

Welcome to Public Information Centre #2

Highway 20 (Regional Road 20) Smithville Downtown Bypass Environmental Assessment

June 4, 2026

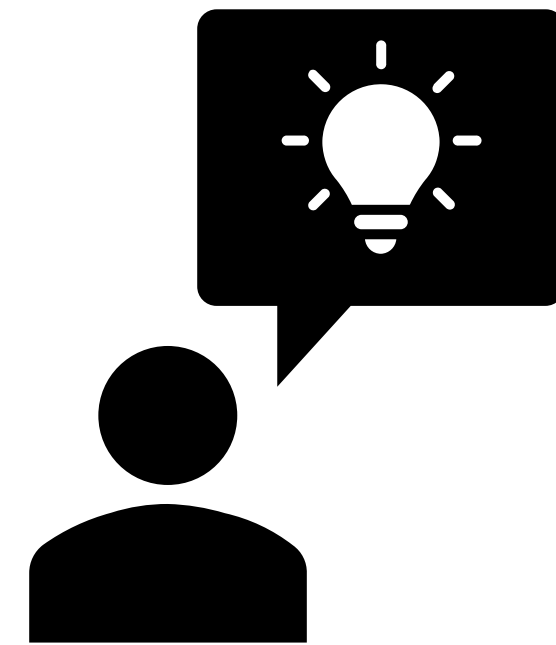
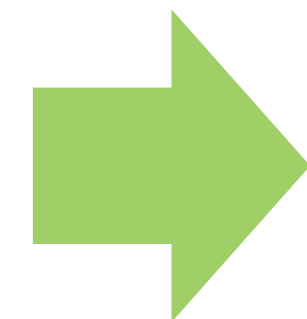
Public Information Centre: 5:30 p.m. to 7:30 p.m.

West Lincoln Community Centre

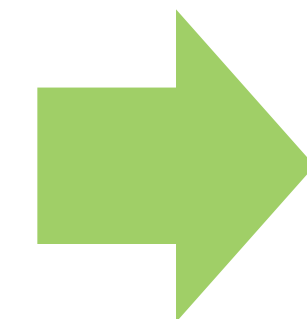
Welcome!



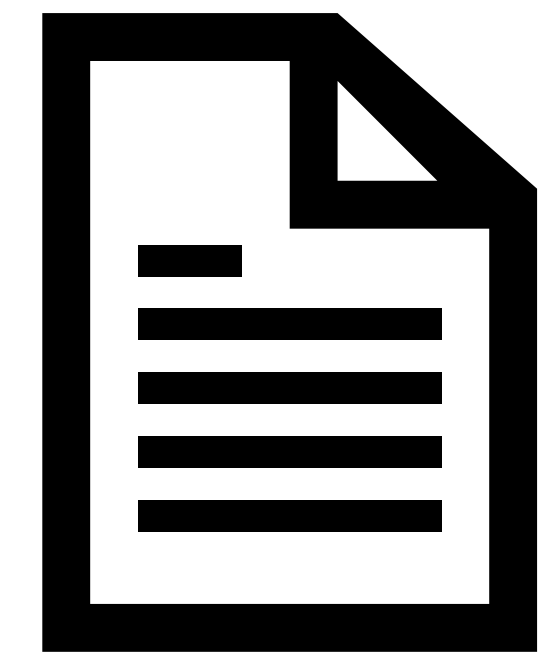
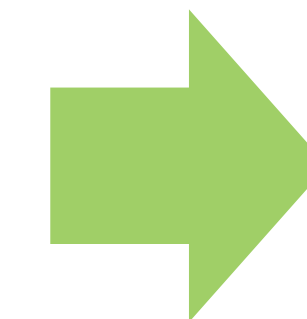
Please sign in when entering and provide your email if you would like to be notified about the project.



Review the display boards at your own pace.



Engage with the Study Team members if you have any questions or comments.



Please fill out a comment sheet today OR email your comments by June 26, 2026.

Purpose of Public Information Centre #2

- Share feedback from PIC #1 and key themes from “What we Heard”
- Present the evaluation process and results for the selection of a conceptual corridor
- Seek feedback on the long list of alternative solutions and evaluation criteria
- Invite feedback to help inform next steps.



Project Overview

The main objective of the study is to identify and evaluate alignment options for a Highway 20 bypass around Downtown Smithville.

In addition, a critical goal of the project is to improve safety for both pedestrians, cyclists, and drivers.

As part of the EA process, a reasonable set of alternatives needs to be considered, as well as a Do-Nothing scenario.

Corridor Concepts Being Considered as Part of this EA:

1. Existing Highway 20 Improvements
2. South Bypass Corridor
3. North Bypass Corridor
4. Do Nothing

At this PIC, we are showing which of these broad corridors have been selected, as well as a long list of alignment options to be evaluated.

Preliminary Corridor Concepts



Study Goals and Objectives

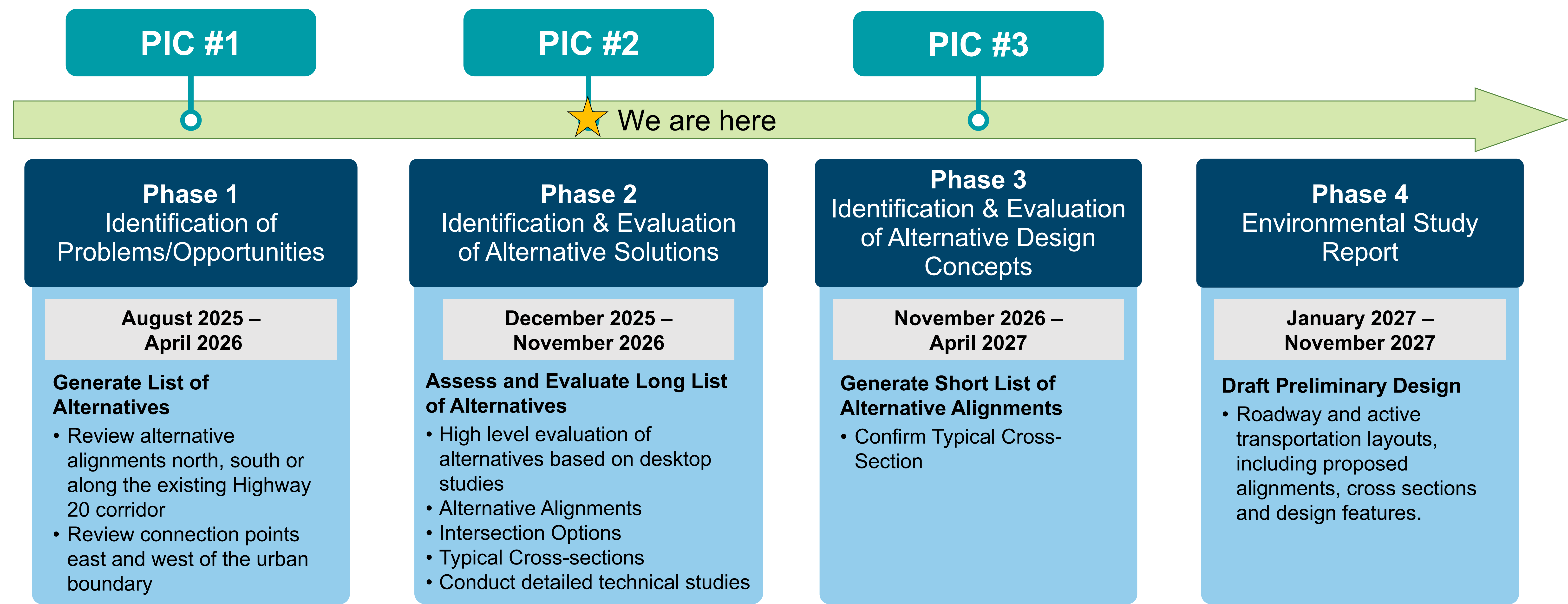
The goals of the study are to:

- Identify and assess bypass route options
- Reduce traffic congestion in downtown Smithville
- Support future growth in West Lincoln
- Improve safety and travel for all road users
- Enhance regional connections
- Promote sustainable transportation
- Support economic development by improving access and movement



Municipal Class Environmental Assessment (MCEA) Process

This project is classified as a **Schedule ‘C’ Municipal Class EA** and will complete **Phases 1 through 4** of the MCEA Process.



Phases 2 and 3 include technical studies to assess the impacts and benefits of design alternatives. These studies include (but are not limited to): archaeology, cultural heritage, ecology, traffic, noise, and vibration.

At the end of the study, an Environmental Study Report (ESR) will document the planning process and be available for a 30-day public review. A Notice of Completion will be issued at that time.

PIC #1 Recap: What We Heard

The first Public Information Centre was hosted on February 12, 2026. Comments received from the public are summarized below. The Engagement Summary for PIC #1 is available on the project webpage (www.niagararegion.ca/projects/smithville-downtown-bypass).

Key themes from the event focused on:

- Study area boundaries
- Study process and timeline
- Use of existing infrastructure
- South Corridor concerns
- Alternate routes
- Relationship to other projects
- Property impacts
- Agriculture and rural impacts
- Rail crossings and technical design

Many participants expressed a preference for the northern bypass option.

Need to consider agricultural operations and vehicles in the design

Connection to a future Niagara Escarpment crossing should be viewed favourably

Concerns that a southern bypass would introduce truck traffic near existing homes and schools

Problem and Opportunity Statement

A problem and opportunity statement has been established for the Smithville Bypass to reflect the priorities of the Township and Region's strategic objectives. The below reflects the feedback received at PIC#1.

“Smithville’s **downtown core** is currently experiencing **increasing traffic congestion and truck volumes**, which are affecting **safety, mobility**, and the ability to improve future **streetscaping and pedestrian accessibility**. Projected **population growth and intensification** will further **strain the transportation network**, creating challenges for the **efficient movement of people and goods**.

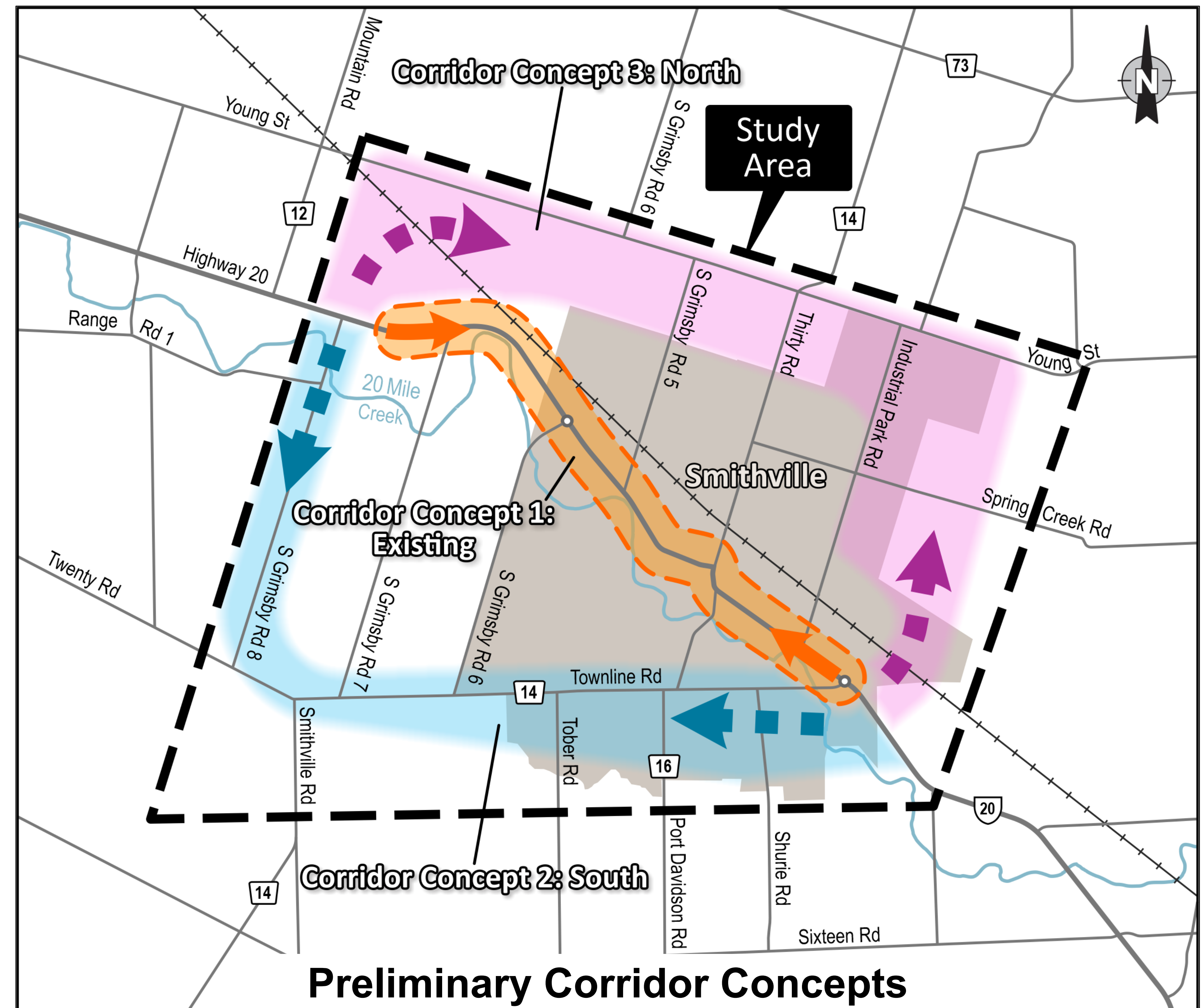
The **Smithville Downtown Bypass** provides an opportunity to **mitigate** these **existing pressures, enhance connectivity** with the broader Region, plan for **future growth**, and **support economic development** and the downtown core by **reducing cut-through traffic**. This study will aim to develop a **sustainable and integrated transportation solution** for the area.”

Selection of Conceptual Corridor

As an initial step, the project team reviewed and assessed alternate corridors, to narrow down the location of the future truck bypass. Three (3) bypass corridor options were identified within the Study Area.

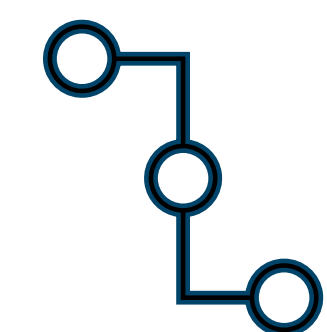
The review of these corridors was focused on a high-level, desktop review, and considered information from previous studies.

The evaluation process at this stage of the project may identify potential impacts within the selected corridor, which the project team will use to help inform mitigation strategies as the project progresses.



Selection of Conceptual Corridor

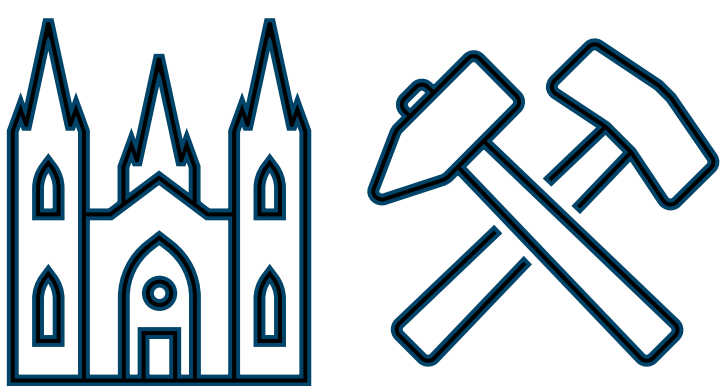
Screening criteria used to complete the high-level and qualitative assessment included:

 Internal Road Network and Future Road Connectivity

Potential for road and active transportation connection opportunities from the proposed corridor options to existing road networks within Smithville that would benefit the community, including potential connectivity to the proposed Niagara Escarpment Crossing (NEC).

 Environmental Impacts

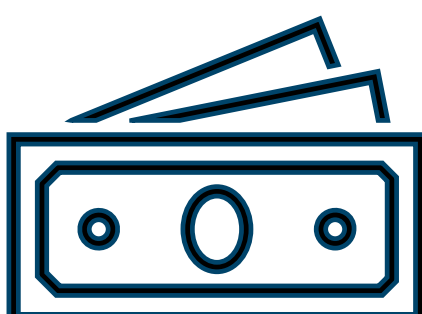
The effects on ecosystems, wetlands, and watercourses, were assessed based on a desktop review.

 Archaeology and Cultural Heritage Impacts

Archaeological and cultural heritage impacts of the proposed bypass corridors screened based on previous site conditions including ground disturbance, noting historical buildings and cultural landscapes.

 Future Growth Opportunities

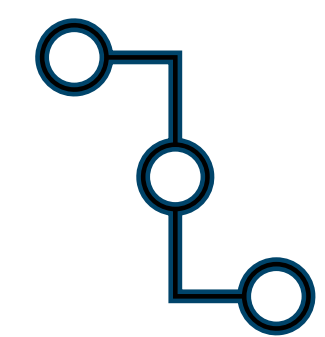
Support future infrastructure that would advance Smithville's growth opportunities

 Costs

Construction costs could include capital construction of roadway, private property acquisition, and major grading or structural work (bridges, retaining walls etc.)

Selection of Conceptual Corridor (continued)

Corridor 1 – Existing Corridor Improvements / Do Nothing



Internal Road Network and Future Road Connectivity

Limited potential to address congestion and related safety concerns by adding capacity or widening the road due to the constrained nature of Highway 20 through downtown Smithville.

Limited connectivity to future developments in Smithville.

Moderate distance from potential Niagara Escarpment Crossing.



Environmental Impacts

Further environmental impacts are not anticipated.

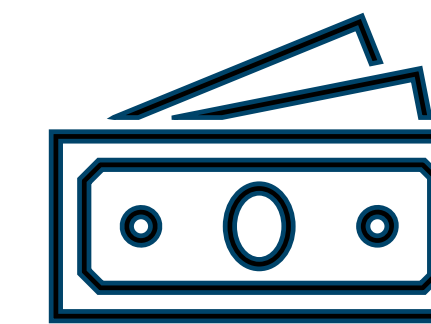


Future Growth Opportunities

Through trips and truck traffic continue to rely on the existing corridor.

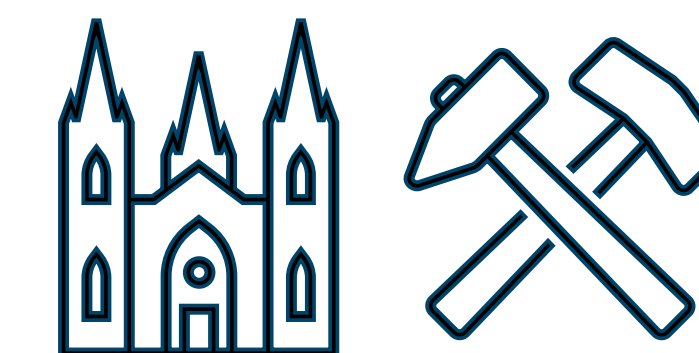
Limited potential for growth opportunities for connection to future developments and industrial area.

Limited to no construction, therefore no anticipated significant property impacts.



Costs

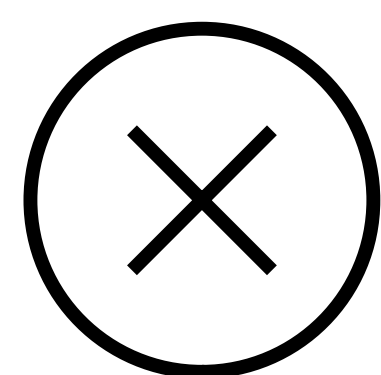
Lower cost - work would be limited to minor widenings within the existing road allowance.



Archaeology and Cultural Heritage Impacts

Archaeological impacts are not anticipated.

Impacts to the three (3) properties identified as “Smithville Designated Properties” are anticipated.

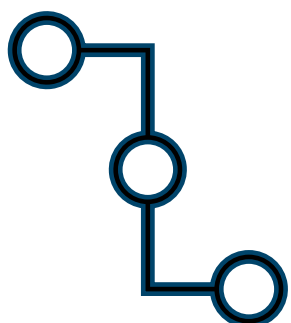


Corridor 1 (Improvements to the Existing Corridor) is not recommended.

While it has lower environmental and cost impacts, it offers limited capacity for expansion and future growth and does not effectively address long-term congestion and connectivity needs.

Selection of Conceptual Corridor (continued)

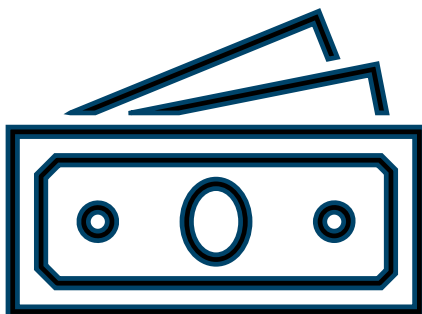
Corridor 2 – New Southern Bypass



Internal Road Network and Future Road Connectivity

Decreases traffic congestion in Smithville for local traffic by providing an alternative route connection for heavy truck vehicles.

Located further from the potential Niagara Escarpment Crossing but provides alternate east–west route to reduce downtown congestion.



Costs

Major bridges or culverts required at Twenty Mile Creek and tributaries, resulting in higher costs.



Environmental Impacts

Potential for impacts to some Provincially Significant Wetlands (part of the Lower Twenty Mile Creek Wetland Complex) and Significant Woodlands through required new road segments.

Potential for impacts to some Candidate Significant Wildlife Habitat present and potentially Threatened/Endangered Species habitat present in these features through required new road segments.

Potential to impact some segments of Twenty Mile Creek, and a few tributaries feeding into it from the north and south.



Future Growth Opportunities

Supports long-term growth and connectivity, particularly for areas south of Highway 20.

Low potential for growth opportunities for connection to future developments north of Highway 20 and industrial area.

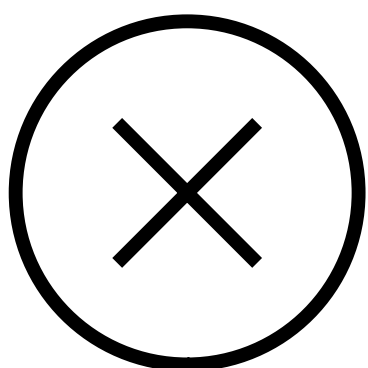
Some property impacts anticipated to accommodate new road segments.



Archaeology and Cultural Heritage Impacts

Potential for archaeological impacts through required new road segments.

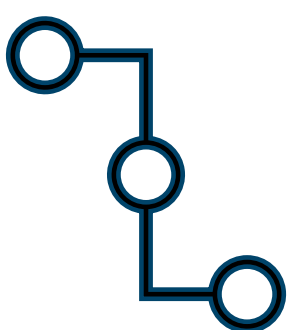
No anticipated impacts to identified cultural heritage properties in Downtown Smithville.



Corridor 2 (New Southern Bypass) is a generally strong option for reducing downtown congestion, but it is not recommended due to notable environmental and property impacts, as well as the higher capital costs associated with new road construction and bridge structures compared to Corridor 1.

Selection of Conceptual Corridor (continued)

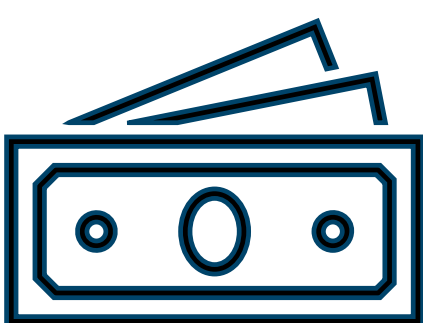
Corridor 3 – New Northern Bypass



Internal Road Network and Future Road Connectivity

Decreases traffic congestion in Smithville for local traffic by providing an alternative route connection for heavy vehicles/trucks through required new road segments.

Close proximity to the potential Niagara Escarpment Crossing.



Costs

Road-rail grade separations may be necessary, which would increase costs.



Environmental Impacts

Potential for some impacts to Designated Provincially Significant Wetlands (part of a complex called the Lower Twenty Mile Creek Wetland Complex) and Significant Woodlands through required new road segments.

Potential for impacts to some Candidate Significant Wildlife Habitat present and potentially Threatened/Endangered Species habitat present in these features through required new road segments.

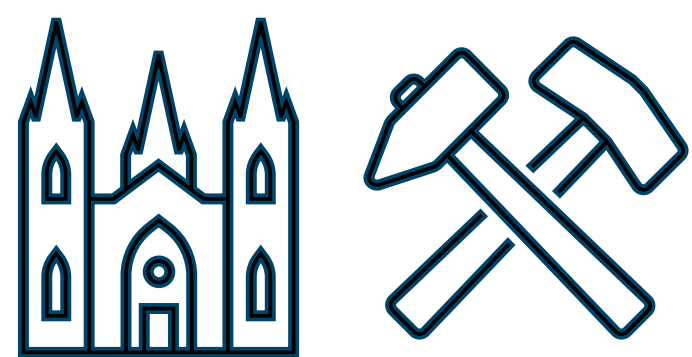
The north-east area is designated as an Area of Natural and Scientific Interest (ANSI) (East Smithville Slough Forest).



Future Growth Opportunities

High potential for growth opportunities for connection to future developments and industrial area.

Some property impacts anticipated.



Archaeology and Cultural Heritage Impacts

Potential for archaeological impacts through required new road segments.

No anticipated impacts to identified cultural heritage properties in Downtown Smithville.

Corridor 3 (New Northern Bypass) was selected as the preferred option to carry forward for further review.

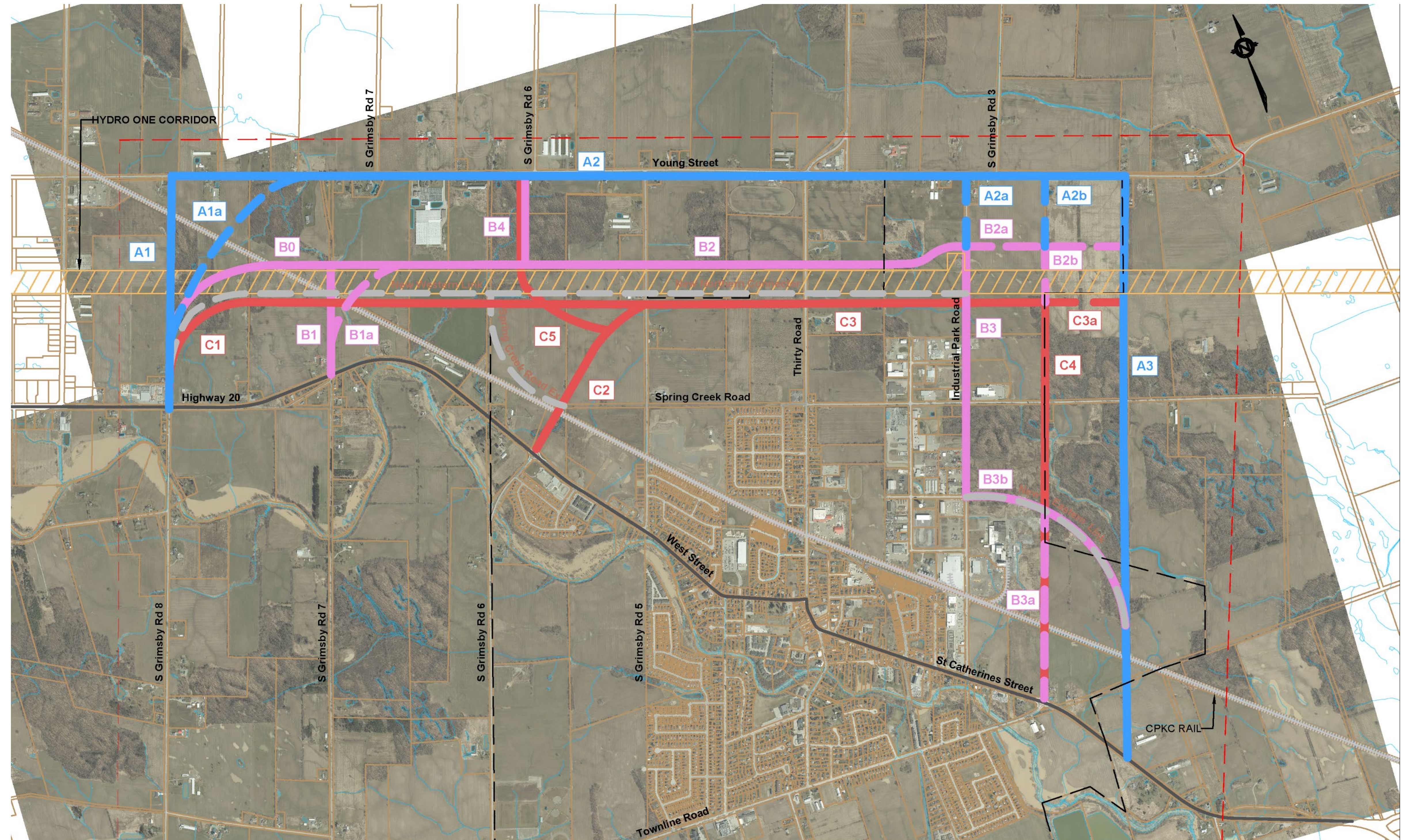
There is greater potential for growth for connection to future developments, while increasing connectivity to internal and external transportation networks, such as the proposed Niagara Escarpment Crossing. By diverting through truck traffic around the downtown area, it improves traffic safety for the Smithville community.

Development of Long List of Alternatives

After the Northern Corridor was selected for further review, the project team proceeded to develop a long list of alignment alternatives within the Corridor, that are broken further into segments.

The development of this long list is centered around three alternatives that meet the primary study objective (providing a bypass for through-trips, particularly trucks).

Because there are many variations to consider, a structured approach will be used to review alternative options and identify a smaller (short) list for further study.



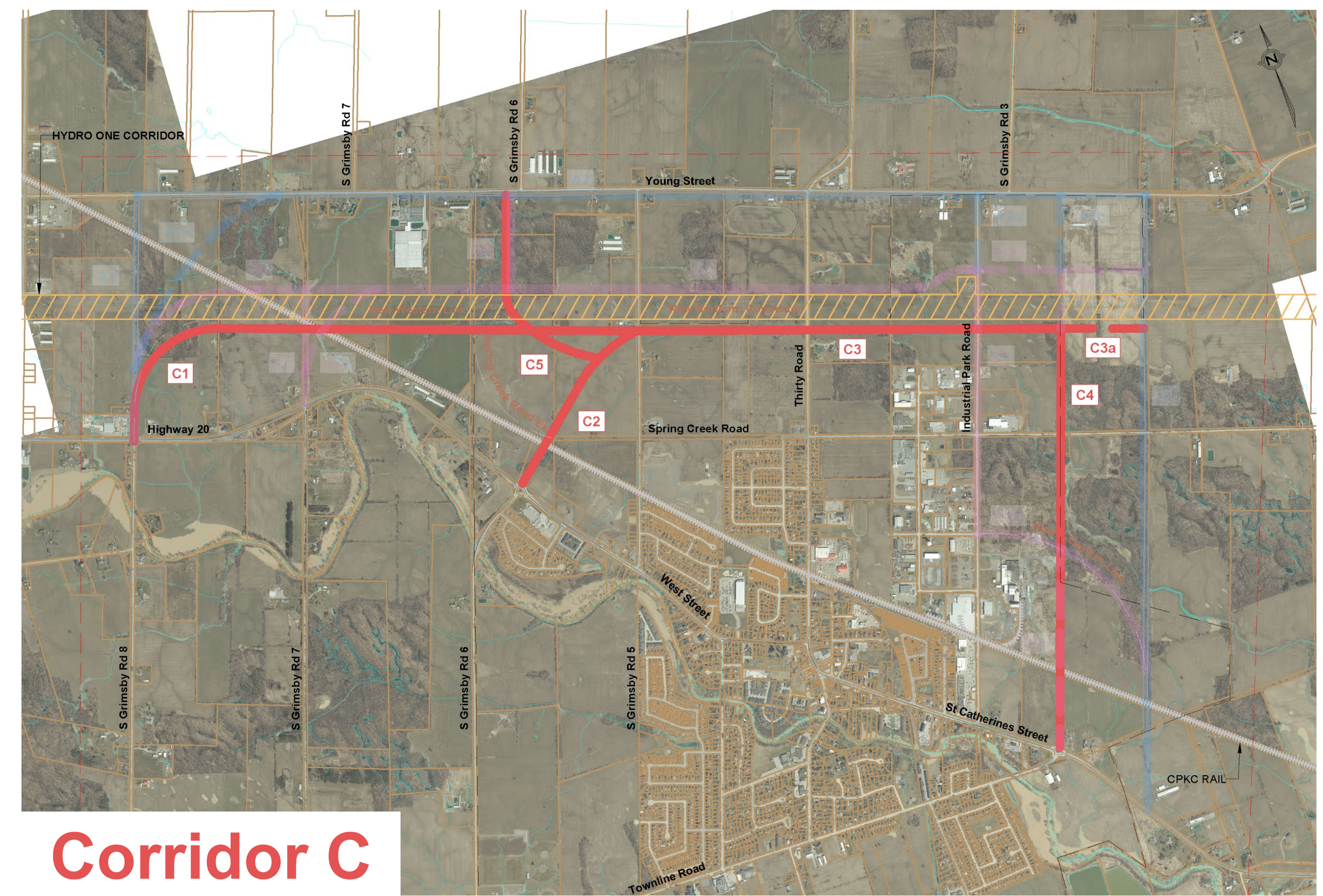
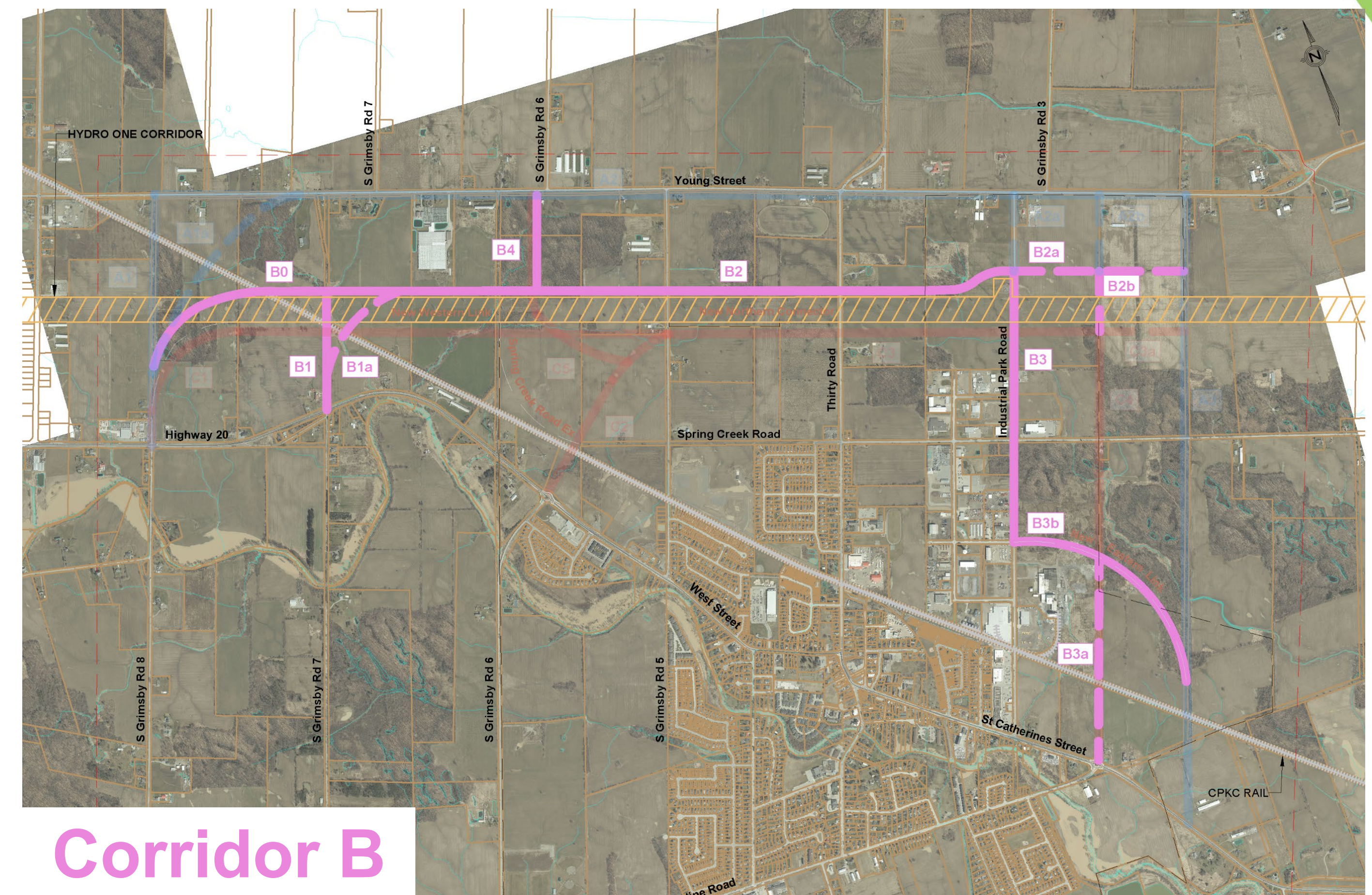
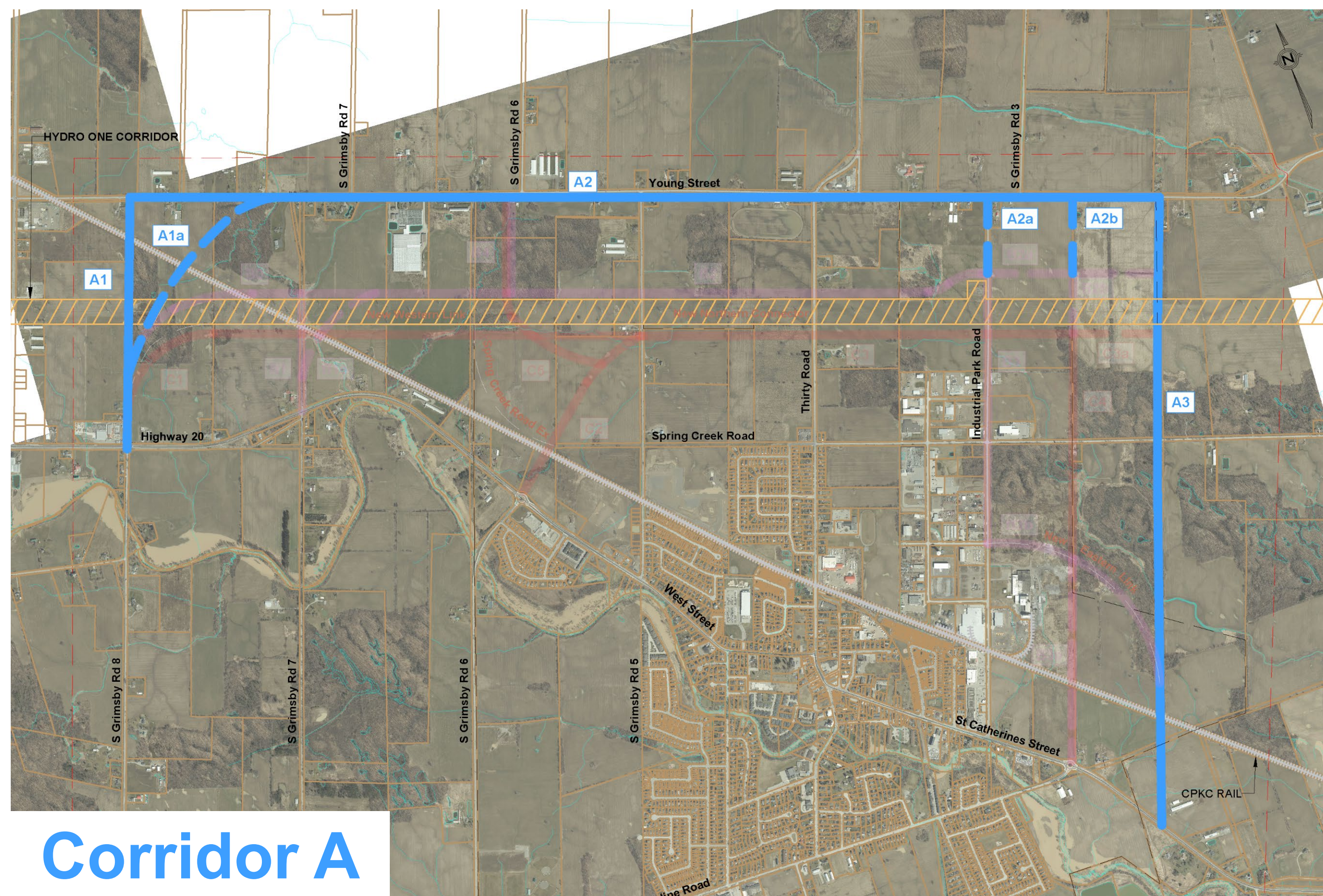
LEGEND

	STUDY AREA		HYDRO CORRIDOR		CORRIDOR A
	URBAN BOUNDARY		HIGHWAY 20		CORRIDOR B
	PLANNED ROADS (PER 2023 SMITHVILLE TMP)				CORRIDOR C
	PROPERTY PARCELS				
	CPKC RAIL CORRIDOR				

Long List of Alternatives

The three alternatives (and their variations) are outlined below.

- **Corridor A (blue):** Runs north from Highway 20, east on Young St., then south across the rail corridor and reconnects with Highway 20.
- **Corridor B (pink):** Provides access from Highway 20 at South Grimsby Road 7 and 8, extends east, then south towards Highway 20.
- **Corridor C (red):** Provides access to Highway 20 at South Grimsby Road 8 and west of downtown via a roundabout, extends east, and south to reconnect with Highway 20.

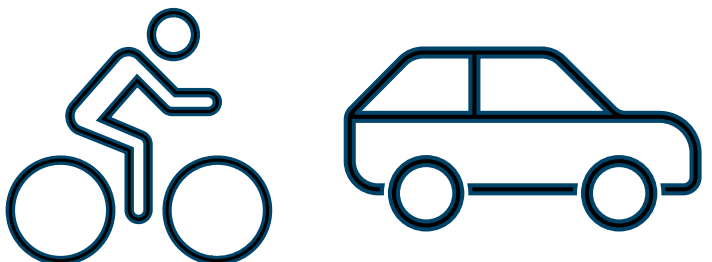
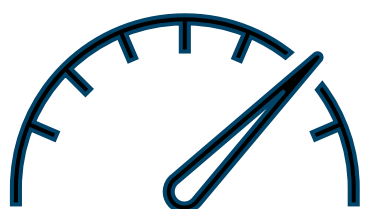
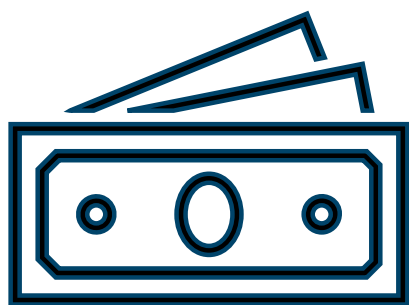


Corridor A

Corridor C

Evaluation Process & Criteria

The focus of this exercise is to provide a **qualitative comparison** between the identified corridors. The evaluation of the long list is intended to flag **high-level** concerns from a desktop study as part of a screening process to identify and refine a short list of alignments, that will help to refine which corridor has the greater potential to benefit the community as a truck bypass route, while balancing negative impacts. The resulting short list may include refined or new alignments, including combinations of Corridor A, B, and C. A more detailed assessment will be undertaken as the corridor is further refined to understand the quantifiable impacts of the project. The criteria below for this high-level evaluation are directly informed by key themes identified in the problem and opportunity statement.

	Criteria	Description
	Feasibility	The ability to integrate with existing infrastructure and accommodate trucks and other vehicles.
	Transportation Network Connectivity	The potential to improve road and pedestrian safety, enhance vehicle and active transportation connectivity, optimize infrastructure to align with Township and Regional plans, enhance rail crossing safety, support sustainable and integrated solutions in the area, and bypass downtown for efficient regional goods movement.
	Convenience	The potential to provide travel time benefits and improve accessibility through distance traveled, rail crossings, and expected speed of travel.
	Socio-Economic Environment	The potential to support planned and future growth, facilitate goods movement, benefit businesses and the downtown core, and improve emergency access and safety.
	Environmental Impacts	The potential to impact drainage and stormwater, archaeology, cultural heritage, noise, climate change, geotechnical features, hydrology, excess soil management, contamination, agriculture, and the natural environment.
	Cost	The potential to incur construction costs, including road construction, intersection and rail crossing improvements, supporting infrastructure, and property acquisition.

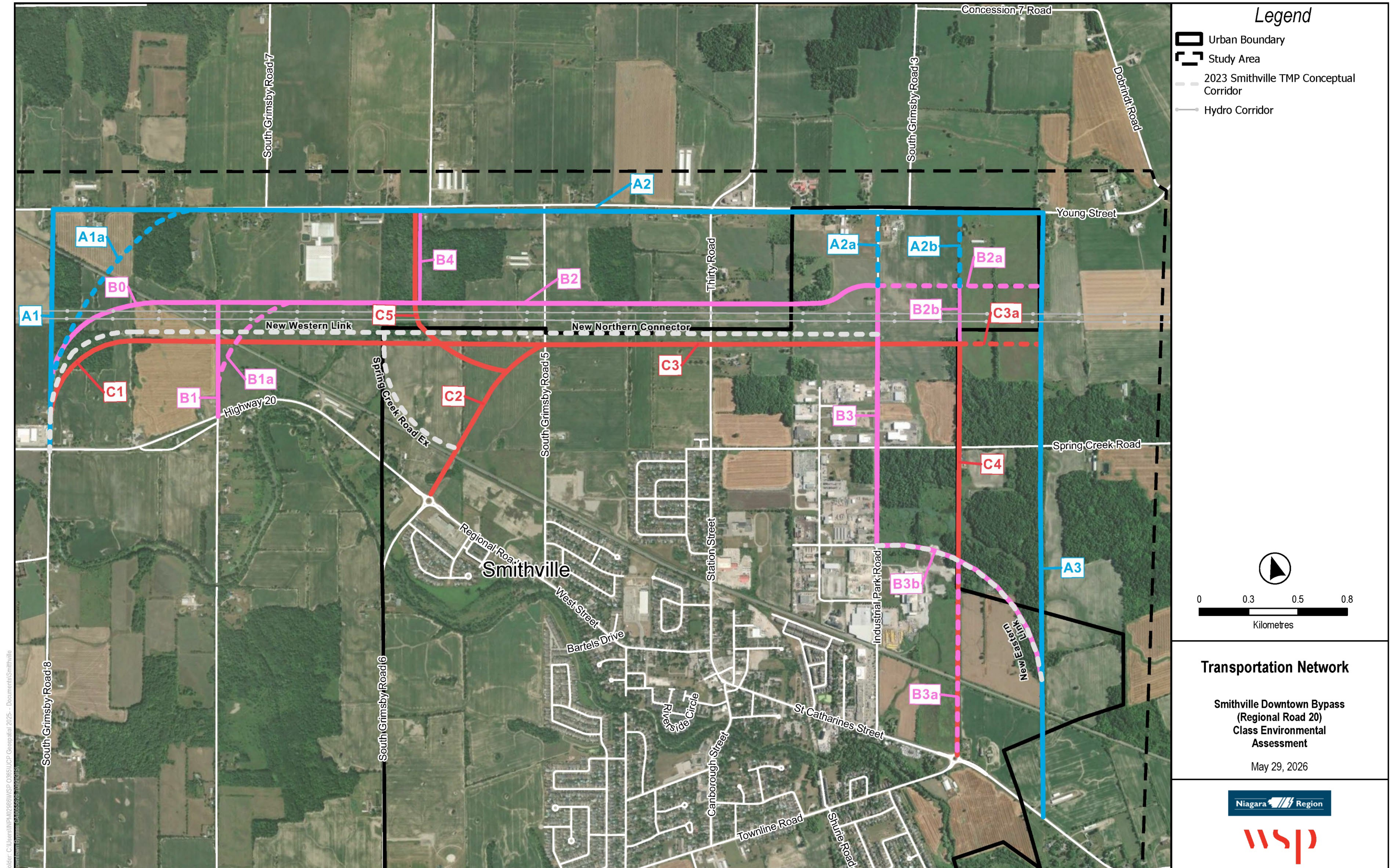
Transportation Network: Share your Feedback

- **Corridor A:** Sections of Corridor A follow an existing road (Young Street).
- **Corridor B:** Sections of Corridor B follow an existing road (Industrial Park Road)
- **Corridor C:** Corridor C does not utilize any portion of the existing road network



Which corridor or segments do you like or dislike?

Grab a sticky note and leave your comments here!



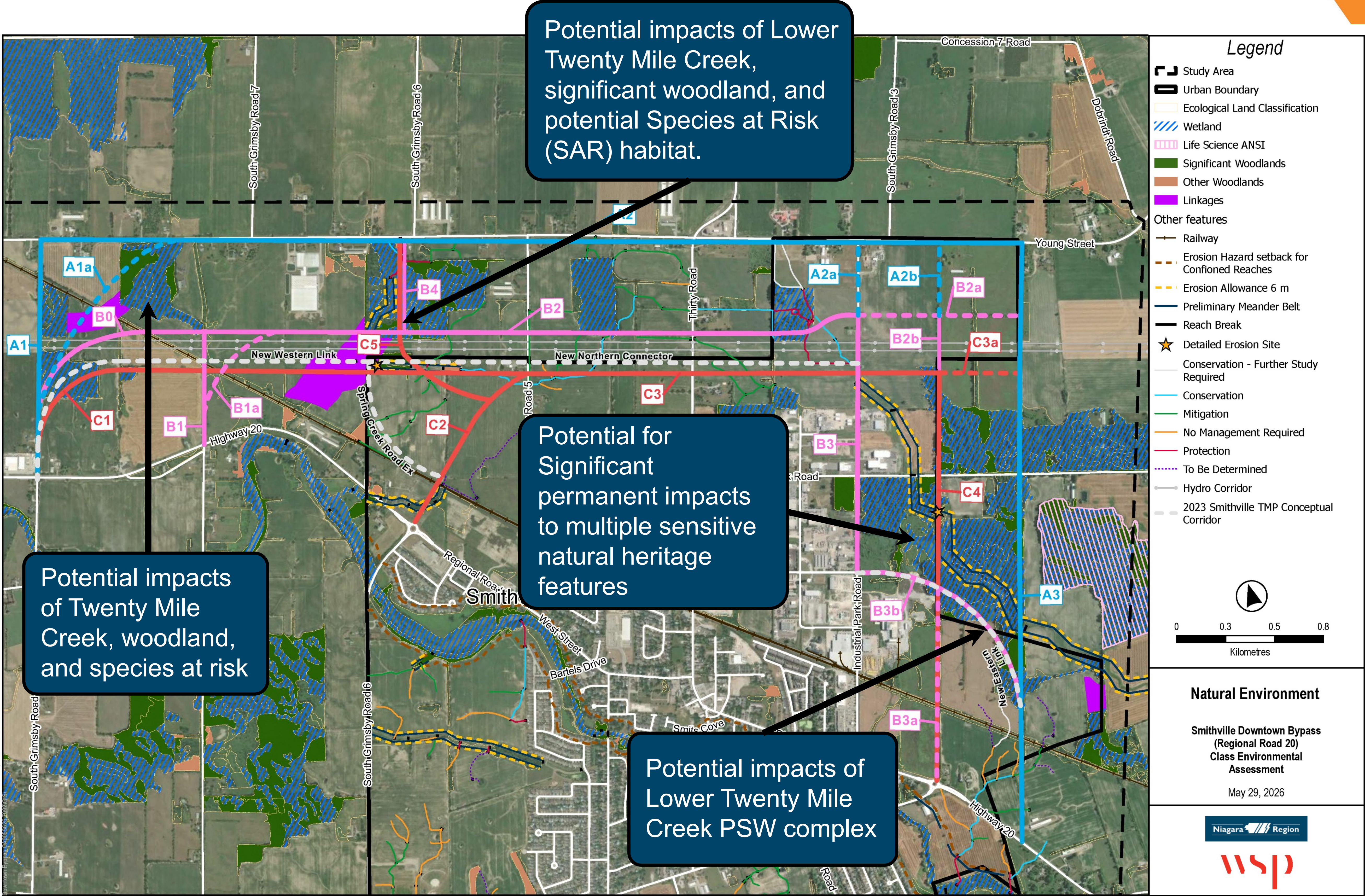
Environmental Impacts: Share your Feedback

- **Corridor A:** Potential for impacts to woodland, creek, and species at risk.
- **Corridor B:** Potential for impacts to multiple wetlands and significant woodland areas.
- **Corridor C:** Potential for impacts to multiple sensitive natural heritage features.



Which corridor or segments do you like or dislike?

Grab a sticky note and leave your comments here!



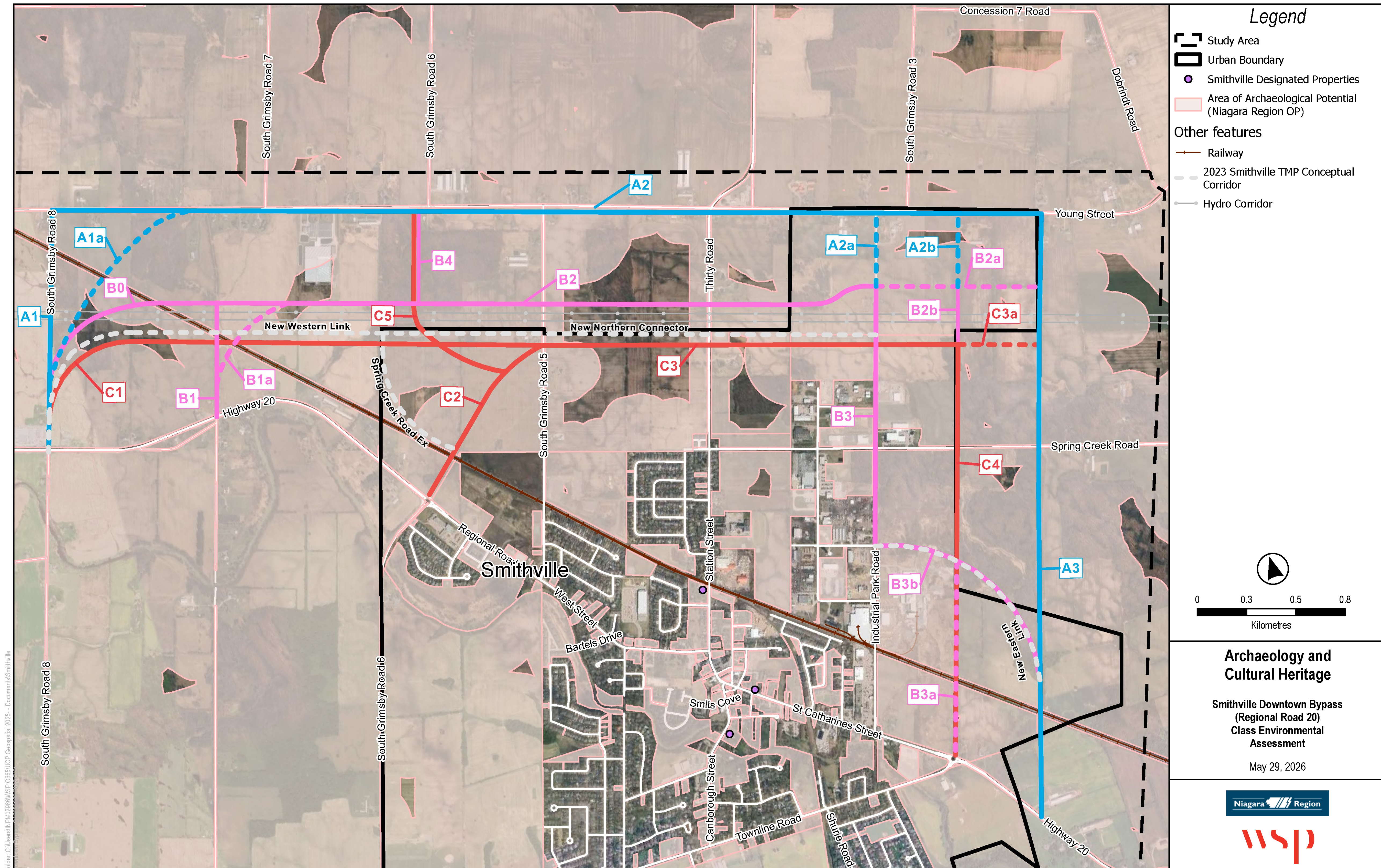
Environmental Impacts (Archaeology and Cultural Heritage): Share your Feedback

- All three corridors have similar potential to impact areas of Archaeological potential.
- All three corridors are not anticipated to impact protected cultural heritage features, though the corridors with more property impacts could identify buildings with potential cultural heritage value upon more detailed investigation.



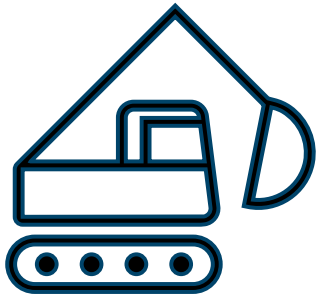
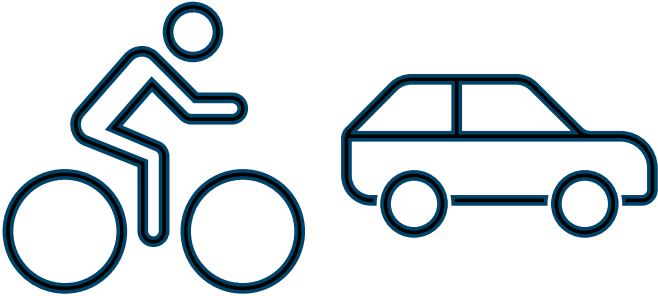
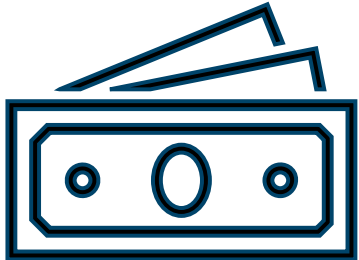
Which corridor or segments do you like or dislike?

Grab a sticky note and leave your comments here!



What Matters Most to You?: Share Your Feedback

Help us understand which evaluation criteria are most important to you as potential route options are reviewed.

	Criteria	Description	Place a Sticky Dot Next to the Criteria That Matter Most to You
	Feasibility	Using existing roads and infrastructure where possible, while creating a route that trucks and other vehicles can use.	
	Transportation Network Connectivity	Improving safety and connections for drivers, pedestrians, cyclists, and trucks, while supporting regional travel and reducing through traffic downtown.	
	Convenience	Making travel faster, easier, and more reliable by improving travel times, reducing delays at rail crossings, and improving access across the community.	
	Socio-Economic Environment	Supporting local businesses, future growth, goods movement, downtown vitality, and emergency access and safety.	
	Environmental Impacts	Protecting farmland, natural areas, waterways, and heritage features, and reducing environmental impacts where possible.	
	Cost	Keeping construction, infrastructure, rail crossing, and property acquisition costs reasonable.	

What Else Should be Considered?: Share Your Feedback

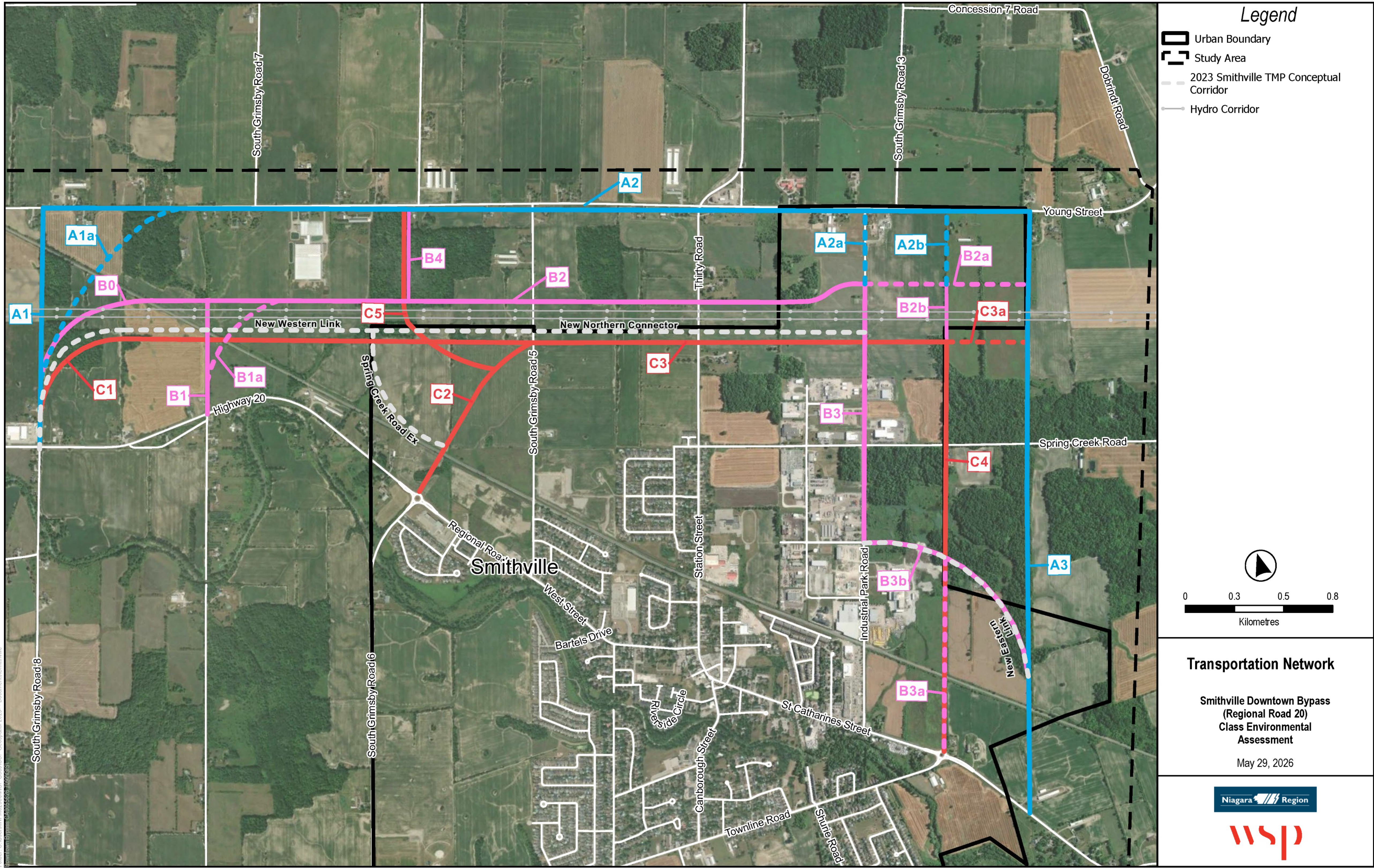


What did we miss?

Are there any other evaluation criteria we haven't considered?

Are there other route considerations we should include?

Grab a sticky note and leave your comments here!



Next Steps & Contact

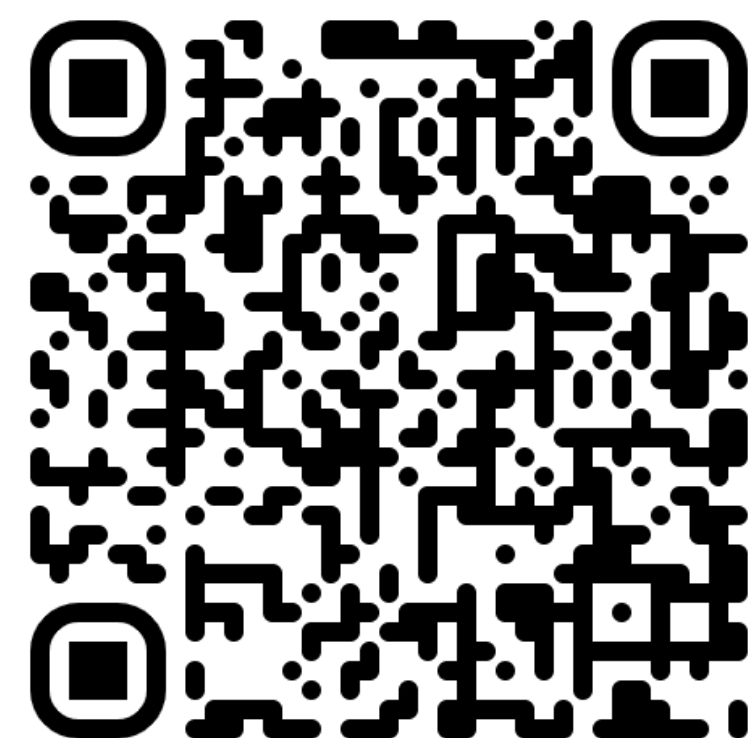
You are invited to be added to the Study contact list and/or provide comments by submitting a completed comment form in the comment box today or by contacting the Project Team members below by **June 26, 2026**.

Next Steps:

1. PIC #2 Comment Period closes June 26, 2026.
2. Consider PIC #2 Input
3. Complete evaluation of alternatives and identify a preferred alternative
4. Prepare for PIC#3 in early 2027

This material will be available on the Project webpage for further review.

www.niagararegion.ca/projects/smithville-downtown-bypass



Amy Shanks, MCIP, RPP

Transportation Infrastructure Planning
Project Manager, Niagara Region

T: 905-980-6000 ext. 3532

E: Amy.Shanks@niagararegion.ca

Jay Goldberg, P.Eng., PMP

Senior Project Manager, Transportation
Planning, WSP

T: 289-835-2489

E: Jay.Goldberg@wsp.com