attended and a number of comments were received. From the PIC#3 comments it can be gathered that a majority of the attendees support the new escarpment crossing at Bartlett Avenue, however, there are some residents in the area of the proposed crossing that have concerns about impacts and how they will be mitigated. The mitigation of these concerns will be explored and developed during the next phases of the EA study along with the preparation of a roadway preliminary design. A summary of comments received are included in **Appendix 2.**

ANALYSIS

The context and the timelines for Escarpment Crossing (EA) Study are discussed in PW 66-2015. The study was initiated in 1997 as Phase 1 and 2 of the EA process and developed the following problem statement which has guided the process:

"Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses."

The 1997 study recommended that there be three escarpment crossings defined for commercial vehicles: Centennial Parkway in the west, Regional Road 24 (Victoria Avenue) in the east, and a central corridor to be confirmed at a later date. In 2012 the EA was reopened following Council direction with intent to carry the EA process through to Phase 4 for a new or improved central escarpment crossing that addressed the project problem statement.

Currently all of the existing central area escarpment crossings have incompatibilities for continued use as preferred commercial vehicle route, such as, continued intrusion of commercial vehicles into residential areas and areas of high pedestrian or cyclist activity. The Study in 2014 followed an EA Master Plan approach to allow for development of a range of solutions which were presented at PIC #2. Following further refinements of these solutions, the recommended plan was presented at PIC #3 in January 2016. Subsequent to PIC #3 final revisions were made to the recommended solutions incorporating where possible input from the stakeholders and the public. Accordingly, this study has concluded with a series of recommendations over a variety of time horizons. The project executive summary is attached in **Appendix 3** and includes a tabular summary of the various project recommendations by time frame.

Short Term

Safety and operational improvements (e.g. signage, line painting, curbs) be made to the existing crossings to the degree that is practicable. Further, that a Phases 3 and 4 of the Municipal Class Environmental Assessment be initiated for the extension of Bartlett Avenue across the escarpment to an appropriate standard for commercials vehicles and other modes. Detailed design would follow the completion of the EA process.

Medium Term

Extend Bartlett Avenue southerly across the escarpment with a cross-section that accommodates commercial vehicles and other modes. Following the completion of this construction, the section of Park Road from where the Bartlett Avenue Extension connects southerly to Mud Street would be uploaded to Niagara Region from the Town of Grimsby. Subsequently, the Region would transfer Regional Road 12 (Mountain Road) and Regional Road 18 (Mountain Street) to the Town of Grimsby and the Town of Lincoln, respectively from RR 81(Main St/King St) to RR73 (Mud St/Fly Rd). The municipalities should consider placing restrictions on these roadways for non local truck trips which would be accommodated through either the Regional Road 24 (Victoria Avenue) or the new Regional Road 14 (Bartlett Avenue) extension.

Long Term

In the longer term (50+ years) if the commercial vehicle travel demands exceed the capacity of the Bartlett Extension, then a new crossing in the eastern study area, between Beamsville and Vineland, should be studied. This recommendation should be incorporated in the Regional Master Plan for longer term corridor needs.

Bartlett Avenue Extension

Staff is ready to commence Phases 3 and 4 of the Municipal Class EA study for a new escarpment crossing corridor following approval from Regional Council. The corridor will extend Regional Road 14 (Bartlett Avenue) southerly to Regional Road 73 (Mud Street East) utilizing a portion of Park Road. The final alignment of Bartlett Avenue extension could connect to Park Road either on, or above the Niagara Escarpment

Staff intends to file the Study (Niagara Escarpment Crossing Master Plan EA Study) following the completion of the Phases 3 and 4 of the Schedule C EA for this new road corridor. Other recommendations included in this (Master Plan) Study would also be programed and undertaken in the future as required. A process timeline has been included in **Appendix 4.**

Preliminary project cost estimates were developed as part of the first 2 phases of the EA study for the recommended alternative. Construction and engineering are estimate to be in the range of $80 to $95 Million and property acquisition in the range of $10 to $20 Million. These costs are preliminary in nature and attempt to include sufficient contingency to encompass all the possible roadway alignments that could be selected to traverse the escarpment. Also, the estimates are prepared without knowledge of key factors which will be collected and studied during Phases 3 and 4 of the EA project. These include but are not limited to:

- Geotechnical and foundation information
- Detailed topographic survey to develop digital terrain model
- Mitigation required for natural, social, and cultural environmental impacts of the proposed alignment
- Need for and number of structures in the various alignments
- Requirements for land reclamation and reforestation
- Drainage requirements in the escarpment area
- Property requirements and their impacts
- Need for noise attenuation

As the need for a new escarpment crossing is driven by safety concerns arising out of commercial vehicle traffic currently passing through residential communities along the Niagara escarpment, staff is recommending that funds be allocated to carry forward with Phases 3 and 4 of the Class EA process.

ALTERNATIVES REVIEWED

The alternatives reviewed as part of the master plan (EA) study are outlined in PW 66-2015 and range from traffic operational improvements on area escarpment crossings to the development of new crossings on new alignments.

The investigation of operational improvements on their own was found to not fully address the study problem statement; however, they would have some incremental localized benefit. A preliminary investigation of the engineering feasibility of either a new crossing or an improved existing crossing revealed that both would result in significant impacts to the escarpment. The new crossing alternatives were found to provide greater design flexibility (e.g. grades, curvature, safety features) and the ability to divert commercial vehicles away from the downtown core areas.

ORIGIN OF REPORT

Regional Council direction to re-open the 1997 Class EA Study (2012)

OTHER PERTINENT REPORTS

PW 9-2014	Escarpment Crossing Study: Status Update and Alternatives Analysis
PW 31-2014	Escarpment Crossing Study - Analysis of Alternatives, and Proposed Next Steps
PW 66-2015	Class Environmental Assessment, Niagara Escarpment Crossing Study - Update

SUBMITTED & SIGNED BY:
Ron Tripp, P.Eng., Commissioner
Public Works Department

APPROVED & SIGNED BY:
Harry Schlange
Chief Administrative Officer

This report was prepared by Kumar Ranjan P.Eng., Manager Transportation Systems and Planning, and reviewed by, Manoj Dilwaria, B.Eng., M.Pl. (Transp.), MCIP, RPP, AVS Associate Director of Transportation Systems and Planning, Beth Brens, Acting Manager of Program Financial Support, and by Nick Palomba, P.Eng., Director Transportation Services.

APPENDICES

Appendix 1: Study Area for Schedule C EA
Appendix 2: PIC#3 Summary of Comments
Appendix 3: Transportation Study Report: Executive Summary
Appendix 4: Process Timelines

Appendix 1: Study Area For Schedule C EA



© 2016 Niagara Region and its suppliers.
Projection is UTM, NAD 83, Zone 17.
This map was compiled from various data sources and is current as of April 2016.

Date Printed: 2016-04-15
Author: Alysha Robins

Appendix 2
Niagara Escarpment Crossing Study
PIC#3 - Summary of Comments

Theme	Key Points from Comments	# Commnets
Support Bartlett Avenue Extension	• Bartlett Road appears to be a solution. Needed now. Better linkages to Smithville, to get trucks out of downtown Smithville. • Link recommendations into Region TMP, requires leadership from Region and partnership with Town of West Lincoln. • Grimsby/Beamsville have poor escarpment routes. • Logical choice for truck route due to existing interchange. New corridor between Vineland and Beamsville won't solve truck traffic issues through Grimsby. New routes should use existing roads and crossings, otherwise impact on liveable areas. Bartlett is most sensible option. • Pleased about road improvement recommendations – sooner implemented; the better. New Bartlett/Park perfect choice – run parallel to existing road in ravines. • Need to design/build new truck route up to West Lincoln near Industrial park. Need to deal with big trucks because MTO removed inspection station along Hwy 20.	12
Support Bartlett Avenue Extension - Taking too long	• It should go up Bartlett Ave like discussed in the 1960s. How many lives have to be lost for this to be completed? Extend the grade to Elm Tree Rd. • Endorse plan to tie into Smithville Industrial Park and tie into RR 20 to the west. • Will improve dangerous environment in Grimsby/Beamsville due to truck traffic.	6
Support Bartlett Avenue Extension - concern with bureaucracy	• Do not understand why NEC has to potentially hold up Bartlett extension. Region and municipalities should be able to take care of this and get moving on solution.	1

Do not support - Opposed to impacting Escarpment, impact to socio-environmental, economics, not feasible, against jurisdiction change	• Unaware that Bartlett Plans included Park Road. Opposed to impacting escarpment to promote truck traffic (truck traffic will impact quality of life), residential areas and senior residents. Park Rd access is not realistic and will not be approved by NEC. • Ridge Road is scenic route for hikers, bikers and cars. • How do these options protect the Escarpment and Greenbelt? A highway will not solve the truck traffic needs. How will homeowners recover investment? • 8% is still too steep – planning for failure. • Against jurisdiction change for Mountain Roads – they provide important access up and down and need to remain. Will be costly to trucks forced to travel extra miles for access. Will also cost municipalities increased maintenance. Mountainview is better; Park is too steep • local access needed	9
Concerns with content/format	• Map shows very little detail. Separate maps should have been provided with specific details including pros, cons, existing land uses, slopes/grades, etc. Feel like studies will continue for many years. Did not like meeting set up; map confusing. No real solutions. Trucks use Park Road as highway – not safe to residents. Project contested to read. Information felt vague and speculative. Displeased with presentation – cannot hear comments or see study area maps.	7
Traffic Data - Gravel trucks, trucks missing scale, truck traffic not local, missing accident counts, outdated	• Please provide gravel truck traffic numbers between quarries and Ontario St. Significant number of trucks miss scales on QEW. Region should consider portable weight scale. Surprised truck traffic identified as local. Transport trucks are not local and we are not concerned about small delivery trucks. Traffic numbers seem low. No documented truck/car accidents presented. 2013 truck survey numbers do not match reality.	6
Biodigester concerns	• Is this project motivated by the Biodigester requiring easy access to move waste products? Biodigester project will prompt another Study. Concerned Biodigester will increase traffic on Mountain Road. Biodigester may create heavy truck traffic.	4

Traffic Calming – Victoria Ave, safety lanes, Mountain St.	• Please provide traffic calming measures on Victoria Ave; safety lanes and enforcement on Park Road; improve signage on Mountain St North and enforce speed limits.	3
Truck Restrictions	• Short term solutions were needed yesterday. Mountain Rd. needs speed enforcement, truck limit usage/bans, and have seen several accidents related to speed and congestion. Restrict trucks from Mountain Rd/Park Rd and force to drive Victoria Ave/Red Hill Parkway. Trucks disturbing stability of escarpment, causing landslides.	3
Concern about impact to Tufford/Quarry Road	• Quarry Rd goes up the gully. Presently 2 areas of Quarry Road sliding into ravine. How many lanes? Bicycle lanes or sidewalks? Has consideration to impact on underground lake at top of escarpment been considered if Tufford Route selected.	1
Radius too tight for trucks	• Bartlett Ave exit/entrance on S. Service Rd. is not safe for large trucks, radius is too tight.	1
Other	• Do you expect resistance from Niagara Escarpment Commission?	1

Niagara Escarpment Crossing Study

Transportation Study Report

Prepared for the Public Works Department – Niagara Region

4/14/2016

This Transportation Study Report summarizes the results of Phases 1 and 2 of the Niagara Escarpment Crossing Municipal Class Environmental Assessment (EA) Study undertaken by Niagara Region. This study is a continuation of and builds upon an earlier EA study undertaken in 1997. The document summarizes the data collected in this phase of the EA process, the identification of current and future commercial vehicle patterns and volumes, and current and future problems associated with truck movement across and along the Niagara Escarpment in an area extending from the Town of Grimsby to the community of Vineland.

Project: 305078

Executive Summary

In September, 2012, the Niagara Region, through its Public Works Department, re-opened the 1997 Niagara Escarpment Crossing Municipal Class Environmental Assessment (EA) Study that examined the need for a new or improved crossing of the escarpment suitable to accommodate commercial vehicles. The first 2 phases of the EA process were completed in the original study and a need to improve an existing crossing in the area between the Town of Grimsby and the community of Vineland was identified. As a result of a direction from Council, the re-opened study is to consider the need for a new or improved crossing of the escarpment in the area between the west Regional boundary and the community of Vineland. This new or existing route is intended to be a truck route. The study was to complete the first 4 phases of the EA process and take approximately two years to complete.

Base traffic, topographical, environmental and planning data was collected and reviewed. Additional traffic counts and roadside surveys were undertaken to confirm truck patterns and volumes. This base data was analyzed to identify current and future issues and problems related to the movement of trucks across or along the escarpment.

The results of the traffic data and modelling analysis indicate that since 1997, truck volumes have increased on some routes and decreased on others. The main north – south crossings of the escarpment that carry significant truck volumes are Victoria Avenue in Vineland, Mountain Street in Grimsby and Mountain Street in Beamsville.

Truck patterns were established through a series of roadside surveys that identified truck trip origins, destinations and reasons for choosing a particular route across the escarpment. These surveys identified that more than half of the trucks using the current crossings have an origin or destination in the study area. Furthermore, approximately 48% of truck drivers indicated that they would not change their route, even if a new or improved route was provided. The study concluded that if a new or improved crossing suitable for trucks was provided there would still be a significant number of trucks using the existing crossings.

The study confirmed that there is sufficient capacity to accommodate present and future travel demand on an aggregate screenline basis. However, the capacity analysis also indicated localized areas of congested conditions in the built up areas of Grimsby, Beamsville, Vineland and Smithville. The study also found that all of the existing crossings have geometric features that make them unsuitable for use as truck routes. Steep grades were found to be the main constraining factor for truck movement. In addition, all of the routes have incompatibilities for continued movement of trucks such as the intrusion of trucks into residential areas and into areas of high pedestrian or cyclist activity. Currently, the Region does not restrict trucks on its roads and designs regional roads to accommodate trucks. The application of truck restrictions to control the movement of trucks would require higher levels of enforcement on a continual basis since more than half of the trucks have either an origin or destination within the study area and are choosing to travel on the existing routes.

Throughout the study, consultation with stakeholders and technical agencies was conducted on an ongoing basis. Meetings were held with each of the local municipalities to review the study purpose, scope and progress, as well as to receive input on findings during the study.

Based on these findings and conclusions, the Project Team formulated the following Problem Statement to update the one contained in the 1997 study:

Significant local and through truck volumes are travelling on steep grades through communities, mixing with pedestrian and cyclist traffic, or passing incompatible land uses.

This problem statement was presented at meetings with stakeholders, technical agencies and with members of the public at the initial Public Information Centre held in June, 2013. It was subsequently used as a basis to develop a range of solutions to be studied during the second phase of the Class EA process. The solutions identified at this stage in the study included the following:

1. Do Nothing
2. New truck route
3. Improved existing truck route in central area
4. Improved traffic management
5. Combination of the above

In the summer of 2013, a workshop was convened with regional staff to identify appropriate evaluation criteria and their importance rankings so that they could be applied to the alternative solutions. The solutions were assessed using generalized factors and measures, with and without a factor weighting, to identify a preference ranking for the solutions. A new truck route solution alternative was ranked first on the basis of the flexibility that this alternative provided, as well as its potential to attract truck traffic from the built-up areas. The traffic management solution alternative was ranked second on the basis of the reduced cost and impact associated with this alternative, as well as its potential to improve safety of the existing crossings. Improving an existing crossing was ranked third on the basis of the improved network connections and right-of-way, although recognizing that the selected route would still be passing through built-up areas. Further demand modelling of the traffic effects associated with these alternatives with the Region's macro transportation model updated with future land use forecasts (Option D) for a 2031 planning horizon confirmed that while there is sufficient capacity across an escarpment screenline to accommodate future traffic demands, there are areas of congestion in the built-up areas that need to be addressed. It was also confirmed that none of the solutions fully addresses the identified problems across the entire study area but offers a more 'localized' solution that affects traffic only in the vicinity of the improvements.

A preliminary investigation of the engineering feasibility of either a new or improved existing crossing revealed that both solutions will cause significant impact to the escarpment. The new crossing alternative was found to provide greater design flexibility to mitigate some impact and would result in a route located more distant to built-up areas.

The purpose of this Class EA study was to re-examine the recommendations of the 1997 study and if appropriate advance the analysis of these design alternatives to select a preferred design alternative. The 1997 study recommended an improved escarpment crossing in the Mountainview Road or Park Road / Bartlett Avenue (Park – Bartlett) corridor in the central part of the study area. Further analysis of the Mountainview Road alternative found that an adequate connection to the QEW which meets the MTO criteria for interchange spacing could not be provided and consequently this alternative was deferred from further examination. Improving the existing crossing on Park Road / Bartlett Avenue would involve major reconstruction and new construction to upgrade Park Road and connect it to Bartlett Avenue. To provide a truck route to an acceptable design standard in this corridor would involve significant impact to the escarpment and adjacent property. For this solution to be effective, truck movements on the other escarpment crossings would need to be restricted so that longer-distance truck movements are directed to Park Road/Bartlett Avenue. In the absence of some truck restriction, this alternative was found to not address the Problem Statement. The route would still result in trucks travelling on steep grades and passing through a built-up area.

The alternative of a new escarpment crossing between the communities of Beamsville and Vineland was found to potentially provide a truck route that did not pass through built-up areas and that may be feasible, subject to more detailed engineering analysis of the route location and impact to adjacent areas. It was concluded that this alternative solution is preferred over improving an existing escarpment crossing on the basis of it having greater design flexibility.

However, a new crossing alternative does not by itself fully address the Problem Statement, as truck traffic would still need to access the built-up areas of Grimsby, Beamsville and Vineland, via an altered direction of approach. Traffic analysis of an improved existing crossing or a new crossing indicates that the improved routes will only affect truck movements in the area of the crossing. Additional truck restrictions would be necessary to confine truck movements to selected crossings of the escarpment. This finding is consistent with the findings and recommendations of the 1997 study.

It was concluded that no one alternative fully addresses the Problem Statement and that the preferred solution is a combination of the solutions to provide improved traffic management for truck movements using the existing crossings in the short term; and consideration of a new crossing in the longer term as a way of redirecting some of the truck traffic away from the urban areas. If impact from a new crossing is found to be unacceptable, further consideration can be given to improving the Park Road – Bartlett Avenue corridor to accommodate trucks. On the basis of these findings, it was recommended to Regional Council that since a single solution was not apparent and that a combination of solutions that involved both new and improved existing crossings, as well as improved traffic management would be required, a Master Plan approach be adopted to complete the study. In March 2014, Regional Council approved this approach and the study scope was expanded to include possible improvements to all of the existing escarpment crossings.

The approach taken was to conduct a detailed field review of the operational and safety characteristics of the seven existing crossings within the study area and to identify a number of alternative

improvements ranging from non-structural (traffic management), as well as structural (new or improved escarpment crossings). These improvements were assessed using the evaluation factors developed earlier in the study and were ranked in terms of their degree of impact, implementation flexibility, and need. A series of short-term, medium-term and long-term improvements applicable to regional roads, as well as municipal roads were developed and are presented in Figure 3-5 in this report. Essentially, the strategy employed in developing the Master Plan was to initiate traffic management improvements first as these improvements are designed to address safety and operational problems either currently occurring or projected to occur within a given timeframe. These recommendations included minor improvements such as improving road and shoulder widths where possible, guiderail and illumination treatments, traffic control devices (pavement marking, signing, traffic control), traffic calming measures to reduce traffic speeds, as well as pedestrian improvements.

The improvements also included consideration of a prohibitive restriction of truck movements on one or more of the three regional roads serving the area (Regional Roads 12, 18 and 24). These restrictions could initially include only the northbound movements on these roads. These restrictions would be supported by an implementation by-law that is enforceable by the Niagara Regional Police or by any officer appointed for the enforcement or carrying out of the provisions of the traffic by-law. The restrictions would apply to non-local truck movements, whereby those trucks that are stopped and that can substantiate an origin or destination within the municipalities of either Grimsby or Lincoln, would still be permitted to use the escarpment crossings. Others would be found in violation of the by-law. This resulted in a recommendation that, subject to an assessment of the effectiveness of other short-term traffic management and traffic calming improvements, the Region consider a prohibition of northbound truck movements on one or more of these roads with implementation on a trial basis to determine the effects of these restrictions.

The results of the Master Plan development were presented at a second Public Information Centre held in September, 2014. The majority of comments supported improvements to existing crossings. They also reinforced the recommendation to focus on safety and enforcement, as well as support for the extension of Bartlett Avenue to Park Road. Although the majority of attendees didn't agree with a new crossing, they did however agree that a long-term solution was needed to address trucks travelling nearby sensitive land uses.

Based on the comments received at PIC #2 and further consultation with Regional staff, it was concluded that the longer-term new crossing solution does not address the problem of trucks passing through the built-up areas at the foot of the escarpment in the short and medium term. The safety issues related to trucks passing through these areas regularly, as well as the intrusiveness of these movements on the land uses and activities in these areas remain unaddressed for the foreseeable future. However, this study has identified that the Park Road – Bartlett Avenue truck route solution offered the best solution among all of the existing escarpment crossings to address the Problem Statement in the medium term. If Bartlett Avenue is connected to Park Road and Park Road is upgraded to an acceptable truck design standard, and some form of restriction applied to the other crossings with unacceptable design standards, potential exists to reduce the truck movements on the other crossings and through the built-

up areas. This solution would have the added benefits of improving safety for other road users and offer potential for the built-up areas to develop to their potential without suffering the intrusive effects of regular movements by large trucks. This solution is also consistent with the recommendation made in the 1997 Escarpment Crossing Study, that the strategic long-term solution for truck movements across the escarpment between Hamilton and St. Catharines be provided by three corridors: Centennial Parkway (now also including the Red Hill Valley Parkway) in the west, Victoria Avenue (NR24) in the east and Bartlett Avenue/Park Road in the central area as shown on Figure ES-1 below.

Accordingly, this study has concluded that in the short term, safety and operational improvements be made to the existing crossings to the degree that is practicable. Further, that a Municipal Class Environmental Assessment be initiated for the connection of Bartlett Avenue to Park Road and for the upgrading of Park Road from Bartlett Avenue to Mud Street to an appropriate truck route standard. Once this connection and upgrading is approved, the section of Park Road between the Bartlett Avenue connection and Mud Street would be uploaded to Niagara Region to become a Regional road. Mountain Street (NR12) and Mountain Road (NR18) between Mud Street and King Street (NR81) are to be transferred to the jurisdiction of the local area municipalities. A new crossing in the eastern study area, between Beamsville and Vineland would be considered further should the Park Road – Bartlett Avenue alternative not be approved.

A third PIC was held in January 2016 to present the recommendations to the public and review agencies. The majority of comments supported the Bartlett Ave extension to Park Road, however there were some concerns raised regarding impact to the Escarpment, and impact to the socio-economic environment. All of these concerns will be assessed in the subsequent Class EA initiated for the Bartlett Ave Extension.

Study Recommendations

The recommended transportation improvements are outlined in Figure ES-2 below. In addition, Table ES-1 outlines further details regarding the short, medium and long term recommended improvements, timeframes and approximate costs.



Figure ES - 1 Strategic Niagara Escarpment Truck Routes

Figure ES - 2 Recommended Transportation Improvements

Niagara Escarpment Crossing Study Area
Proposed Improvements

Legend

- Operational and safety improvement including signage, pavement marking, traffic calming/ urban treatments, and drainage improvements
- Region to investigate Bartlett/Park connection and Park Rd transfer to Region
- Municipalities to consider operational and safety improvements that may include reducing steep grades, improving shoulders, illumination, drainage, guide rail, signage and pavement marking
- Road Transfer - Regional to Municipal



1 | 2 | 3

Woolverton Rd *(Grimsby)*

Existing Issues

- Skewed intersection at Main St W and steep approach grade to the intersection
- Steep grades (approx. 16%)
- Narrow travel lanes and shoulders
- Poor drainage at rock face with water spillover onto road
- Shoulder and pavement erosion from shallow rock ditches
- Inconsistent guiderail and end treatment
- Pavement marking/sign reflectivity low
- No pedestrian or cyclist refuge areas
- Limited lighting
- Total vehicle p.m. peak hour volume (two-way) = 280 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 9 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.











4 | 5 | 6

RR 12 / Mountain Rd *(Grimsby)*

Existing Issues

- Skewed intersection at Main St W with wide westbound through lane and long southbound left turn lane
- Narrow two-lane pavement with sharp horizontal curves
- Steep grades (to approx. 11%)
- Sidewalk on east side and inconsistent/narrow shoulders on west side
- Limited lighting
- Total vehicle p.m. peak hour volume (two-way) = 740 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 43 vehicles/hour

Recommendations

- Improve signage, including installing warning signs and electronic speed limit signs.
- Install traffic calming measures such as cross banding at critical locations.
- Investigate added operational and safety improvements including roundabout at Ridge Rd W and widening of curve by 1m near Oak St
- Investigate reconstruction of section between Main St W to Elm St
- South of Elm St improve current grade and horizontal alignment, as well as cross section with 3.5m lanes, 1.5m sidewalk on east side and 0.5m paved shoulder on west side
- Investigate providing on-road bicycle facility as described in Niagara Region Bikeways Master Plan Study
- Provide rolled curb and drainage improvements in cut areas when road is being rehabilitated/ reconstructed











7 | 8 | 9

Park Rd *(Grimsby)*

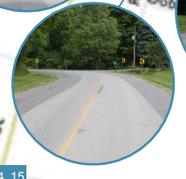
Existing Issues

- Indirect connection to QEW via Bartlett Ave
- Pavement in poor condition
- Narrow two-lane pavement with sharp horizontal curves throughout length
- Narrow two-lane pavement with sharp horizontal curves north of Ridge Road and south of Bell Ave
- Steep grades (to approx. 16%)
- Visibility restricted at Ridge Rd west approach
- Some lighting provided
- Total vehicle p.m. peak hour volume (two-way) = 355 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 13 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.





13 | 14 | 15

Mountainview Rd *(Lincoln)*

Existing Issues

- No direct connection to QEW
- Pavement poor near King St
- Narrow two-lane pavement with 90-degree horizontal curve
- Narrow gravel shoulders (0-1m)
- Steep grades (to approx. 11%)
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 70 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 6 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.

16 | 17 | 18

RR 18 / Mountain St *(Lincoln)*

Existing Issues

- Constrained turns for trucks at King St intersection
- Pavement poor near King St
- Narrow two-lane pavement
- Gravel shoulders (0-1m)
- Steep grades (to approx. 11%)
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 465 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 20 vehicles/hour

Recommendations

- Reconstruct Mountain St from King St to Hillside Dr (currently being implemented); Provide two 3.5m lanes and reinstate existing sidewalks; Install mountable curb from Hillside Dr to Leonard Cres; Upgrade illumination to include intersections and curved areas; Improve signage (i.e., installing warning signs and electronic speed limit signs)
- Install traffic calming measures such as cross banding at critical locations
- Improve existing alignment and grade through remainder of crossing
- Provide 1.2m paved shoulders when road is being rehabilitated / reconstructed between Leonard Cres and Fly Rd





10 | 11

Thirty Rd *(Grimsby/Lincoln)*

Existing Issues

- No direct connection to QEW
- Pavement poor near King St E
- Narrow two-lane pavement with sharp horizontal curves throughout length
- Narrow and inconsistent shoulders
- Steep grades (to approx. 13%)
- Closely spaced intersections at Ridge Rd E
- Signs and pavement markings inconsistent with poor reflectivity
- Some lighting provided at intersections
- Total vehicle p.m. peak hour volume (two-way) = 195 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 7 vehicles/hour

Recommendations

- Investigate operational and safety improvements.
- Improve signage, pavement marking, illumination and intersection improvements.
- Town of Grimsby to consider installation of roundabout at the intersection of Thirty Rd and Ridge Rd.







19 | 20 | 21

RR 24 / Victoria Ave *(Lincoln)*

Existing Issues

- Skewed intersection at King St with 10% grade on south approach
- Long northbound left turn lane approaching King St
- Signs and pavement markings dated / need upgrading
- Steep grades (to approx. 7-10%)
- Narrow shoulders on west side north of Moyer Rd
- Lighting not provided south of Moyer Rd
- Traffic speeds may be higher with wider rural roadway cross section
- Total vehicle p.m. peak hour volume (two-way) = 870 vehicles/hour
- Total truck p.m. peak hour volume (two-way) = 104 vehicles/hour

Recommendations

- Improve signage, including installing warning signs and electronic speed limit signs
- Install traffic calming measures such as cross banding at critical locations and improve pavement markings
- Reconfigure south King St intersection to reduce length of northbound left turn lane and provide centre left turn lane/streetscaping south of King St
- Improve lane delineation on north approach to King St through channelized right turn
- Improve existing alignment and grade through remainder of crossing to reduce impact to escarpment







Investigate new crossing through future EA Study

Niagara Region

Table ES-1 Transportation Improvements Timings and Cost Estimates

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
Regional Road 12 (Mountain St) –Main St W to Ridge Rd W	Installation of warning signs and electronic speed signs	2015-2020	Operational Improvement	1.2	$10,000
Regional Road 12 (Mountain St) –Main St W to Ridge Rd W	Install traffic calming measures such as cross banding at critical locations	2015-2020	Operational Improvement	1.2	Raised Transverse Rumble Strips $1,000
Regional Road 18 (Mountain St) – Hillside Dr to Philp Rd	Reconstruct Mountain St from King to Hillside Dr, including: - 3.5 m lanes and reinstate sidewalks - Install mountable curb from Hillside Dr to Leonard Cres - Improve signage (warning lights and electronic speed limit signs)	2015-2020	Minor Improvement	1.6	Between Hillside Dr and Philp Rd: $ 1,663,000 Traffic Signs: $ 9,000
Regional Road 18 (Mountain St) – Hillside Dr to Philp Rd	Install traffic calming measures such as cross banding at critical locations	2015-2020	Operational Improvement	1.6	Raised Transverse Rumble Strips: $ 1000
Regional Road 24 (Victoria Ave) – King St to Fly Rd	Improve signage, including installing warning signs and electronic speed signs	2015-2020	Operational Improvement	1.7	$ 9,000
Regional Road 24 (Victoria Ave) – King St to Fly Rd	Install traffic calming measures such as cross banding at critical locations and improve pavement markings	2015-2020	Operational Improvement	1.7	Raised Transverse Rumble Strips: $ 2,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
Regional Road 12 (Mountain St), Main Street W to Mud St. W, Grimsby	Niagara Region to enter into discussion with the Town of Grimsby for transfer as municipal Roadway	2015 - 2020	Road Transfer	1.2	--
Regional Road 18 (Mountain St), King St to Fly Rd, Lincoln	Niagara Region to enter into discussion with the Town of Lincoln for transfer as municipal Roadway	2015 - 2020	Road Transfer	3.1	--
Bartlett Avenue Extension	Niagara Region to complete Phases 3 and 4 of the Municipal Class Environmental Assessment process in order to develop a preferred alignment and preliminary design for the extension of Regional Road 14 (Bartlett Avenue) southerly across the escarpment to Mud Street	2015 – 2020	Municipal Class Environmental Assessment Study	1.5	$1,200,000 to $1,500,000
Municipal Roads (Woolverton Rd, Park Rd, Thirty Rd, Mountainview Rd – between Main St W/King St and Ridge Rd)	Towns of Grimsby and Lincoln to investigate operational and safety improvements including signage, pavement marking, illumination and intersection improvements	2015-2020	Operational Improvement	1.2 1.3 1.5 2.3	Only Signs: $ 13,000 $ 10,000 $ 22,500 $ 23,000
Regional Road 12 (Mountain St)	Investigate added operational and safety improvements including roundabout at Ridge Rd W and widening of curve by	2020-2030	Major improvement	0.1	$ 600,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
	1m near Oak St				
	Investigate reconstruction of section between Main St W and Elm St	2020-2030	Minor Improvement	0.2	$ 900,000
	South of Elm St improve current grade and horizontal alignment, as well as cross-section with 3.5m lanes, 1.5m sidewalk on east side and 0.5m paved shoulder on west	2020-2030	Major Improvement	1.4	$ 2,100,000
	Investigate providing on-road bicycle facility as described in Niagara Region Bikeways Master Plan Study	2020-2030	Major Improvement	-	No on-road bicycle facility
	Provide rolled curb and drainage improvements in cut areas when road is being rehabilitated	2020-2030	Minor Improvement	-	-No rolled curb -No drainage improvements
Regional Road 18 (Mountain St)	Improve existing alignment and grade through remainder of crossing	2020-2030	Major Improvement	-	-Price included in previous sheet
	Provide 1.2m paved shoulders when road is being rehabilitated / reconstructed between Leonard Cres and Fly Rd	2020-2030	Major Improvement	1.6	-No road design between Philp Road and Fly Road
Regional Road	Reconfigure south King	2020-	Minor	-	-No changes

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
24 (Victoria Ave)	St intersection to reduce length of northbound left turn lane and provide centre left turn lane/streetscaping south of King St	2030	Improvement		
	Improve lane delineation on north approach to King St through channelized right turn	2020-2030	Minor Improvement	-	$ 500
	Improve existing alignment and grade through remainder of crossing to reduce impact to escarpment	2020-2030	Minor Improvement	1.8	$ 3,442,000
Bartlett Avenue Extension	Niagara Region to complete Phase 5 of the Municipal Class Environmental Assessment process in order to develop detailed design and to construct Regional Road 14 (Bartlett Avenue) southerly across the escarpment to Mud Street	2020 - 2024	Major Improvement	1.5	$ 90,000,000 - $ 115,000,000

Roadway / Intersection	Proposed Improvements	Year	Improvement Type	Approx. Roadway Length (km)	Approx. Cost
New crossing	Conduct further investigations into new crossing of escarpment in Beamsville – Vineland areas. Separate EA to be undertaken to confirm location and connection to QEW and Regional Road network.	2030+	Major Improvement	-	$ 9,202,000 No sign costs included
Thirty Rd/ Ridge Rd	Town of Grimsby to consider installation of roundabout at intersection	2030+	Major Improvement	-	$ 807,000

Appendix - 4
Niagara Escarpment Crossing Study
Process Timelines

May 2016	2016-17	2016-18*	2018-19
Complete Phases 1 and 2 of the Master Plan Report	Implement Short Term Operational improvements identified in the Master Plan Report	Complete Phases 3 and 4 of the EA process for a new Regional Road Corridor extending Bartlett Avenue southerly crossing the Escarpment	File Master Plan EA incorporating recommendations from the Phases 3 and 4 of the Bartlett Avenue Extension Study

A ⇨

⇦ A

2018-19	2019-22*	2020-24*	2020-24*
Advance discussion with Grimsby and Lincoln for modalities of transfer of roads identified in the Master Plan Study (2018-19)	Complete Phase 5 of the EA Process to develop Detail Design for Bartlett Avenue Extension (2019-22)*	Construct Bartlett Avenue Extension new Escarpment Crossing (2022-25)*	Formalize Road Transfers (Based on completion date of the Bartlett Ave Extension)

* Subject to Budget availability. The timelines are subject to change depending on the duration of completion of the Environmental Assessments and year the Budget is available

Subject: Niagara Region Transportation Master Plan

Report to: Transportation Steering Committee

Report date: Wednesday, May 17, 2017

Recommendations

1. That the Transportation Master Plan Recommendations noted in the Transportation Master Plan Executive Summary (Appendix 1) and summarized in Appendix 2 **BE APPROVED**.

Key Facts

- The purpose of this report is to seek Council approval of the Niagara Region Transportation Master Plan that provides the long term transportation plan, directives and policies to accommodate significant population and employment growth to year 2041.
- The Transportation Master Plan Vision is to build, preserve and enhance livable communities; economic development; tourism, sustainable transportation practices and the emerging shared economy.
- The transportation policies and direction associated with Complete Streets, Active Transportation and Public Transit will facilitate sustainable development and complete communities.
- The proposed road infrastructure improvements to year 2041 will assist in economic and tourism development as well as provide accessibility and connectivity within Niagara Region and to the Greater Toronto and Hamilton Area.
- The advocacy of a Niagara-Hamilton Trade Corridor, supported by Federal, Provincial and Municipal governments, connecting the QEW from Fort Erie to the Hamilton International Airport/Highway 403 will enable the planning of a corridor that will accommodate goods movement within and through Niagara Region in the absence of the NGTA corridor.

Financial Considerations

The estimated capital cost for infrastructure to 2041 which includes new roadways, widened roadways and road rehabilitation is $1.261B (in 2017 dollars) of which $462M is assigned to Development Charges - Benefiting New Development. The expenditure of $1.261B over 25 years reflects an average annual expenditure of approximately $50M which is slightly lower than the current 2017 Roads Capital Budget of approximately $67M.

The estimated capital costs for the Regional transportation infrastructure identified in the TMP will inform the 2018 budget process and forecast, however approval of specific project implementation is subject to each year's budget approval process.

It is noted that the transportation infrastructure cost estimates include an allowance for the additional cost of constructing a road to Complete Street standards. These improvements will result in a 5-15% increase in costs depending on the street typology, with the Rural typology at approximately 5% and the Main Street at approximately 15%.

The estimated capital investment to implement the recommended TMP transportation infrastructure and the associated cost assigned to Development Charges – Benefiting New Development are summarized below.

TMP Capital Investment	Estimated Capital Costs	
	Capital Cost Estimate	DC – Benefiting New Development
Strategic Road Capacity	$494.4 M	$351.2 M
AT Strategic Network	$ 25.8 M	$ 6.4 M
Intersection Improvement Program	$ 63.4 M	$ 22.0 M
Road Rehabilitation Program	$583.9 M	$ 56.6 M
Annual Programs	$ 94.0 M	$ 25.7 M
Total	**$1,261.5 M**	**$461.9 M**

It is noted that the estimated cost of $25.8M for active transportation includes increasing the Bikeways Facilities Grant program from $200,000 per annum to $1,000,000 per annum over the next 10 years, subject to budget approval.

In order to implement the Travel Demand Management, Transportation System Management and Transportation Monitoring programs that are required to support the Transportation Master Plan recommendations, an additional staff member is required in the Public Works Transportation Section along with appropriate operational funding to be determined through the budget process.

The estimated capital investment for the strategic road capacity improvements by phase is summarized below. The timing for these investments will be refined through on-going monitoring of transportation system performance, land development and the annual capital budget process.

Phase	Estimated Capital Costs	
	Road Expansion Projects	AT Infill Projects
Short term, 2017-2021	$120.4 M	$12.9 M
Medium term, 2022-2031	$267.7 M	$12.9 M
Long term, 2032-2041	$106.3 M	-
Total	**$494.4 M**	**$25.8 M**

Analysis

The development of the Transportation Master Plan occurred in four stages:

- Stage 1: Establish Vision and Context
- Stage 2: Identify the Opportunities
- Stage 3: Develop Supporting Strategies
- Stage 4: Prepare the Transportation Master Plan document

In Stage 1, the existing transportation systems in the Region were examined to better understand and answer the questions: “Where are we now?”, “What are the Region’s assets?”, “What are the trends?”, What have we learned?” and “What is the Vision for Niagara?”. The completion of Stage 1 resulted in the development of a Transportation Master Plan Vision and seven supporting goals:

1. Integrate transportation and land use
2. Support economic development
3. Enhance multi-modal connectivity
4. Improve options for sustainable modes of transportation
5. Maintain and improve the efficiency of the goods movement network
6. Promote the development of healthy communities
7. Develop a realistic yet innovative blueprint for implementation

Based on an understanding of current and future conditions, Stage 2 was completed with the identification of transportation opportunities (or themes) and the resulting needs and desired outcomes. The opportunities that would need to be addressed by the Transportation Master Plan included: transportation as a catalyst for change, connecting the Region, meeting the needs of residents and taking advantage of new technologies.

These opportunities were used to develop supporting strategies in Stage 3 of the study. The transportation directives and policy directions that resulted included:

- A Complete Streets Vision and Direction Report and a Complete Streets Design Guidelines document to support smart growth while serving both a place making and transportation function.
- A Strategic Cycling Network that prioritizes the implementation of strategic cycling links within the shorter-term horizon (10-year plan) to address missing links and improve cycling connectivity in areas of higher use.
- A need for Funding and Staffing of a Transportation Demand Management (TDM) group within Public Works Transportation Division to manage Ride Sharing, Active Transportation, Public Transit and Emerging Technologies.
- Policies that support the public's mobility needs and provide an attractive alternative to the car including: support for inter-municipal transit connecting all 12 municipalities in the longer term using flexible transit routes, ride share and emerging technologies
- Advocacy of the advancement of a Niagara-Hamilton Trade Corridor and NGTA East Corridor with provincial and federal governments in support of both economic development opportunities and efficient goods movement.

The key to the success of the Transportation Master Plan was the extensive consultation that occurred throughout the four stages of the study, which allowed the Project Team to obtain input on relevant transportation issues, constraints and opportunities through the following methods:

- 14 Public Information Centres
- 2 On-line Surveys (over 3,000 responses)
- 3 Stakeholder Advisory Group Meetings
- 2 rounds of Local Area Municipality meetings
- Meetings with transportation agencies (e.g., MTO, SLSMC, Municipal Transit)
- Additional stakeholder activities (e.g., Freight Industry Survey, First Nations meetings, Active Transportation Group meetings)

This process and its recommendations were compiled into a Transportation Master Plan document as part of Stage 4.

Alternatives Reviewed

The Transportation Master Plan focused on the following alternatives:

- Developing a long term transportation system that accommodates all modes of travel in a safe, efficient and cost effective manner.
- Defining transportation infrastructure requirements related to population and employment growth scenarios for the Planning Horizons of 2021, 2031 and 2041.
- Defining Complete Streets Policies and Design Guidelines, Active Transportation strategies including Strategic Cycling Network implementation and Transportation Demand Management policies and direction to provide for healthy, sustainable communities.

- Defining opportunities to provide inter-municipal transit to all municipalities and the use of flexible transit service and ride share programs.
- Defining the specific provincial highway improvements required to complement the regional road system to year 2041.
- Reviewing the longer term goods movement requirements that identify the need to advocate for a Niagara – Hamilton Trade Corridor.

Relationship to Council Strategic Priorities

The Transportation Master Plan specifically addresses the following Council Strategic Priorities:

- **Moving People and Goods**
  - The TMP identifies a long term transportation system that accommodates all modes of travel, maximizes walking and cycling for short trips and providing the transportation connections to destinations within and external to Niagara Region that increases the economic interchange between Niagara and the GTHA, improving the efficiency of goods movement to regional, national and international markets.
- **Fostering Innovation, Investment and Entrepreneurship**
  - The TMP accounts for the changing demographics within Niagara Region (number of seniors and young adults will increase significantly) requiring more flexible and convenient alternatives to car ownership which will retain young adults to stay and work as well as ensure full participation of seniors. Addressing the transportation needs of all residents and in particular the seniors and young adults will promote innovation, investment and entrepreneurship.
- **Positioning Niagara Globally**
  - The TMP provides the transportation direction, policies and long term transportation infrastructure to support international bridge crossings, the Welland Canal system and the Foreign Trade Zone Point which allow Niagara access to international, national and regional markets.

Other Pertinent Reports

Not applicable.

Prepared by:
Jack Thompson
Transportation Strategic Projects Lead
Public Works Department

Recommended by:
Ron Tripp, P.Eng.
Commissioner
Public Works Department

Submitted by:
Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared in consultation with Shawn McCauley, Acting Director, Transportation Services and Carolyn Ryall, Associate Director, Transportation Engineering.

Appendices

Appendix 1 Niagara Region Transportation Master Plan Executive Summary

Appendix 2 Summary of Transportation Master Plan Recommendations for Approval

Appendix 3 Summary of Recommended Road Capital Investment to 2041