

MOVING ROADS FORWARD



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



Welcome

Public Information Centre #1
Regional Road 14 (Thirty Road) at Young Street
Class Environmental Assessment
Thursday, March 9, 2023, 6:00 p.m.



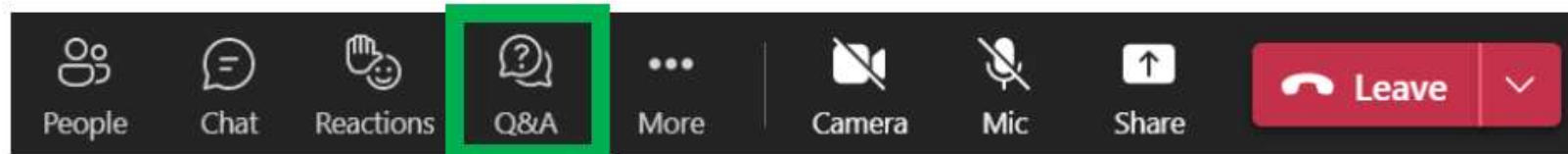
**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

Housekeeping Items

- When joining the online meeting, attendees will be muted and will not be able to use their microphones or camera.
- At the end of the presentation, there will be an opportunity to ask questions or submit comments. Please use the Q&A function to ask questions for the presenters to answer. Click the Q&A icon **[in green]** to ask your question.



- To submit your feedback following the PIC, the presentation materials and an online comment form are available on the project webpage:

<https://www.niagararegion.ca/projects/regional-road-14/default.aspx>

Presentation Outline

- Study Area and Objectives
- Municipal Class Environmental Assessment (EA) Process
- Project Stakeholders
- Policy and Planning Background
- Existing Conditions
- Problem / Opportunity Statement
- Alternative Solutions and Preliminary Study Recommendations
- Next Steps in the Project
- Question and Answer Period

Study Area and Objectives

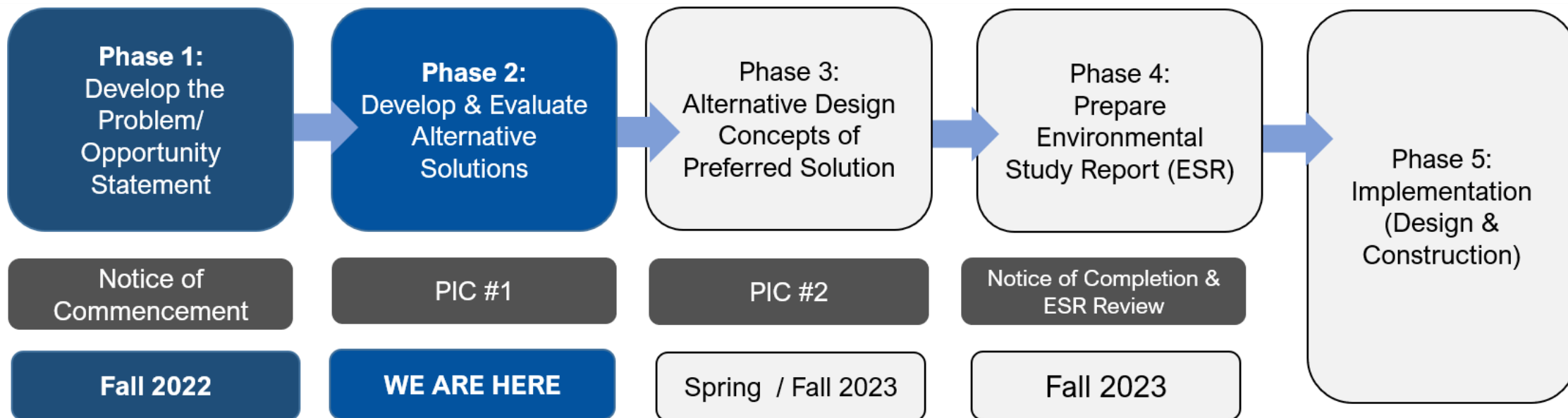
Regional Road 14 (Thirty Road) at Young Street, in the Township of West Lincoln

- Schedule C Municipal Class Environmental Assessment & Detailed Transportation Assessment
- Study objective is to improve multi-modal traffic operations and road user safety.



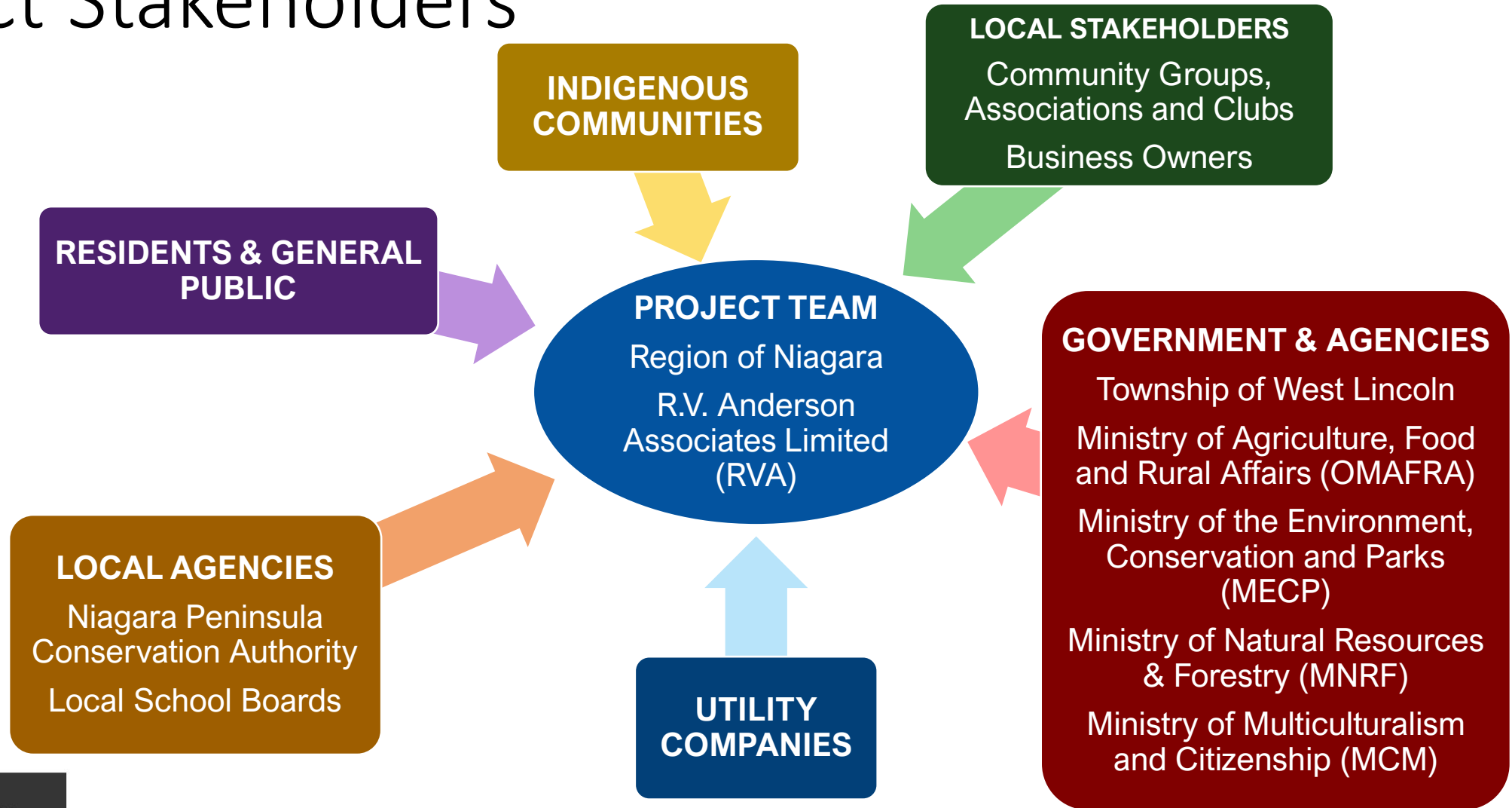
Municipal Class EA Process

This project is classified as a **Schedule 'C' Municipal Class EA** and is subject to **Phases 1 through 4** of Municipal Class EA.



Upon completion of Phase 4 of the study, an Environmental Study Report (ESR) will be prepared to document the Municipal Class EA planning and decision-making process and made available for a 30-day public review period. A Notice of Completion will be issued at that stage.

Project Stakeholders



Policy and Planning Background

- **Provincial Planning Documents**

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- Provincial Policy Statement (2020)
- Greenbelt Plan (2017)

- **Regional Planning Documents**

- Regional Official Plan (2022)
- Regional Transportation Master Plan (2017)

- **Local Planning Documents Policies**

- Official Plan of the Township of West Lincoln (Consolidated 2021)
- Smithville Master Community Plan (Ongoing)



A Place to Grow (2020)



Niagara Region Official Plan (2022)

Existing Conditions - Transportation

- **Thirty Road**

- Regional Arterial Corridor
- Rural two-lane cross-section
- 26.2m right-of-way
- Posted speeds of 80 km/h (north of reverse curve) and 60 km/h (south of reverse curve)

- **Young Street**

- Arterial Rural Road
- Two-lane cross-section
- 20m right-of-way
- 80 km/h posted speed



Thirty Road at Young Street – Northern Leg



Young Street at Thirty Road – Eastern Leg

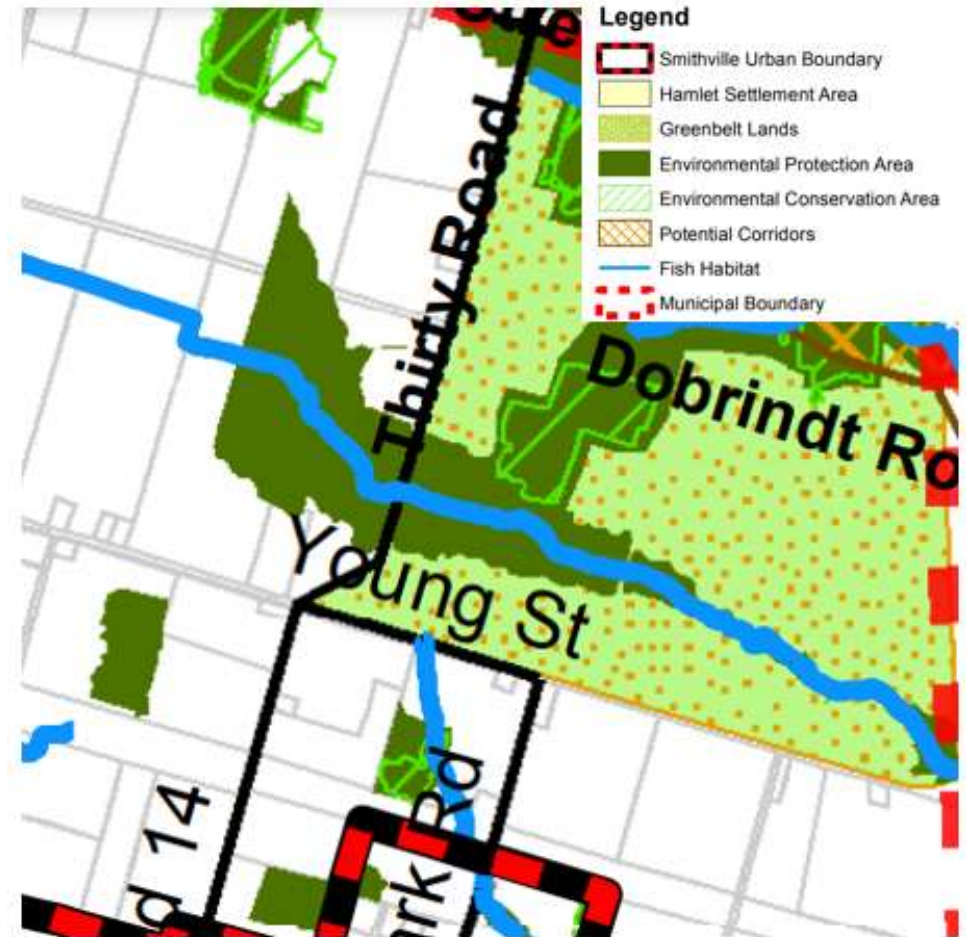
Existing Conditions – Transportation (Continued)

- 14 collisions over last six years (2017 – 2022)
- All-way stop implemented as a **temporary** solution
- Majority of vehicles travelling north / south along Thirty Road (anticipated to increase with Smithville urban boundary expansion)
- Low east / west volumes along Young Street not anticipated to increase significantly



Existing Conditions - Natural Environment

- Located within the Spring Creek subwatershed of Twenty Mile Creek
 - Provides direct fish habitat for a warmwater aquatic community
 - Niagara Peninsula Conservation Authority (NPCA) Regulated
- Lands designated as Environmental Protection Areas and Greenbelt lands
- Potential Species at Risk (SAR) to be confirmed prior to construction



Schedule 'C-1' -Natural Heritage System – Township of West Lincoln Official Plan

Existing Conditions – Drainage & Stormwater

- Drainage conveyed by shallow roadside ditches with seasonal ponding
- Concrete box culvert north of Young Street conveys a tributary of Spring Creek under Thirty Road
- Lands surrounding the Spring Creek tributary are within the NPCA regulated floodplain and experience flooding



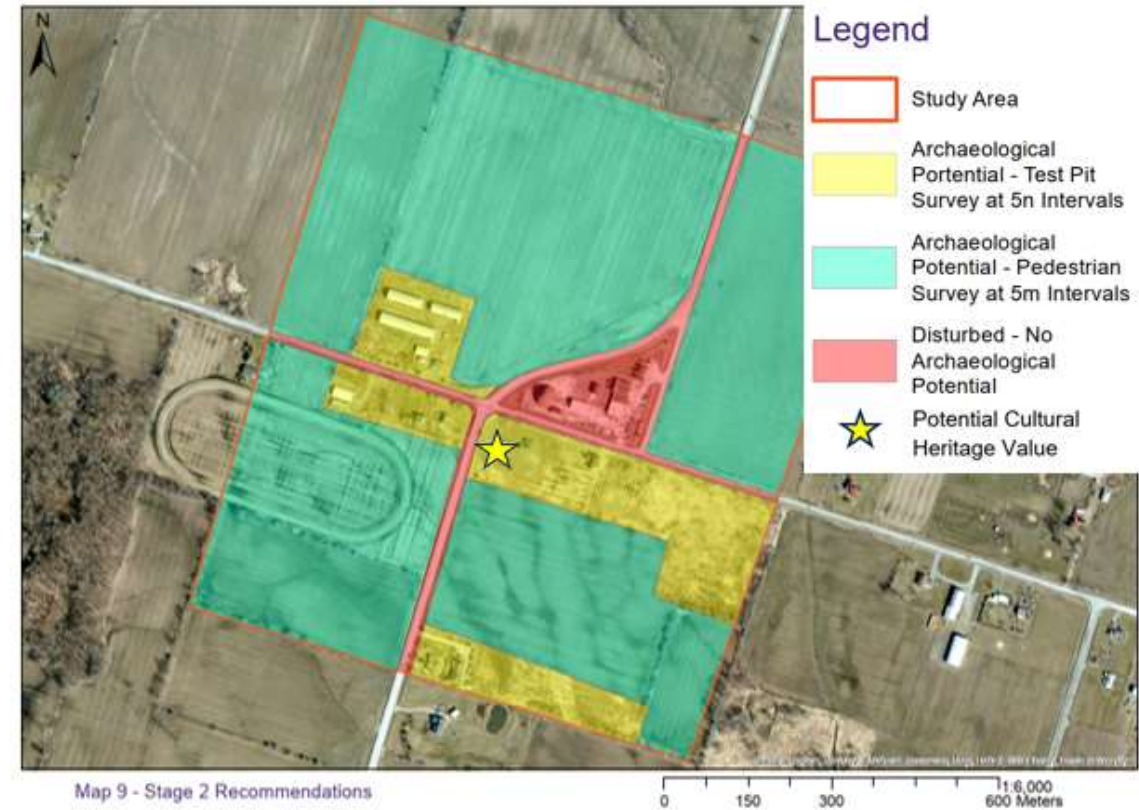
Approximate NPCA Regulated Flood Plain
(Source: NPCA Watershed Explorer ArcGIS Web Map)



Spring Creek Tributary Box Culvert

Existing Conditions - Cultural Heritage & Archaeological Resources

- Undisturbed lands adjacent to the roadway exhibit archaeological potential and will require a Stage 2 Archaeological Assessment prior to construction, **if impacted**
- No properties on the Township's Heritage Register or designated under the *Ontario Heritage Act*
- Barn on the southeast corner of the study area has *potential* for cultural heritage value



Stage 1 Archaeological and Cultural Heritage Review Findings

Existing Conditions - Socio-economic Environment

- Agricultural and rural residential land uses
 - Niagara Peninsula Tender Fruit and Grape Area (Specialty Crop Area) and Prime Agricultural Lands
 - Good General Agricultural Lands
- Region Public Works Yard located on northeast corner of intersection
- Lands south of Young Street designated within the future Smithville Urban Boundary Expansion



Schedule F - Agricultural Land Base (Niagara Region Official Plan, 2022)

Existing Conditions – Utilities and Municipal Services

- High voltage transmission facilities (north side of road) & local utility poles (both sides)
- Hydro One right of way along south side of Young Street
- Water and sewer mains along Young Street provide water / wastewater service to surrounding area



Existing hydro infrastructure



Hydro One right of way

Problem / Opportunity Statement

The area of Thirty Road at Young Street and Thirty Road at Clayson Road requires geometric improvements to address safety issues for all users due to:

- Reverse curve alignment of Thirty Road causing insufficient stopping sightline distance at Young Street and maneuverability issues for larger farm vehicles and commercial trucks;
- Right-of-way conflict at Thirty Road and Clayson Road;
- Westbound traffic utilizing Clayson Road as a cut-through to avoid Thirty Road at Young Street intersection
- Lack of pedestrian and cyclist facilities
- Higher vehicle speeds

The Niagara Region is committed to creating a safe, integrated, and environmentally sustainable transportation system. The Region is taking this opportunity to address the identified road safety and issues through geometric design and traffic operation improvements.

Alternative Solutions

- 1) Do Nothing
- 2) Intersection Improvements & Close Clayson Road at Northern Terminus
- 3) Improvements at Clayson Road & Young St Intersections & Close Thirty Road Segment
- 4) Realign Thirty Road North of Young Street
- 5) Extend Clayson Road south of Young Street

Alternative 1: Do Nothing

Intersection remains as is, with no improvements (prior to all-way stop temporary condition). Required to be considered as part of the EA planning & design process.

- ✘ Does not address insufficient stopping sightline distance caused by reverse curve alignment
- ✘ Does not address right-of-way conflict at Thirty Road / Clayson Road
- ✘ Does not address westbound traffic utilizing Clayson Road as cut-through



Alternative 2: Intersection Improvements & Close Clayson Road at Northern Terminus

Close Clayson Road and direct traffic to improved Thirty Road at Young Street intersection i.e., all-way stop, roundabout or traffic signal (to be confirmed in Phase 3).

- ✓ Addresses insufficient stopping sight distance caused by reverse curve alignment at Young Street / Thirty Road (dependent on intersection control selected in Phase 3)
- ✓ Eliminates right-of-way conflict at Thirty Road / Clayson Road
- ✓ Addresses westbound traffic utilizing Clayson Road as cut-through
- ✓ N/S traffic flow is maintained
- ✓ Minimal impact to adjacent lands



Alternative 3: Improvements at Clayson Road & Young Street Intersections & Close Thirty Road Segment

Close north segment of Thirty Road and direct traffic to Thirty Road at Clayson Road Street intersection.

- ✓ Eliminates stopping sightline distance issues at Young Street / Thirty Road
- ✓ Removes right-of-way conflict at Thirty Road and Clayson Road
- ✗ Minimal-moderate property requirements (to be determined based on type of intersection control)
- ✗ Results in minor delays to N/S traffic flow
- ✗ Requires upgrades to Clayson Road and Young Street



Alternative 4: Realign Thirty Road North of Young Street

Segment of Thirty Road north of Young Street is closed and realigned with Clayson Road closed at northern terminus.

- ✓ Improves stopping sightline distance at Young Street/Thirty Road
- ✓ Addresses right-of-way conflict at Thirty Road / Clayson Road
- ✓ Maintains N/S traffic flow
- ✗ Impacts watercourse and highly vulnerable aquifer
- ✗ Significant property impacts (bisections property north of Young)
- ✗ High cost to implement



Alternative 5: Extend Clayson Road South of Young Street

Clayson Road is extended south of Young Street. Segment of Thirty Road north of Young Street is closed and Thirty Road is cul-de-sac'd at southern terminus.

- ✓ Addresses stopping sightline distance issue at Young Street / Thirty Road
- ✓ Removes right-of-way conflict at Thirty Road / Clayson Road
- ✓ Maintains N/S traffic flow
- ✗ Significant property impacts including potential cultural heritage property (farm south of Young and 3049 Thirty Road)
- ✗ High cost to implement



Evaluation of Alternative Solutions - Methodology

CRITERIA	DESCRIPTION
Traffic Operations and Safety	Does the alternative improve the safety (sightlines, stopping distance, conflict) of the intersection? How will the alternative serve the existing and future vehicular (car, truck and farm vehicle), pedestrian and cycling traffic needs?
Socio-economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with current and planned area land use, impacts on prime agricultural lands, property requirements, access restrictions, etc.)
Natural Environment and Climate Change	How does the alternative affect existing vegetation, floodplain, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
Cultural Heritage Resources	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	What is the capital cost of the alternative? What is the cost for utility relocations, property acquisitions, maintenance and operation costs?

Evaluation of Alternative Solutions

Alternative Solutions	Traffic Operations & Safety	Socio-economic	Natural Environment	Cultural Heritage Resources	Costs	Evaluation Summary
Alternative 1: Do Nothing	○	◐	●	●	●	Not Recommended
Alternative 2: Intersection Improvements & Close Clayson Road at Northern Terminus	●	◐	◐	◐	◐	Recommended to be Carried Forward
Alternative 3: Improvements at Clayson Rd & Young St Intersections & Close Thirty Road Segment	◐	◐	◐	◐	◐	Not Recommended
Alternative 4: Realign Thirty Road north of Young Street	●	◐	◐	◐	◐	Not Recommended
Alternative 5: Extend Clayson Road South of Young Street	●	○	◐	◐	○	Not Recommended

Alternative 2) – Intersection Improvements & Close Clayson Road at Northern Terminus is recommended to be carried forward

Summary of Recommendations

- Cul-de-sac Clayson Road at northern terminus and maintain for local access only (Regional Public Works Yard and local utilities)
- Direct all traffic to improved Thirty Road at Young Street intersection
- Type of intersection control for Thirty Road at Young Street (all-way stop, roundabout, traffic signal) to be determined in Phase 3)



Next Steps

1. Confirm preferred solution in consideration of feedback received from public and technical agencies (e.g. Hydro One)
2. Develop & evaluate alternative design concepts to implement the preferred solution (e.g. intersection control, roadway cross sections)
3. Present preferred design at 2nd PIC (Spring / Fall 2023)
4. Prepare and submit Environmental Study Report for 30 Day public review (Fall 2023)
5. Proceed to detailed design and construction (pending Council approval and budget).

Getting Involved in the Next Steps



Review presentation slides on the Region's project webpage



Submit any questions, comments or suggestions use the online comment form or by contacting the Study's Project Managers.



Request to be added to the Study Contact List to receive future notices.



Visit the Region's project webpage for study updates niagararegion.ca/projects/regional-road-14/



Attend future Public Information Centre

Following this Public Information Centre (PIC), the study team will complete the following:



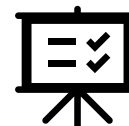
Develop a PIC Summary to document the results of this PIC.



Complete studies to collect existing condition information for natural, socio-economic and cultural environment.



Develop & evaluate alternative design concepts to implement the preferred solution



Host PIC #2 to present the preferred design concept



Questions?

Your feedback is important. Your comments will be reviewed and considered as the Study progresses. To submit questions/comments/suggestions after this PIC, please use the online comment form available on the project webpage **by March 30th**:

niagararegion.ca/projects/regional-road-14/

If you have further questions, please contact one of the Study's Project Managers:

Hamed Esmaeeli, P.Eng.

Project Manager, Transportation Planning

Niagara Region

905-980-6000 ext. 3722

hamed.esmaeeli@niagararegion.ca

Andrew McGregor, MCIP, RPP

Consultant Project Manager

R.V. Anderson Associates Limited

905-685-5049

amcgregor@rvanderson.com

**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region