



**Regional Road 14 (Thirty Road) at Young Street in the
Township of West Lincoln Schedule 'C' Municipal Class
Environmental Assessment**

Public Information Centre #1 Summary Report

Final

April 24, 2023





Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln Schedule 'C' Municipal Class Environmental Assessment

**Public Information Centre #1
Summary Report**

Final

Region of Niagara

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RVA 226468

April 24, 2023



Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln Schedule 'C' Municipal Class Environmental Assessment

PIC #1 Summary Report

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1.0 Introduction

Niagara Region is undertaking a Municipal Class Environmental Assessment Study (EA) for intersection improvements and potential realignment of Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection. The Study Area extends approximately 600 meters in each direction, as shown in the key plan in Figure 1.1.

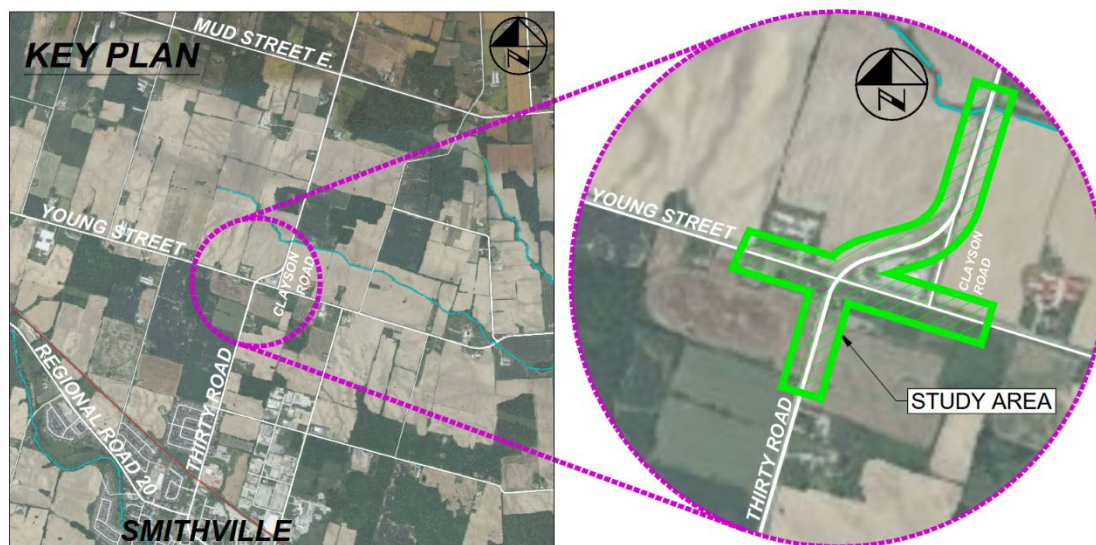


Figure 1.1 – EA Study Area

R.V. Anderson Associates Limited (RVA) was retained by the Niagara Region to complete the Class Environmental Assessment (EA) for this project. This is a Schedule “C” project that covers phases 1 through 4 of the planning process in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011, 2015 & 2023). As part of the Class EA planning and design process, extensive public and technical agency consultation is required in developing the study recommendations. Two (2) Public Information Centres (PICs) are being held as part of the study.

1.1 Public Information Center #1

Public participation is key to the success of this study. The Region is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in-person public meetings. As such, the first PIC was held on March 9, 2023, at 6 p.m. through a Virtual Public Meeting format hosted on the Microsoft Teams Meeting, which included a formal presentation and question and answer period. Residents were invited to call-in to the meeting or participate in the meeting through a link posted to the project webpage.

The PIC included a presentation of the study to date, including existing conditions, the evaluation of alternative solutions, and preliminary recommendations, followed by a question-and-answer period. Members of the project team, which included staff from the Region and R.V. Anderson Associates Limited, were present to discuss the projects and concerns brought forwards by the attendees.

2.0 Stakeholders and Notification

In accordance with the MCEA process, notification to the public and stakeholders is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - Notice advertised on the Niagara This Week and NewsNow (local newspaper) on February 23rd and March 2nd, 2023.
 - Notice posted on the Region of Niagara website at <https://www.niagararegion.ca/projects/regional-road-14/default.aspx> on February 23, 2023.
- **Local Residents & Businesses**
 - Notice mailed to the 143 property owners adjacent to the study area (catchment area included in **Appendix 1-2**) on February 23rd, 2023.
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - Email containing the Notice and details of PIC #1 sent on February 23rd, 2023.
 - Emails containing cover letters and the Notice of PIC #1 sent to Indigenous communities, specifically Mississaugas of the Credit First Nation; Haudenosaunee Development Institute; and Six Nations of the Grand River Elected Council.

Refer to **Appendix 1** for copies of the published notifications and project mailing list.

3.0 Consultation Material

The purpose of the first PIC was to provide an overview of the Study, including the problem and opportunities to be addressed, existing conditions within the study area, the alternative solutions and evaluation criteria considered, as well as the preliminary recommendations.

The display boards presented at the first PIC are included in **Appendix 2** and presented information on the following study components:

- Study Area & Project Background
- Municipal Class EA Process & Study Organization
- Existing Conditions
- Evaluation Criteria
- Evaluation of Alternative Solutions
- Preliminary Study Recommendations
- Next Steps

Materials posted to the project website were available in an alternate format (i.e., hard copy) upon request, however no requests were received.

4.0 Meeting Format and Participation

Based on the Microsoft Teams Meeting Attendance Report, a total of ten (10) residents attended the PIC. Residents were encouraged to submit their questions using the Microsoft Teams Q & A function, or by using the “Raise Your Hand” feature, to ask a question directly to the project team. Questions submitted using the Q & A feature were read aloud to the project team by an RVA moderator and answered during the meeting by the project team technical staff.

A total of two (2) comments and questions were received through the Q & A function, with six (6) residents providing their comments / question directly to the project team using the “Raise Your Hand” feature.

5.0 Questions and Comments

Following the PIC, the presentation slides were available for review and comment until March 30, 2023, on the Region’s website. A total of two (2) comment forms were completed following the first PIC, with some additional feedback being provided through email. The comments received during and following the PIC are summarized in **Table 5.1**, while copies of all comment forms and additional feedback submitted via email are provided in **Appendix 3**.

Table 5.1 – Summary of Comments Received

TOPIC OF COMMENT RECEIVED	COMMENT SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
Consideration of Future Traffic Volumes Associated with the Smithville Urban Boundary Expansion and Potential Smithville Bypass	<ul style="list-style-type: none"> - Residents noted that improvements to the intersection should consider future traffic volumes associated with planned development and potential future road network changes (i.e., potential Smithville bypass, Escarpment crossing etc.). 	<ul style="list-style-type: none"> - Project team noted that the traffic analysis completed includes all planned developments and road networks improvements known by the Region at this time. - Project team to ensure that improvements to the intersection consider future traffic volumes associated with planned development and future road network (i.e., potential Smithville bypass, Escarpment crossing etc.).
Extent to which Temporary All-Way Stop Addressed Issue	<ul style="list-style-type: none"> - Residents agreed with the need to provide improvements at the intersection. - Some residents noted that they feel the temporary 4-way stop introduced addresses the historical issue. - One resident noted concern regarding light pollution associated with signal traffic controls on properties in proximity of the intersection. 	<ul style="list-style-type: none"> - Project team noted that due to the s-curve alignment of the north leg, the line sight of sight issues for the eastbound and westbound vehicles and stopping sight distance issue for southbound vehicles are not resolved with the all-way stop control, and that collision risk will increase in the future as traffic volumes increase. - Levels of illumination and potential mitigation measures to be considered.
Accommodation of Farm and Heavy Truck Vehicles	<ul style="list-style-type: none"> - Residents noted the need to accommodate farm and heavy truck vehicles, with some residents expressing concern that a traditional roundabout intersection may not accommodate these vehicles. 	<ul style="list-style-type: none"> - Intersection control to be designed to accommodate for use of farm and heavy truck vehicles.
Alternative 2: Intersection Improvements & Close Clayson Road at Northern Terminus	<ul style="list-style-type: none"> - Support for presented preferred solution of Alternative 2: Intersection Improvements & Close Clayson Road at Northern Terminus. 	<ul style="list-style-type: none"> - Project team to move forward with the evaluation of alternative design concepts to implement Alternative 2 in Phase 3 of the EA.

6.0 Conclusions and Next Steps

The PIC provided an introduction of the project to the community and provided an opportunity for interested parties to provide their input. Comments on the various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- General support for the preferred solution to implement improvements to Thirty Road at Young Street intersection, and closure of Clayson Road;
- Residents expressed the need to consider future traffic volumes associated with the Smithville Urban Boundary Expansion and potential Smithville Bypass and other networks improvements; and
- Residents expressed the need to accommodate farm and heavy truck vehicles.

All comments received during the first PIC, as well as comments received after the first PIC via email and comment form of the project webpage, will be considered by the project team as alternatives in conjunction with the findings from the existing conditions review to implement the preferred solution which is developed and evaluated in Phase 3 of the EA.

6.1 Public Information Centre (#2)

The next PIC will be held in Fall 2023. The purpose of the second PIC will be to present and obtain comments on the alternative and recommended design concepts to implement the preferred solution.

An Environmental Study Report will be prepared following the second PIC incorporating comments received from stakeholders. The report will be made available to the public for review in accordance with the requirements of the Municipal Class Environmental Assessment.

APPENDIX 1
NOTIFICATION MATERIAL



APPENDIX 1-1
Notices



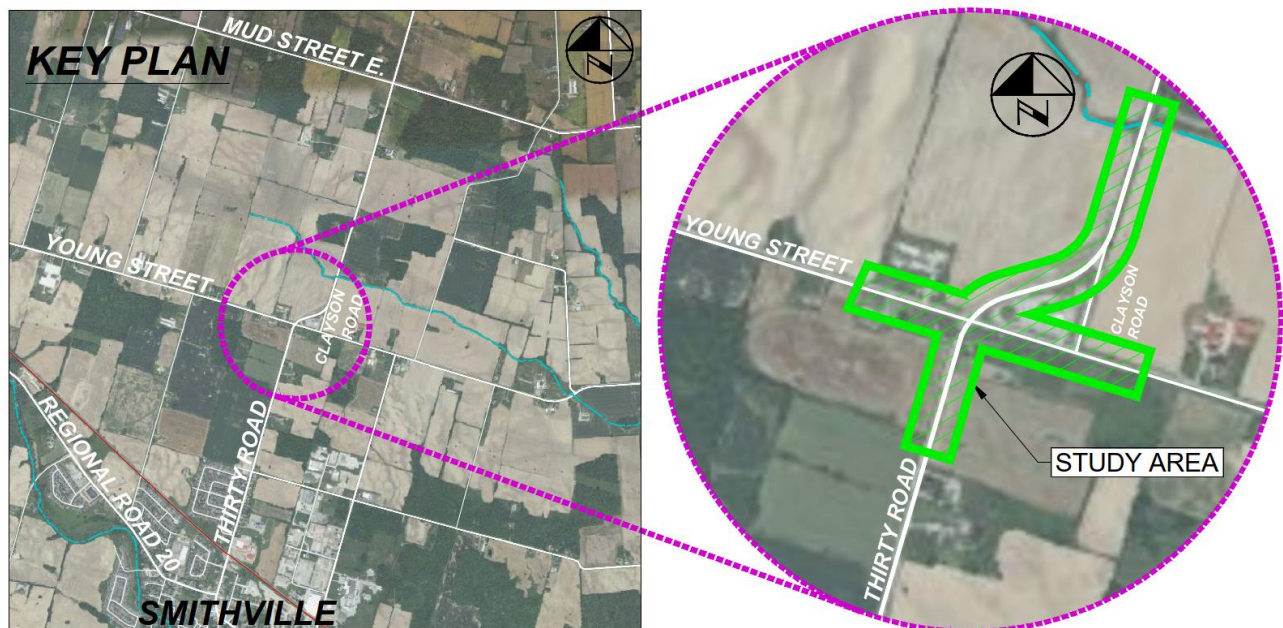
Notice of Public Information Centre #1

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

Schedule 'C' Municipal Class Environmental Assessment

The Study

Niagara Region is undertaking a Municipal Class Environmental Assessment Study (EA) for intersection improvements and potential realignment of Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection. The Study Area extends approximately 600 meters in each direction as shown in the key plan below.



The Process

The project is being completed as a **Schedule "C"** project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 & 2015), which is approved under the *Ontario Environmental Assessment Act*. The study will address the requirements of Phases 1 to 4 of the Municipal Class EA process.

The project team will examine a full range of alternatives and identify a preferred strategy for addressing the project needs. Upon completion 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 minimum of 30-day public review period. A Notice of Completion will be issued at that stage.

You Are Invited to Participate!

The Niagara Region is planning to host the first of two Public Information Centres for this study. **Public Information Centre #1** will provide an overview of the Study, including the problem and opportunities to be addressed, existing conditions within the study area, the alternative solutions and evaluation criteria considered, as well as the preliminary recommendations. This event will be held in an **online format** via the project webpage: <https://www.niagararegion.ca/projects/regional-road-14/default.aspx>.

You are invited to **attend the Online Presentation on Thursday, March 9, 2023**, starting at **6:00 pm**. There will be an opportunity at the end of the presentation to ask questions or submit comments. To join the online presentation, please visit the project webpage ([niagararegion.ca/projects/regional-road-14/](https://www.niagararegion.ca/projects/regional-road-14/)) on the day of the presentation and click the presentation link. In addition, the information materials related to **Public Information Centre #1** will be available on the project webpage starting **March 9, 2023**, and comments will be received until **March 30, 2023**.

Stay Connected!

As the study progresses and more information becomes available, it will be posted on the project webpage: [niagararegion.ca/projects/regional-road-14/](https://www.niagararegion.ca/projects/regional-road-14/)

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

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 Ltd.
905-685-5049 ext. 4211

amcgregor@rvanderson.com

Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of Regional Council and Regional staff in accordance with the ***Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)***. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the Privacy Office at 905-980-6000 ext. 3779 or FOI@niagararegion.ca.

If you require any accommodations for a disability in order to attend and participate in meetings or events, please let us know in advance so that arrangements can be made in a timely manner. Please contact the **Accessibility Advisory Coordinator** at 905-980-6000 ext. 3252 or accessibility@niagararegion.ca.

This notice was first issued on February 21, 2023.

Notice of Public Information Centre #1 for Thirty Road (Regional Road 14) at Young Street in West Lincoln

Niagara Region is undertaking a Municipal Class Environmental Assessment Study. This will address the need for operational and safety improvements at the intersection.

The study is being completed as a Schedule “C” project, approved under the Ontario Environmental Assessment Act.

An Environmental Study Report will be prepared to document the planning and decision making process. It will be available for a minimum of a 30-day public review period when the study is complete. A notice of completion will be issued at that stage.

The Region is hosting the first of two Public Information Centres.

Public Information Centre #1

This event is on Thursday, March 9, 2023 at 6 p.m. and will be held online.

The Public Information Centre will give an overview of the following:

- The problem and opportunities to be addressed
- Existing conditions within the study area
- Alternative solutions and evaluation criteria considered
- The preliminary preferred solution

The presentation link will be available on the [Environmental Assessment for Thirty Road and Young Street Intersection project page](#) starting March 9, 2023. Comments will be received until March 30, 2023. At the end of the presentation, there will be an opportunity to ask questions or submit comments.

Contact

If you have any questions or comments about the study or wish to be added to the email list to receive notices, contact one of the project team members:

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Niagara Region
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hamed.esmaeeli@niagararegion.ca

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- The preliminary preferred solution

Public Information Centre #1 Virtual Information Session

Thursday, March 9, 2023, 6 p.m.

This event will be held online. To participate find the presentation link via the project webpage: niagararegion.ca/projects/regional-road-14/

There will be an opportunity at the end of the presentation to ask questions or submit comments. The information materials for Public Information Centre #1 will be available on the project webpage starting **March 9, 2023**, and comments will be received until **March 30, 2023**.

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Niagara Region

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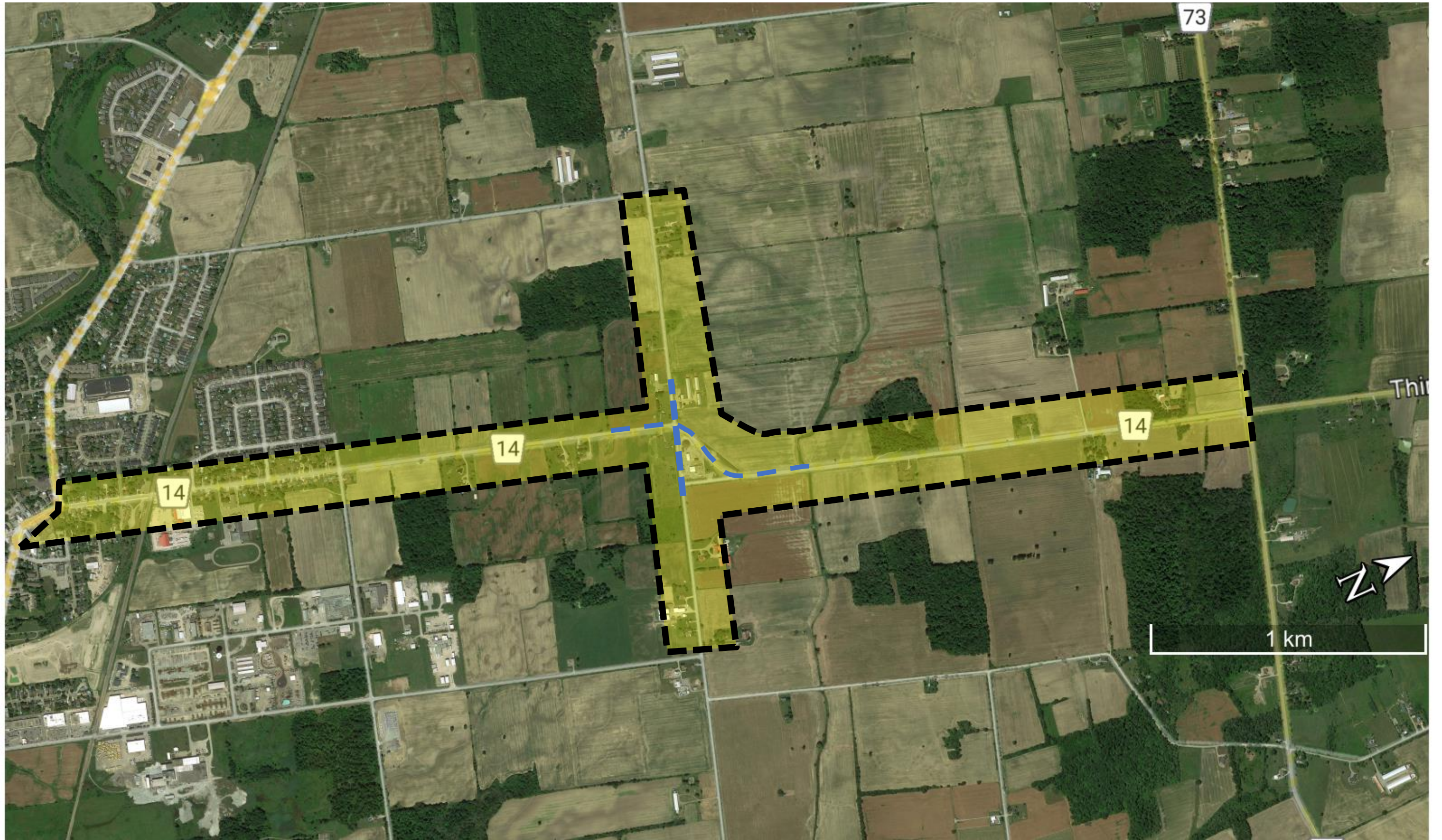
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APPENDIX 1-2

Notice Distribution Area





LEGEND:

APPROXIMATE STUDY AREA



STUDY NOTIFICATION DISTRIBUTION AREA



Niagara Region

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MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
 THIRTY ROAD AT YOUNG STREET

STUDY NOTIFICATION DISTRIBUTION AREA

APPENDIX 1-3

Technical Agency Stakeholder List



Niagara Region

Stakeholder List

EA - Thirty Road (Regional Road 14) & Young St.

Project Manager

Hamed Esmaeeli

Agency/Organization:	Department:	Role/Title:	Phase:	Environmental Assessment			Name	Email
				Activity:	Requirement:	Activity:		
			✓ - Means mandatory - Means the PM to determine if needed and it is up to the contact person to attend a meeting or assign a designate.	Yes / No -	Yes / No -	Yes / No -	Yes / No -	Yes / No -
				Notice of commencement (November 2, 2022)	PIC Notice	Notice of completion (EA)		
				Municipal Class Environmental Assessment Document	Municipal Class Environmental Assessment Document	Municipal Class Environmental Assessment Document		
Residents in Study Area				✓	✓			
District School Board of Niagara		Superintendent of Business Services/Treasurer of the Board		✓	✓		Terri Cook	Terri.Cook@dshb.org
Niagara Catholic District School Board		Controller of Facilities Services		✓	✓		Clark Euale	clark.euale@ncdsb.com
Niagara Regional Police Service		Chief of Police		✓	✓		Bryan MacCulloch	bryan.macculloch@niagarapolice.ca
Niagara Regional Broadband Network Ltd.		Construction Coordinator		✓	✓			fbre@NRBN.ca
Bell Canada	Access Network Provisioning	Specialist, Network Provisioning		✓	✓		Elaine Oakley	moc.bell@bell.ca bell.moc@telecom.ca
Cogeco Cable Hamilton/Niagara	c/o Environmental Assessment Coordinator	System Project Planner		Undeliverable			Phil Howard	phil.howard2@cococo.com
Enbridge Gas Distribution Inc.	Planning and Design	Planning & Design - Special Projects		✓	✓		Joe Marozzo	mark-ups@enbridge.com
Hydro One Networks - Zone 2 Scheduling	Hydro One Planning			✓	✓		Mark Hamilton	tpumarkup@hydroone.com
Township of West Lincoln	Public Works & Engineering	Director, Public Works and Recreation		✓	✓		Mike Dipaola	mdipaola@westlincoln.ca
Township of West Lincoln	Planning & Development Services	Director of Planning		✓	✓		Brian Treble	btreble@westlincoln.ca
Township of West Lincoln	Planning	Project Manager		✓	✓		Ray Vachon	rvachon@westlincoln.ca
West Lincoln Chamber of Commerce		Executive Director		✓	✓		Denise Potter	westlincolnchamber@bellnet.ca
Township of West Lincoln	Fire and Emergency Services	Fire Chief		No email			Dennis Fisher	905-957-3346 ext. 7004
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Chief of Emergency Services		✓	✓		Richard Ferron	richard.ferron@niagararegion.ca
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Deputy Chief		✓	✓		Karen Lutz-Grau	karen.lutz@niagararegion.ca
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Deputy Chief		✓	✓		Michael Franklin	michael.franklin@niagararegion.ca
Ontario Ministry of Tourism, Culture and Sport		Regional Advisor		✓	✓		Jennifer Hay	Jennifer.Hay@ontario.ca
Ontario Ministry of Tourism, Culture and Sport		Heritage Planner		✓	✓		Joseph Harvey	Joseph.Harvey@ontario.ca
Ontario Power Generation		Project Manager - Engineering & Technical Services		✓	✓		Tony Palma	tony.palma@opg.com
Niagara Peninsula Conservation Authority	250 Thorold Road West, 3rd Floor Welland, ON L3C 3W2	Senior Manager, Water Resources		✓	✓		Steve Miller	smiller@npca.ca
Niagara Peninsula Conservation Authority	250 Thorold Road West, 3rd Floor Welland, ON L3C 3W2	Senior Manager, Planning and Regulations		✓	✓		David Deluce	ddeluce@npca.ca
Niagara Peninsula Energy Inc.	7447 Pin Oak Drive P.O. Box 120 Niagara Falls, ON L2E 6S9	Engineering Supervisor		✓	✓			info@npei.ca

Six Nations of the Grand River	2498 Chiefswood Road PO Box 5000 Ohsweken, ON N0A 1M0	Director, Lands and Resources						Lonny Bomberry	lonnybomberry@sixnations.ca
Six Nations of the Grand River	2498 Chiefswood Road PO Box 5000 Ohsweken, ON N0A 1M0	Archaeological Supervisor						Tanya Hill-Montour	tanyahill-montour@sixnations.ca
Six Nations of the Grand River	4065 Hwy 6 Hagersville, ON N0A 1H0	Secretary						Dawn LaForme	dlaforme@sixnations.ca
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Director, Department of Consultation & Accommodation						Mark LaForme	Mark.LaForme@mncfn.ca
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Consultation Manager						Fawn Sault	MCFN.Consultation@mncfn.ca
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Archaeological Operations Supervisor						Megan DeVries	megan.devries@mncfn.ca
Mississaugas of the Credit First Nation	16 Sunrise Court, Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0	Acting Consultation Coordinator						Abby LaForme	abby.laforme@mncfn.ca
Haudenosaunee Development Institute	16 Sunrise Court, Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0	Office Manager						Tracey General	tracygbd@gmail.com
Haudenosaunee Confederacy Chiefs Council	2634 Steth Line Road, RR# 2 Ohsweken, ON N0A 1M0	Council Secretary						Hohahes Leroy Hil	jocko@sixnationsns.com
Haudenosaunee Development Institute & Haudenosaunee Confederacy Chiefs Council	2635 Steth Line Road, RR# 2 Ohsweken, ON N0A 1M0	Monitoring Program Coordinator						Todd Williams	williams.todde@gmail.com
Ministry of Agriculture Food and Rural Affairs	Elora Resource Ctr, 6484 Wellington Rd 7, Elora, ON N0B 1S0	Rural planner		✓	✓			Jocelyn Beatty	jocelyn.beatty@ontario.ca
Ministry of Natural Resources and Forestry		District Planner		✓	✓			Renee Bowler	renee.bowler@ontario.ca
Ministry of Natural Resources and Forestry	4890 Victoria Avenue North Vineland Station ON, L0R 2E0	Management Biologist			✓			David Denyes	david.denyas@ontario.ca
Ministry of the Environment, Conservation and Parks	Niagara District Office	District Manager		✓	✓			Kim Groombridge	kim.groombridge@Ontario.ca
Ministry of Environment, Conservation and Parks	Technical Support Section, Air, Pesticides and Environmental Planning	EA/Planning Coordinator		✓	✓			Joan Del Villar Cuicas	Joan.delvillarcuicas@ontario.ca
Environment and Climate Change Canada		Environmental Assessment Officer		✓	✓			Dan McDonnell	dan.mcdonnell@ec.gc.ca
Department of Fisheries and Oceans	867 Lakeshore Rd Burlington ON L7S 1A1	Fisheries Protection Biologist		✓	✓			Stuart Campbell	FisheriesProtection@dfo-mpo.gc.ca
Infrastructure Ontario		President, Project Delivery		Undeliverable				Angela Clayton	angela.clayton@ontario.ca
Ministry of Indigenous Affairs	160 Bloor St E Suite 400 Toronto, ON M7A 2E6	Assistant Deputy Minister		✓	✓			Michael Reid	michael.reid@ontario.ca
Township of West Lincoln	318 Canborough Street, Smithville, ON Canada L0R 2A0	Deputy Clerk	Need to add note only to Township	✓	✓			Jessica Dyson	jdyson@westlincoln.ca

APPENDIX 2

PIC #1 DISPLAY MATERIALS



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.



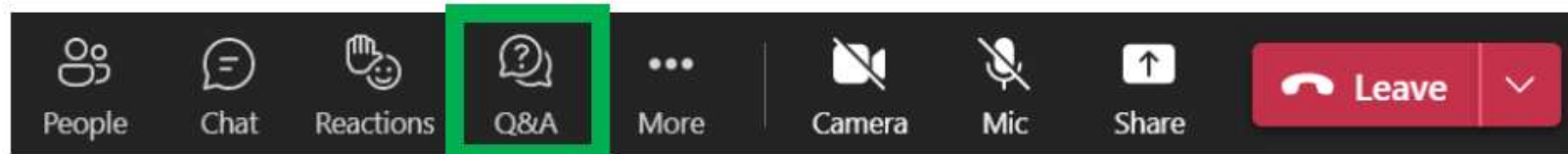
**MOVING
ROADS
FORWARD**

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

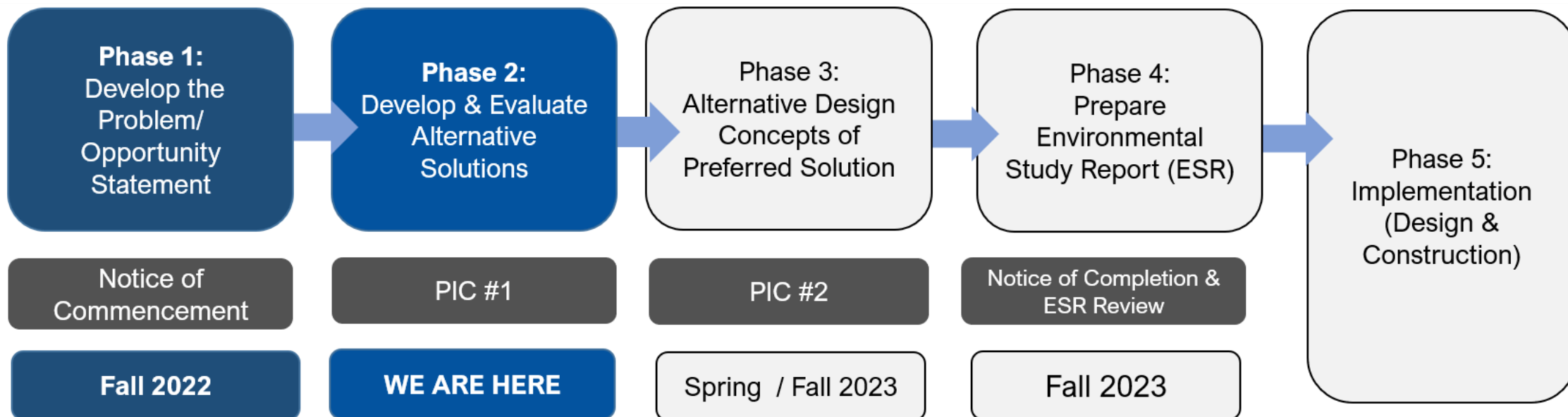
Regional Road 14 (Thirty Road) at Young Street, in the Township of West Lincoln

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



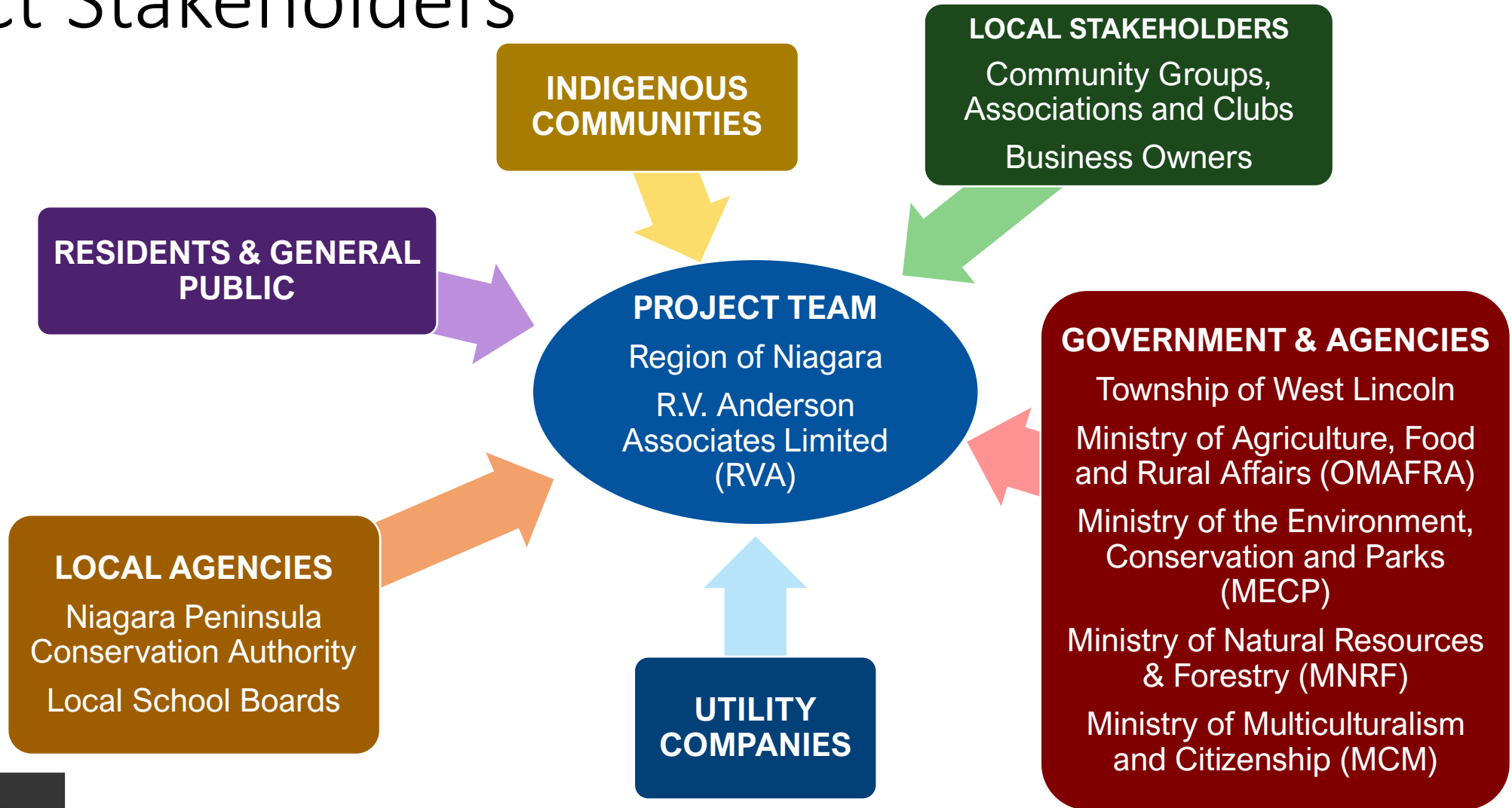
Municipal Class EA Process

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

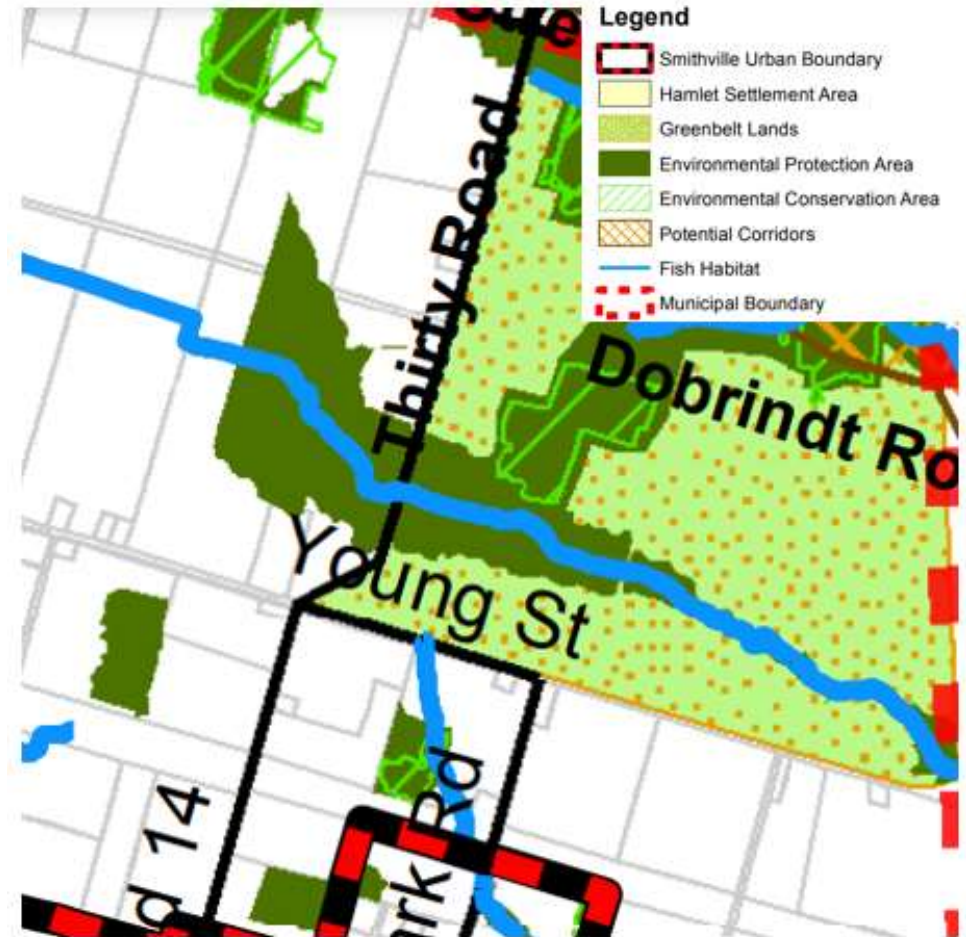
Existing Conditions – Transportation (Continued)

- 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



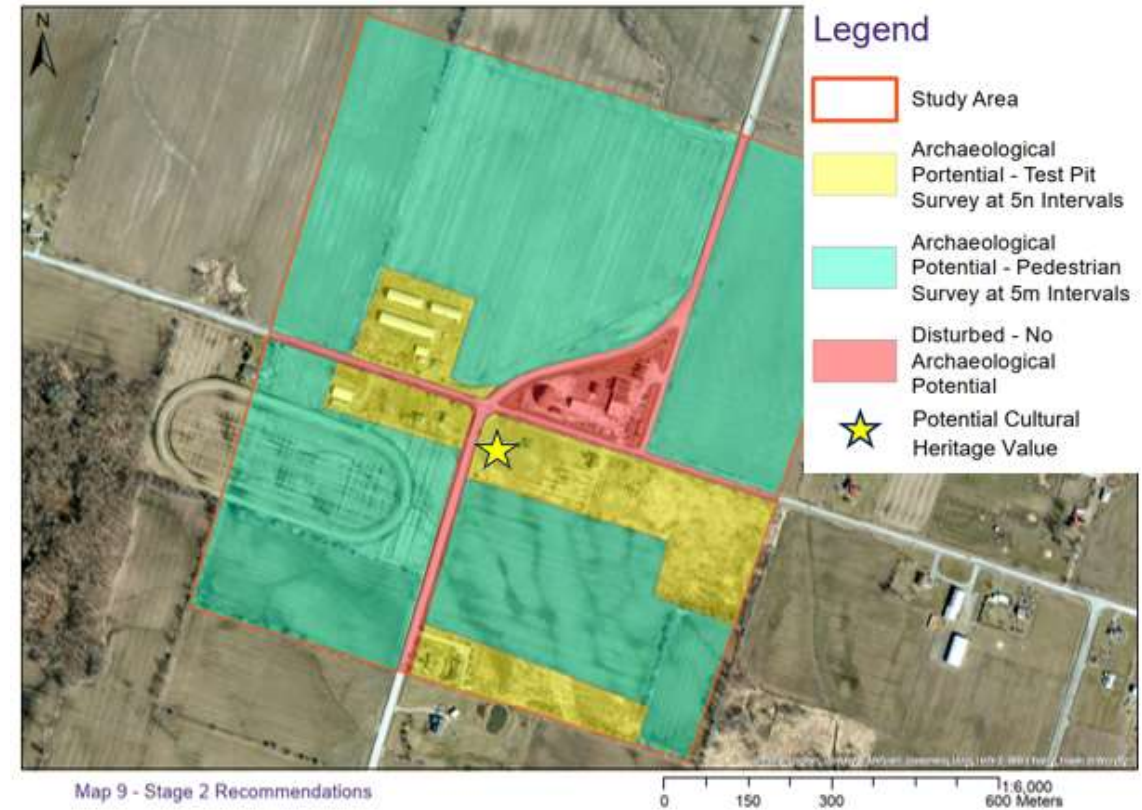
Approximate NPCA Regulated Flood Plain
(Source: NPCA Watershed Explorer ArcGIS Web Map)



Spring Creek Tributary Box Culvert

Existing Conditions - Cultural Heritage & Archaeological Resources

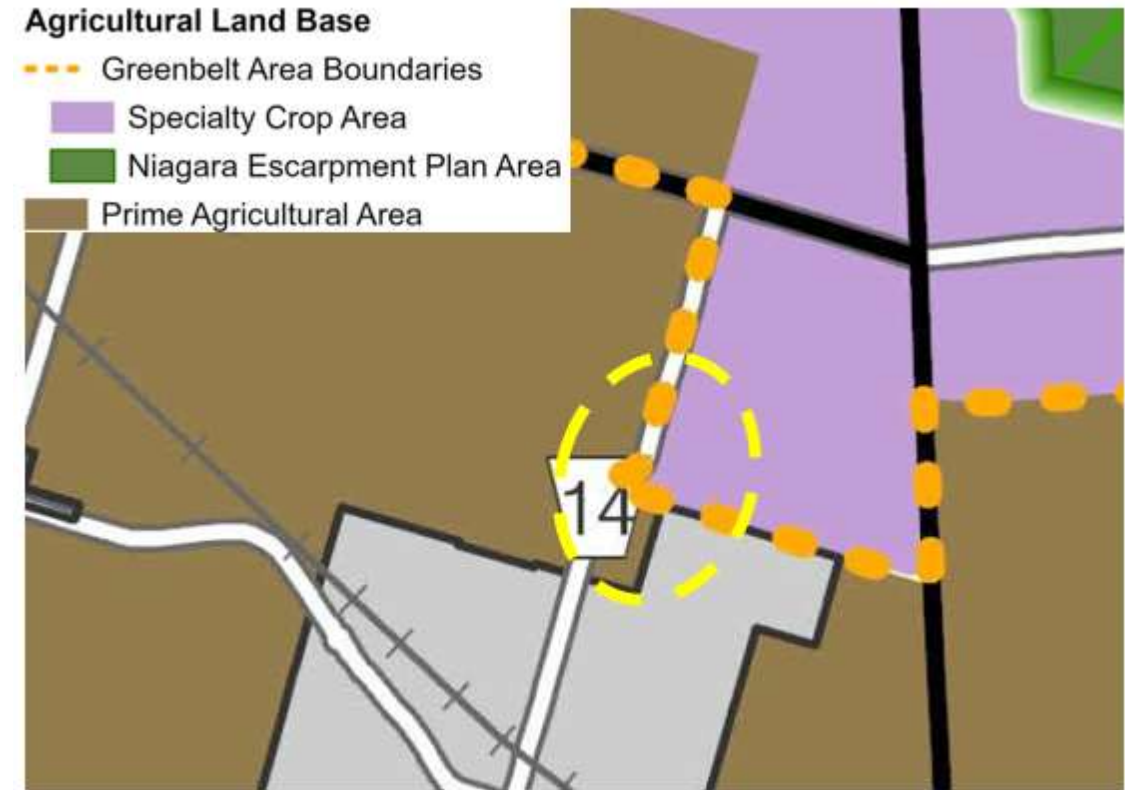
- Undisturbed lands adjacent to the roadway exhibit archaeological potential and will require a Stage 2 Archaeological Assessment prior to construction, **if impacted**
- No properties on the Township's Heritage Register or designated under the *Ontario Heritage Act*
- Barn on the southeast corner of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

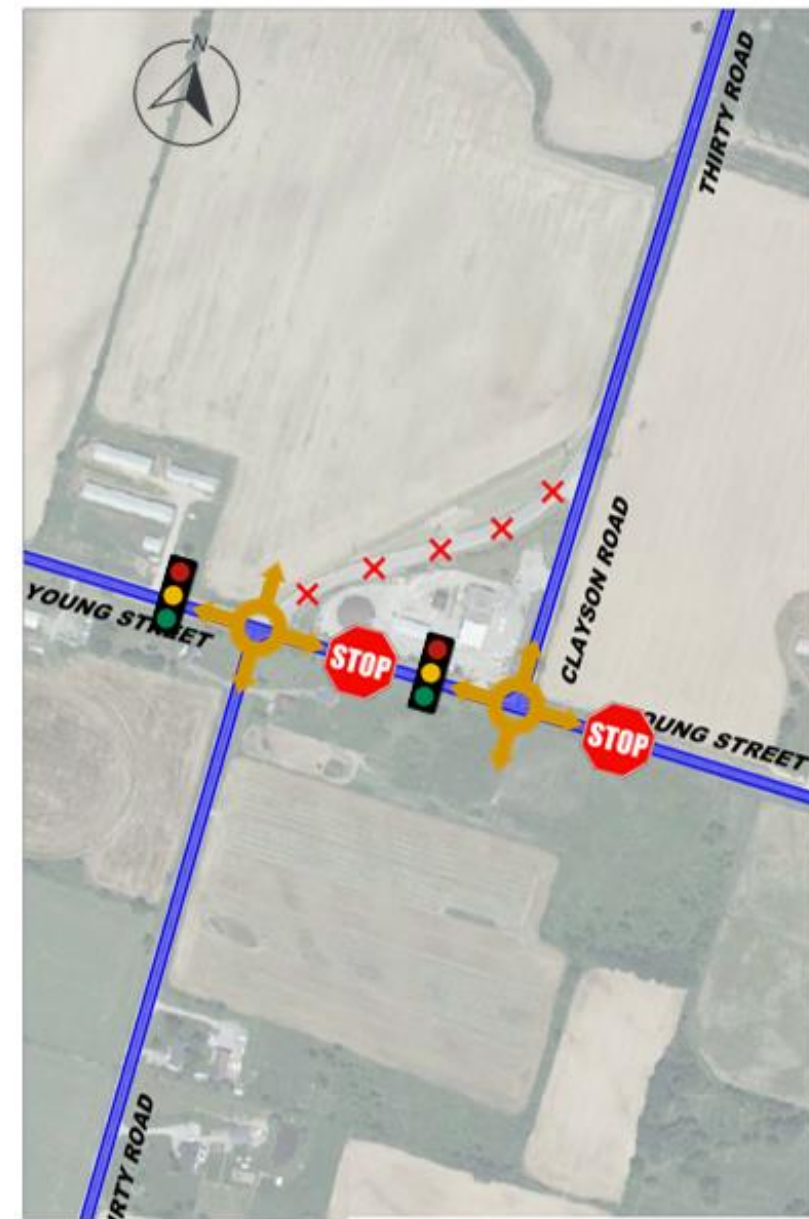
- ✓ Addresses insufficient stopping sight distance caused by reverse curve alignment at Young Street / Thirty Road (dependent on intersection control selected in Phase 3)
- ✓ Eliminates right-of-way conflict at Thirty Road / Clayson Road
- ✓ Addresses westbound traffic utilizing Clayson Road as cut-through
- ✓ 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 (bisects 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

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Niagara  Region

APPENDIX 3
PUBLIC INPUT



municipality
West Lincoln

subject
Environmental Assessment for Thirty Road (Regional Road 14) and Young Street

comments

Thank you for the presentation last night (March 9). I'd like to add something for your consideration. I don't like the 4-way stop that is currently in place, however, your future thoughts of a stop light look like that's where you're going to end up with this project. If that's the case, I'd like you to consider putting sensors in the road so that it isn't just on a timer. There is nothing more irritating than sitting at a red light with no one approaching. They have one at the corner of 12 Grimsby Rd. and Hwy 20. That stoplight works well and makes sense for traffic in both directions. If a roundabout is going to be your choice, I hope that it is better designed than what has been installed on Hwy 20 currently. You can see the tire tracks over the curbing from trucks since it hasn't been made properly to accommodate the large trucks that use that road so it is more of a hazard than what previously existed. Thank you for the opportunity to state my opinion.

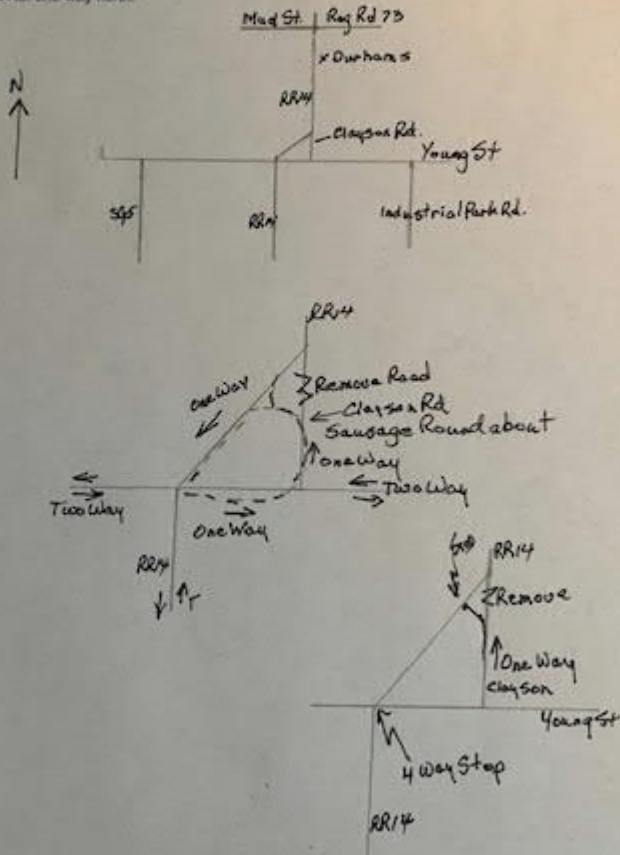
reply
yes

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Hi Andrew: Further to the discussion at the Virtual Information Session I have shown a representative Sausage Roundabout. However, after further thought, I have a different proposed solution that might work better. I do use this intersection constantly and have found that the four way stop works well except for the drivers who like to blow stop signs (which is not restricted to this location). In reference to Ken Durham's remarks, one of the main problems in the area are speeds which Mr. Durham didn't talk about, however he has problems even getting out of his driveway with his farmer equipment due to speeds. My suggestion would be to lower the speed from Mud St. to the town to 50 KPH or at the most 60 KPH on Regional Road 14 (Station St.). Similarly, reduce the speed on Young St. from 80 KPH to 50 KPH from Industrial Park Rd. to South Grimsby Rd. 5. Also, the sightline from Clayson road looking South-west is very poor, so, realign Clayson Rd to intersect Reg. Rd. 14 at 90 degrees as well as make Clayson Rd. one-way north.



Sent from my iPhone

Date Submitted	Check the box that best applies to you.	Do you have any comments on the problem and opportunity statement as presented?	Do you have any comments on the preliminary preferred solution as presented?	Do you have any other comments about the study / study area or other materials presented?
2023-03-10 13:45	Resident living outside the study area	<p>Regrettably could not attend presentation but have previewed presentation posted. This problem has existed for a very long time...have used this intersection multiple times weekly for 44 years. I live on a road near by that I believe is impacted by traffic because people try to avoid this intersection. The opening of Industrial park road has made matters worse because people are using Clayson Rd to get to Industrial Park Rd from thirty road and rarely slow or yield exiting from Thirty to Clayson, surprised there has not been more accidents. Using Clayson to enter 30 Rd. is equally hazardous as it is not easy to see traffic coming out of Smithville.</p>	<p>My opinion is that the stop signs installed recently are at least 30 years too late if not 44! Have used them more and more recently...they are safe and to a degree, reassuring...Like the intersection at Mud and 30 I think you still have to watch people running them and that would go for lights too. Basically what I am saying is I agree with your preferred option #2...it has the least amount of impact on the area and farm land...the least costly of the options and the most logical. I am really happy with the way the intersection works now with the 4 way stop...would a light be better??... not sure. The only advantage to the light would be the visibility approaching from the east during the sunset hours...Stop sign should definately have a flashing component . In any event since Young st. is Smithville's northern boundary a stop sign or light at this intersection is inevitable as it develops even if your went to the trouble and expense of appropriating lands for a modified curve...you will basically wind up where you are TODAY...with a 4-way stop or light. From a safety standpoint closing Clayson Rd is a must...stops the south bound cars from darting across on-comming traffic on 30Rd and people taking a chance exiting Clayson onto 30 north. Except for Clayson Rd I am happy with the way the 4-Way stop is working now. Trucks would likely appreciate some better turning clearances at the existing intersection so do consider that...maybe provide a right turning lane on Young where it meets 30 from the east Thanks.</p>	<p>While I did not attend on line the material provided was great...clear concise and well put together, I am pleased with what I have seen. Looking at all the options you have proposed I am very concerned at the potential cost that could be incurred with some of these options. I am sure people will no doubt complain about having to stop...just keep in mind this is a 60KPH stretch of road in a growing urban setting not an open highway. the stop signs or lights is the logical short and long term solution. Do the right thing!</p>
2023-03-29 21:35	Resident living in the study area	<p>As a lifelong nearby resident, I agree that this intersection has had visibility problems ever since I can remember. I was a student on a school bus accident at that intersection in the early 1970's. The concept of a 4 way stop should have been considered many years ago. It is now a far safer intersection for all motorists. Clayson Road has been labeled as a "cut-through" making it almost sound like motorists using it are breaking the law. Quite simply, Clayson Road is used by traffic because it is a maintained road and offered better visibility and safety. Turning north on Thirty Road from westbound Young Street or turning east on Young street from southbound Thirty Road is very difficult due to the angle of the main intersection. The biggest problem with safety at the intersection of Clayson Road and Thirty Road is the angle at which those 2 roads meet causing visibility issues looking south over your shoulder toward the main intersection.</p>	<p>I feel that Alternative 2 is the most favorable for a preferred solution but I don't feel that the intersection of Thirty Road and Young Street can be properly realigned without some property acquisition to the north of the intersection. This may require the road to be relocated to the west of at least one of the hydro towers currently along the west side of Thirty Road just north of the intersection. This is, and will continue to be a truck route area for trucks servicing the industrial park as well as trucks hauling aggregate westward and northward from this intersection. Truck and small vehicle traffic will definitely increase as the Town of Smithville expands and quarry operations continue to expand at the 2 quarries approx 4 km east of this site. If this is not rebuilt to handle the truck traffic properly, this traffic will migrate to roads where they may be unwanted.</p>	<p>From the presentation and discussion at this meeting, I don't believe that enough work has been done to properly identify current and future traffic use and habits in this area. Traffic flow at this intersection should also include the future possibility of the eventual construction of an escarpment crossing and how it will feed into or connect with local roads. I believe that the current 4 way stop could be made permanent at this time and a relatively inexpensive realignment of the intersection of Clayson Road at Thirty Road (initially proposed approx 20 years ago to handle increased traffic from the Industrial Park Road extension to Young Street) to improve site lines would be prudent at this time and more extensive and well planned improvements could be made in the coming years once the Niagara Region finalizes plans for an escarpment crossing and Smithville bypass route. Once these improvement projects are finalized, a more comprehensive and permanent intersection improvement could be designed and completed. I am a lifelong resident living nearby to this intersection and am very familiar with it's operation over many decades. Our family has also owned and operated a local trucking business for many decades heavily involved in the transportation of aggregates in this area. I would welcome and available for the opportunity to further discuss my thoughts on future improvements for this intersection if desired. I request to be informed regarding future meetings/developments regarding this project. Contact information supplied on the first page of the comment form.</p>

municipality
West Lincoln

subject
Environmental Assessment for Thirty Road (Regional Road 14) and Young Street

comments

My first question is, how many accidents in the last 10 years have occurred within 600 meters of the intersection of Young St and Thirty Rd? My next question, does making the intersection into a 4 way stop not alleviate the problems, especially with the sight lines to the north, if you are approaching from the east? I drive a dump truck, and haul mostly out of Nelson Aggregates. Approaching from the east, this intersection was problematic, because of the problems with line of sight to the north. The 4 way stop eliminated the problem, in my opinion, and also many others who haul out of there. It also slows traffic down coming into Smithville, because everyone has to stop. I live on Station St., and have noticed an improvement in the speeds of vehicles coming into the urban area.

reply
yes

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[REDACTED]

Thank you for this clarification. I have also cc'd two more people in this response that should provide input. This intersection has existed many years in its present configuration. It would be good to have our team provide input into this EA and how it could impact the work that we are working on.
Kind Regards,

[REDACTED]

From: Hamed.Esmaeeli@niagararegion.ca
Sent: February 27, 2023 10:40 a.m.

[REDACTED]

Please note that the main objective of the EA for Regional Road 14 (Thirty Road) at Young Street is for geometric improvements to address road safety issues at the intersection due to the reverse curve alignment of Thirty Road, causing insufficient stopping sightline distance at Young Street. The EA will evaluate alternatives to improve road alignment and intersection operation. The scope of this EA is limited to only intersection improvements.

Niagara Region will still undertake the Smithville By-Pass EA, which is a more comprehensive and broader study area, to evaluate potential bypass corridors.

Best regards,

Hamed Esmaeeli, [P.Eng.](#), PhD | Project Manager, Transportation Planning
hamed.esmaeeli@niagararegion.ca | Direct: [905-980-6000](tel:905-980-6000) Ext: 3722
Transportation Systems & Planning, Public Works, Niagara Region, 1815 Sir Isaac Brock Way, Thorold, ON



[REDACTED]

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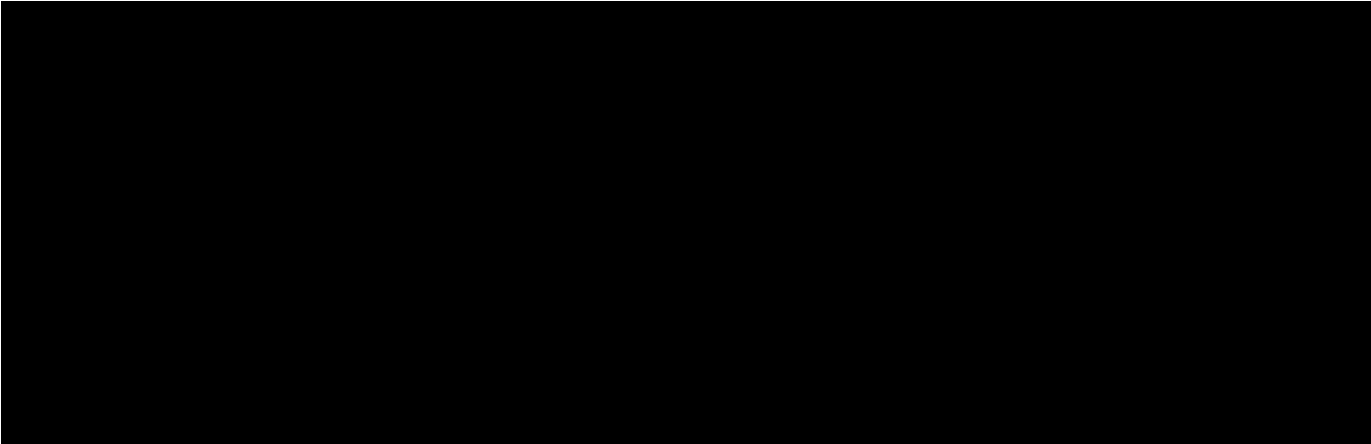
Good Morning,

I represent a number of landowners in Smithville who have been heavily involved in financing the urban boundary expansion of SMithville that has been approved by the province and is in the process of being approved by the Region and the Township.

It has come to my attention through the local paper that the Region is embarking on an EA on an intersection and roads that concern us. One of the undertakings in the Smithville UBE is determining a bypass for the Town. Young St as a possible route for that bypass has regularly come up and has been endorsed by various politicians. I would hope that the Region is not contemplating doing this EA outside of an EA that would determine the location of that bypass. This may very well affect this effort and make it redundant to do this at this time.

As landowners we have spent approx \$3 million on the UBE effort and to see this work being duplicated here in this EA does not make sense. A waste of taxpayers money?

Kind Regards,



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Connor MacIsaac

From: Andrew McGregor
Sent: March 15, 2023 4:53 PM
To: Connor MacIsaac
Subject: Fwd: PIC for regional rd 14 & Young st Smithville

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From: Esmaeeli, Hamed <Hamed.Esmaeeli@niagararegion.ca>
Sent: Wednesday, March 15, 2023 3:57:42 PM
To: Albert Witteveen <albert.witteveen4@gmail.com>
Cc: Tassone, Frank <frank.tassone@niagararegion.ca>; Fraser, Scott <Scott.Fraser@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Andrew McGregor <AMcGregor@rvanderson.com>
Subject: RE: PIC for regional rd 14 & Young st Smithville

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Afternoon Councillor Witteveen,

Thank you for taking the time to reach out regarding the recent PIC #1 for the Thirty Rd (RR14) - Young St. EA.

As you correctly point out, this intersection was recently upgraded to an all-way stop (November 2022). This change was made as the frequency of collisions has continued to persist since the original warrant evaluation back in ~2019. While it is obviously early-days and longer-term evaluation is still required, the all-way stop does appear to be an early safety improvement, and we're glad to hear that you've heard the same perspective from residents.

The core purpose of the EA is to examine what, if any, additional safety improvements can also be made beyond the provision of the all-way stop. At PIC #1, we examined the potential options for realignment of the road network - recommending that given the constraints (not least of which are the hydro poles) that we would not carry forward any significant realignment of Thirty Rd or Young St.

The next phase of the EA will be to evaluate alternatives for the intersection itself (i.e., maintain the all-way stop, signalize, and roundabout) and recommend any changes that can be made to improve sightlines and the safety of the existing approaches. Those alternatives will be presented at the next PIC - anticipated for Q3 of this year - and we will be sure to pass on the invite as soon as a date and time are set.

Any improvements recommended through the EA will be subject to future budgets as they are not incorporated within our 10-year capital forecast. Accordingly, I would currently anticipate, and subject to the full results of the EA, that the all-way stop will remain in place for the near and medium term. We will continue to monitor operations and then move forward with the recommendations of the EA if the current all-way stop be shown not to have addressed or reduced the frequency of collisions.

Best regards,

Hamed Esmaeeli, P.Eng., PhD | Project Manager, Transportation Planning
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-----Original Message-----

From: Albert Witteveen <albert.witteveen4@gmail.com>
Sent: Tuesday, March 14, 2023 3:50 PM
To: amcgregor@rvanderson.com
Cc: Esmaeeli, Hamed <Hamed.Esmaeeli@niagararegion.ca>
Subject: PIC for regional rd 14 & Young st Smithville

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Hi Andrew and Hamed,

I was unable to attend the open house that you hosted on March 9th. I just wanted to add some comments into the record.

First of all I have been a long time resident of West Lincoln (1978) and I did own and operate a poultry farm on Regional #12 adjacent to Young st.

I have served a municipal councillor from 2000-2006 and presently on my second term as a Regional councillor representing West Lincoln.

So with that information I am very familiar with the challenges of this intersection at Young and 14. I also watched as the transmission towers were installed along the roadway which definitely limits future options for realignment.

In the past term of council I was advocating for a 4 way stop in the short term at this intersection but was told it was not warranted. I was told this by the past director of Transportation. Then miraculously this past November 2022, the regions transportation division installed the 2 other stop signs making this into a 4 way stop.

Numerous residences were joyous of this initiative as now it has become a safe intersection for traveling through. So I think we have found our solution to making this intersection safe today and as our community grows into the future.

I understand this EA process was to discover alternative ways to make this unique roadway safe for travellers at all points of this intersection.

I look forward to the next PIC in which hopefully I can participate in.

Warmest Regards,
Albert Witteveen

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