



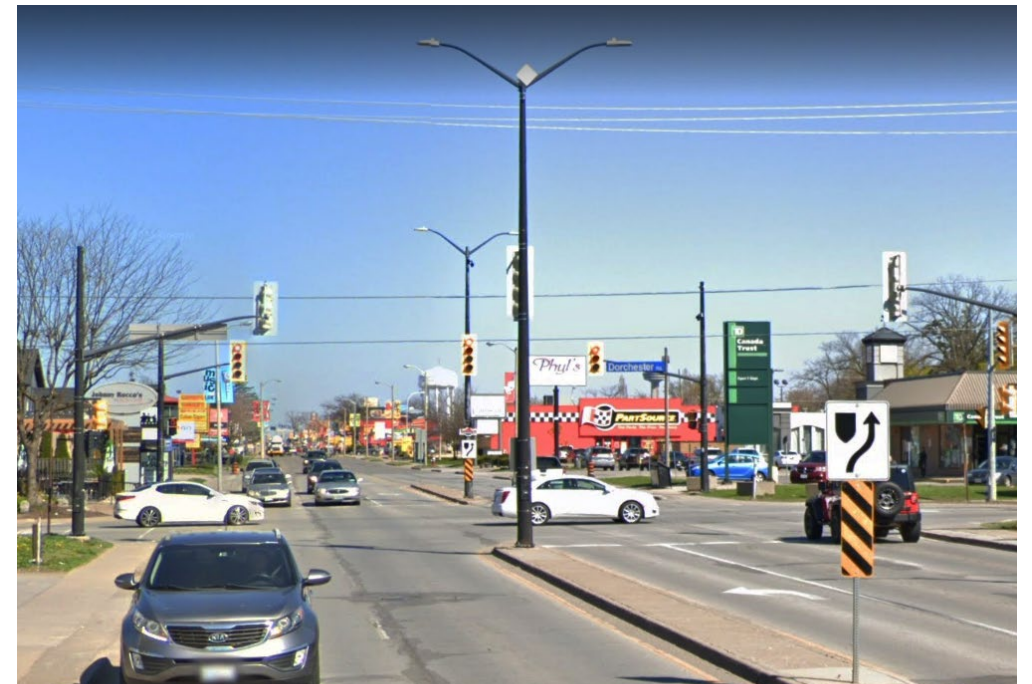
# Public Information Centre #3

Municipal Class Environmental Assessment  
Study for Lundy's Lane in the City of Niagara  
Falls

Date: May 17, 2023

Location: Stamford Collegiate Secondary  
School Library

Time: 6:30pm to 8:00pm



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# Introductions

## Niagara Region

Michael Kowalczyk, C.E.T.  
Project Manager, Transportation Engineering

## Urban & Environmental Management Inc.

Steve Brant, P. Eng.  
Consultant Project Manager

Greg Taras, RPP  
Senior Planner

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# How to Ask Questions/Leave Input

During the PIC, project team members from the Niagara Region and UEM will be present to answer any questions or address concerns you may have.

If you would like to leave written comments, comment sheets and pens will be available at the sign-in table. Comments can also be submitted through e-mail for two weeks following the PIC until May 31, 2023.

# Purpose of PIC #3

- Share information on the status of the project
- Present and receive input on the identification and evaluation of Design Alternatives and the selection of the Preferred Design Alternative
- Provide an opportunity for the public to review project information, provide comments, and ask questions
- Outline next steps in the Class EA Study

# Study Area Map



Figure 1: Study Area Map

- - - = Study Area Limits

# Overview of Municipal Class EA Process & Timeline

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<ul style="list-style-type: none"> <li>Notice of study commencement</li> <li>Problem or opportunity statement</li> <li>Public Information Centre #1</li> </ul>	<ul style="list-style-type: none"> <li>Inventory natural, social and economic existing conditions</li> <li>Identify and evaluate alternative planning solutions</li> <li>Identify preferred planning solution</li> <li>Public Information Centre #2</li> </ul>	<ul style="list-style-type: none"> <li>Inventory natural, social and economic existing conditions</li> <li>Identify and evaluate alternative design concepts for preferred solution</li> <li>Identify preferred design concept</li> <li>Public Information Centre #3</li> </ul>	<ul style="list-style-type: none"> <li>Document Study process and findings in Environmental Study Report (ESR)</li> <li>Issue Notice of Study Completion</li> <li>Place ESR on public record for a minimum of 30-day review period</li> </ul>	<ul style="list-style-type: none"> <li>Proceed to the detailed design and construction of the project</li> <li>Monitor environmental provisions and commitments</li> </ul>
Fall 2021/Winter 2022	Spring 2022	Spring 2023	Summer 2023	TBD



# Summary of PIC #2

At PIC #2, the Project Team presented the status of the project and:

- Presented preliminary results from studies
- Reviewed input received from PIC #1
- Introduced the Alternative Planning Solutions
- Presented evaluation of the Alternative Planning Solutions and identified a Preferred Planning Solution
- Addressed comments/questions
- Received 1 written comment prior to PIC #2
- Received 2 verbal comments during the Q&A portion of PIC #2
- No other relevant agency input to date

# Information from Traffic Impact Study

## Findings

- Localized congestion at study area intersections during weekday peak periods (Montrose Road and Dorchester Road)
- Current peak volume traffic slightly exceeds existing arterial lane capacity
- 2041 volumes will modestly exceed existing lane capacity
- Localized measures will be required at intersections to address capacity deficiencies (Montrose Road and Dorchester Road)
- Separation of left-turning traffic is highly desirable
- Areas of high collision rates are candidates for driveway access management
- Centre left-turn lane may reduce collisions, improve traffic flow
- Higher number of transit users than cyclists within the study area



# Information from Archaeological Study

## Findings

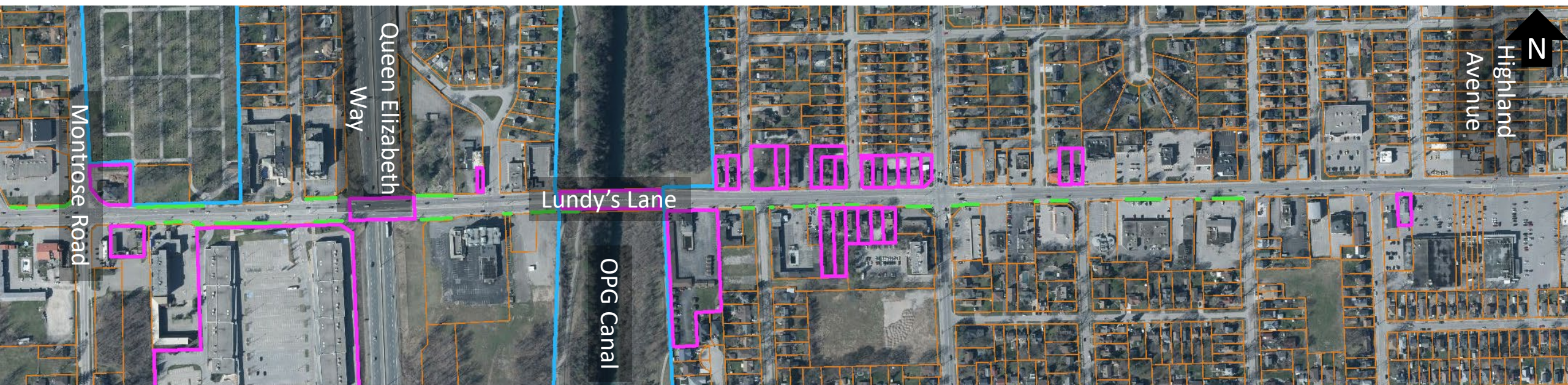
- 95% of study area disturbed
- 5% is remaining boulevard and areas around Lundy's Lane Cemetery
- Moderate to high potential for archaeological resources
- 18 registered archaeological sites within 1km radius of study area

# Information from Cultural/Built Heritage Study

## Findings

- 2 cultural heritage landscapes
  - Lundy's Lane Cemetery
  - OPG Hydro Canal
- 4 historical and commemorative plaques
  - Pioneers & Red Meeting House
  - Charles Green
  - William Lundy Homestead
  - Lundy's Lane South Bridge Over Hydro Canal
- 29 built heritage resources

# Map of Cultural/Built Heritage Locations and Archaeological Resources



-  Cultural Heritage Landscape
-  Built Heritage Resource
-  Archaeological Potential

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# Information from Geotechnical Investigation

## Findings

- Findings consistent with a typical roadway of this type
- Environmental sampling findings were typical of roads with salting related winter maintenance
- One borehole with VOC parameter exceedance. Further testing indicated non-hazardous material

## Next Steps

- Further investigation during Detailed Design following completion of the Class EA Study

# Design Alternatives

Design alternatives were developed following the identification of a Preferred Planning Solution and offer different ways to meet the Preferred Planning Solution. The following Design Alternatives, as well as a Do Nothing option, were developed to address this Class EA study:

No.	Design Alternative	Description
1	Do Nothing	The existing transportation system is not changed. However, ongoing maintenance of the existing infrastructure would continue.
2	30.5m Right-of-Way (Region Complete Streets)	This alternative includes five lanes (two through lanes in either direction and a centre turn lane), cycle track, sidewalk and curb face grass boulevard.
3.1	26.2m Right-of-Way (Niagara Falls Official Plan)	Alternative 3.1 includes five lanes (two through lanes in either direction and a centre turn lane), cycle track and sidewalk.
3.2a		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane) and 1.8m sidewalk behind a 1.95m grass boulevard.
3.2b		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane), 1.8m curb face sidewalk and 2.25m grass boulevard behind the sidewalk.
3.2c		Alternative 3.2a includes five lanes (two through lanes in either direction and a centre turn lane) and 1.8m sidewalk behind a 1.0m boulevard with additional boulevard space located behind the sidewalk.

# Evaluation Criteria

Evaluation criteria have been developed and are shown below. The Design Alternatives were evaluated against these criteria.

Transportation	Cultural/Built Heritage	Socio-Economic	Costs
<ul style="list-style-type: none"><li>▪ Vehicular Traffic Demand</li><li>▪ Safety</li><li>▪ Active Transportation</li><li>▪ Transit</li><li>▪ Complete Streets</li></ul>	<ul style="list-style-type: none"><li>▪ Archaeological</li><li>▪ Cultural Heritage</li></ul>	<ul style="list-style-type: none"><li>▪ Local and Regional Planning Documents</li><li>▪ Supports Local Growth and Development</li><li>▪ Access To and From Properties</li><li>▪ Private Property Requirements</li></ul>	<ul style="list-style-type: none"><li>▪ Capital Costs</li><li>▪ Maintenance Costs</li></ul>

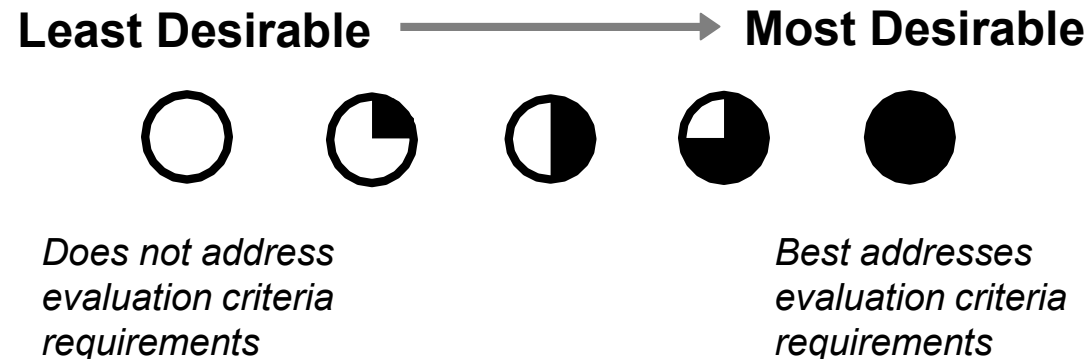
# Complete Streets and Active Transportation

As part of this Class EA Study, Complete Streets and Active Transportation were considered as criteria under the Transportation Environment for the study area. These criteria are defined as follows:

- Complete Streets: A street that accommodates multiple modes of transportation, people of all ages and abilities and supports adjacent land uses
- Active Transportation: A form of transportation in which a person's own power is used to travel. This includes walking, running, cycling, etc.

# Evaluation Process

An evaluation process was developed to evaluate the design alternatives against the identified criteria. This evaluation process is qualitative and uses professional judgement in consideration of available information to determine how well each design alternative satisfies the criteria for each component of the environment, as well as meets the Preferred Planning Solution. An open circle demonstrates that the design alternative does not address the requirements of a given criteria, while a solid circle shows that the design alternative fully addresses the criteria requirements. There are three additional options, a quarter, half, and three-quarter circle, which are used to consider a range of instances where a design alternative meets some of the requirements of a criteria but does not fully address them.





# Evaluation Table: Transportation

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Vehicular Traffic Demand	○ Does not address traffic demand and growth	● Addresses traffic demand along the road and at intersections	● Addresses traffic demand along the road and at intersections	● Addresses traffic demand along the road and at intersections	● Addresses traffic demand along the road and at intersections	● Addresses traffic demand along the road and at intersections
Safety	○ No improvements to vehicular, cyclist and pedestrian safety in the study area	● Improves vehicular, cyclist and pedestrian safety in the study area	◐ Improves vehicular, cyclist and pedestrian safety in the study area, however lacks a boulevard	◑ Greatly improves vehicular and pedestrian safety in the study area	◐ Improves vehicular safety in the study area, however the curb face sidewalk will does not aid in improving pedestrian safety	◐ Improves vehicular and pedestrian safety in the study area, however narrow boulevard provides less of a buffer from the road than option 3.2a
Active Transportation	○ Does not improve active transportation use in the study area	● Improves and supports active transportation	◐ Improves active transportation, however cycle track and sidewalk are narrow	◐ Improves active transportation with wide sidewalk, however lacks a cycle track	◐ Improves active transportation with wide sidewalk, however lacks a cycle track	◐ Improves active transportation with wide sidewalk, however lacks a cycle track
Transit	○ Does not improve transit functioning and ease of transit use in the study area	● Supports increased transit use and operations by improving traffic flow and providing space in the boulevard for transit infrastructure	◐ Supports increased transit use and operations by improving traffic flow, however no space is provided in the boulevard for transit infrastructure	● Supports increased transit use and operations by improving traffic flow and providing sufficient space in the boulevard for all transit infrastructure	● Supports increased transit use and operations by improving traffic flow and providing sufficient space in the boulevard for all transit infrastructure	◐ Supports increased transit use and operations by improving traffic flow and providing some space in the boulevard for transit infrastructure
Complete Streets	○ Does not address Complete Streets approach	● Addresses Complete Streets approach in the study area	◐ Contributes to addressing Complete Streets approach for the study area	◐ Addresses most aspects of Complete Streets, however does not include a cycle track	◐ Addresses some aspects of Complete Streets, however does not include a cycle track	◐ Addresses some aspects of Complete Streets, however does not include a cycle track

# Evaluation Table: Cultural/Built Heritage Environment

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Archaeology	● No impacts to archaeological resources	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent archaeological resources in undisturbed areas, which represent only 5% of the study area. Additional studies may be required to determine if archaeological resources will be impacted and to identify avoidance/mitigative measures
Cultural Heritage	● No impacts to cultural heritage resources	◐ Greater potential for some impacts to adjacent cultural heritage resources (i.e., could impact 23 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures	◐ Potential for some impacts to adjacent cultural heritage resources (i.e., could impact 13 marked graves within the Lundy's Lane Cemetery). Additional studies may be required to determine if cultural heritage resources will be impacted and to identify avoidance/mitigative measures
Summary	● No impacts to the cultural heritage and archaeological environment as no work is being undertaken	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	◐ Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible



















# Evaluation Table: Socio-Economic Environment

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Local and Regional Planning Documents	○ Is not supported by the Transportation Master Plan (TMP)	◐ Supported by the TMP, however exceeds Niagara Falls Official Plan (NF OP) Right-of-Way	◑ Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth	◒ Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses most Complete Streets policies	◓ Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses some Complete Streets policies	◔ Supported by the TMP/NF OP by addressing vehicular safety, operations, road widening and growth. Addresses some Complete Streets policies
Supports Local Growth and Development	○ Does not support local growth and development	● Supports local growth and development by providing improved vehicular, transit, cyclist and pedestrian infrastructure	◐ Supports local growth and development by providing improved vehicular, cyclist and pedestrian infrastructure	◑ Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure	◒ Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure	◓ Supports local growth and development by providing improved vehicular, transit and pedestrian infrastructure
Access To and From Properties	◐ Does not impact existing access to and from properties but does not offer any access improvements	◑ Opportunities to improve and revise access to and from properties as needed	◒ Opportunities to improve and revise access to and from properties as needed	◓ Opportunities to improve and revise access to and from properties as needed	◔ Opportunities to improve and revise access to and from properties as needed	◕ Opportunities to improve and revise access to and from properties as needed
Private Property Requirements	● No private property impacts as there is no work being undertaken	○ Significant private property impacts, requiring property acquisition from all properties within the study area and impacting 9 buildings	◐ Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	◑ Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	◒ Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted	◓ Notable private property impacts, property acquisition required from approximately 75% of properties within study area and 2 buildings impacted

# Evaluation Table: Costs

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Capital Costs	● No additional capital costs	○ Significant capital costs due to degree of property acquisition required	◐ High capital costs due to required property acquisition	◐ High capital costs due to required property acquisition	◐ High capital costs due to required property acquisition	◐ High capital costs due to required property acquisition
Maintenance Costs	○ Increased maintenance costs due to continued roadway deterioration	◐ Improved condition of roadway will reduce maintenance costs, however adding additional infrastructure will then increase maintenance costs	◐ Improved condition of roadway will reduce maintenance costs, however adding additional infrastructure will then increase maintenance costs	◐ Reduced maintenance costs due to improved condition of roadway	◐ Reduced maintenance costs due to improved condition of roadway	◐ Reduced maintenance costs due to improved condition of roadway
Summary	◐ No additional capital costs, however increased maintenance costs	◐ Significant capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	◐ High capital costs with some reduction in maintenance costs, but offset by increased maintenance costs for new infrastructure	◐ High capital costs and some additional maintenance costs	◐ High capital costs and some additional maintenance costs	◐ High capital costs and some additional maintenance costs

# Evaluation Table: Summary of Evaluation Design Alternatives

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Transportation	 Does not address the transportation needs of the study area	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation in support of a Complete Streets approach in the study area	 Addresses transportation needs such as traffic demand, safety, access, active transportation and the Complete Streets approach, however transit needs are not met	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements	 Addresses transportation needs such as traffic demand, safety, access, transit and active transportation, however does not address all Complete Streets requirements. Narrow boulevard offers less space for all transit facilities.
Cultural Heritage and Archaeology	 No impacts to the cultural heritage and archaeological environment as no work is being undertaken	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible	 Potential for some impacts to the adjacent cultural heritage and archaeological environment. Impacts to be mitigated or avoided where possible
Socio-Economic	 Does not support the planning vision in the study area	 Fully supports the planning vision for this area, though there will be significant private property impacts	 Supports the planning vision for this area, though there will be some private property impacts	 Supports the planning vision for this area, and addresses most Complete Streets policies, though there will be some private property impacts	 Supports the planning vision for this area, and addresses some Complete Streets policies, though there will be some private property impacts	 Supports the planning vision for this area, and addresses some Complete Streets policies, though there will be some private property impacts

# Evaluation Table: Summary of Evaluation Design Alternatives

Criteria	1. Do Nothing	2. 30.5m Right-of-Way	3.1 26.2m Right-of-Way	3.2a 26.2m Right-of-Way	3.2b 26.2m Right-of-Way	3.2c 26.2m Right-of-Way
Summary	<p>⌚ Although the “Do Nothing” alternative avoids impacting the existing study area environments because no changes are made, the transportation issues of the study area, including implementation of the Complete Streets approach, are not addressed. This also negatively impacts the planning vision of the study area for the future</p>	<p>⌚ Improving vehicular, transit, pedestrian and cycling infrastructure addresses the major current issues in the study area in consideration of a Complete Streets approach. However, exceeds maximum right-of-way established in the Niagara Falls Official Plan and has significant private property and cost requirements for implementation</p>	<p>⌚ Improving vehicular, pedestrian and cycling infrastructure addresses the major current issues in the study area in consideration of a Complete Streets approach. However, no space for a boulevard means that transit infrastructure and utility requirements cannot be met. There will be private property and cost requirements to implement the improvements</p>	<p>⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. There will be private property and cost requirements to implement the improvements</p>	<p>⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. Further, a curb face sidewalk does not improve pedestrian safety. There will be private property and cost requirements to implement the improvements</p>	<p>⌚ Improving vehicular, transit and pedestrian infrastructure addresses the major current issues in the study area, however not including a cycle track does not meet the Complete Streets approach. The narrow boulevard offers less space for all transit facilities and results in pedestrians being closer to the road than option 3.2a. Further, There will be private property and cost requirements to implement the improvements</p>

# Preferred Design Alternative

Based on the results of the evaluation of the design alternatives, the preferred design alternative has been identified as option 3.2a, which includes a 26.2m right-of-way, 2 through lanes in each direction, a centre turn lane and 1.8m sidewalk behind a 1.95m grass boulevard. This design alternative was chosen, and many elements of Complete Streets can be implemented; however, the exclusion of cycle tracks was decided upon for the following reasons:

- Strong encouragement to remain within the 26.2m right-of-way established in the Niagara Falls Official Plan
- To include cycle tracks, a wider right-of-way would be required along the corridor and at intersections, requiring further private property acquisition and demolition of several buildings
- Businesses would be negatively impacted, i.e. parking spaces lost, due to higher degree of property acquisition and high property acquisition costs
- Lack of space within the 26.2m right-of-way to include both a cycle track and a boulevard. Not including a boulevard results in negative impacts to transit facilities and required infrastructure/appurtenances such as light poles, hydrants, etc.
- Traffic study results show much greater transit use numbers compared to cyclist numbers

# Preferred Design Alternative

As a result of the preferred design not including cycle tracks, the Environmental Assessment will be recommending that alternative cycling routes be further analyzed within and surrounding the study area of Lundy's Lane. This analysis will be done in a separate study.

Additionally, it is important to note that the preferred design alternative is a preliminary design. The design may be subject to some change along the corridor/at intersections as a result of findings during the detailed design process.



# Public and Stakeholder Input Received Through PIC #2

Input Received	Considered During Evaluation of Planning Alternatives	Considered During Evaluation of Design Alternatives	To be considered during Detailed Design
Lundy's Lane is a transitioning area and intensification corridor that will be subject to growth and development in the near future	✓	✓	
Lundy's Lane is a mixed-use area consisting of primarily commercial and residential land uses	✓	✓	
Traffic needs to be calmed both on Lundy's Lane and on connecting side streets		✓	
Improve pedestrian facilities along the road and at intersections	✓	✓	
Improve public transit facilities	✓	✓	
Implement cycling facilities	✓	✓	
Add landscaping to centre medians and boulevards			✓
Improve street lighting			✓



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# Your Input

**On the comment sheet or during the PIC, please provide your input on the following:**

**Design Alternatives:**

- Identification and evaluation of design alternatives
- Preferred Design Alternative

**Any other Relevant Information/Input**

- Email [inquiries@uemconsulting.com](mailto:inquiries@uemconsulting.com)

# Next Steps



Following PIC #3, the Study Team will complete the following:

- Review and consider all comments received
- Finalize the Preferred Design Alternative
- Continue meeting with interested stakeholders/agencies
- Finalize Environmental Study Report

# Getting Involved In This Study

How you can get involved:

- Review presentation slides on the virtual consultation platform/project web page
- Submit any questions, comments or suggestions for consideration using the online comment form on the project webpage or by emailing [inquiries@uemconsulting.com](mailto:inquiries@uemconsulting.com)
- Request to be added to the Study Contact List to receive Study notices for future points of consultation
- Visit project website for updates: <https://niagararegion.ca/projects/lundys-lane/>



# Questions?

Your feedback will be important to us. Your comments will be reviewed by the Study Team and considered in finalizing the Preferred Design Alternative. To submit questions/comments/suggestions, please use the online comment form available on the [project webpage \(https://niagararegion.ca/projects/lundys-lane/\)](https://niagararegion.ca/projects/lundys-lane/) or contact one of the following Study Team Members:

**Michael Kowalczyk, C.E.T.**

Project Manager, Transportation  
Engineering Niagara Region  
1815 Sir Isaac Brock Way,  
Thorold, ON L2V 4Y6  
Phone: 905-980-6000 (E. 3622)  
Email: [Michael.Kowalczyk@niagararegion.ca](mailto:Michael.Kowalczyk@niagararegion.ca)

**Steve Brant, P. Eng.**

Consultant Project Manager  
Urban & Environmental Management Inc.  
4701 St. Clair Avenue, Suite 301,  
Niagara Falls, ON L2E 3S9  
Phone: 905-371-9765  
Email: [SBrant@uemconsulting.com](mailto:SBrant@uemconsulting.com)

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