

EXECUTIVE OVERVIEW

Chapter 5 – Section 1. TRANSPORTATION

SUMMARY

Regional Transportation policies align with the more detailed recommendations of the approved Niagara Region Transportation Master Plan, to ensure coordination between infrastructure and land use planning.

A properly supported transportation system connects our communities and places of employment, and can play a role in lowering emissions and addressing climate change.

In 2019, transportation policies were updated for the in-effect Official Plan (an exercise known as ROPA 13). The new Niagara Official Plan predominately carries forward those policies and mapping.

- Transportation policies will coordinate with Urban Design to contribute to an attractive and connected public realm, as well as Regional Structure to ensure appropriate infrastructure is in place to serve Strategic Growth Areas.
- New investments in the Region's transportation system will prioritize public transit and active transportation, including inter-municipal and demand-responsive transit, multi-use paths, trails, and dedicated cycling routes.
- A complete streets approach will be taken for all Regional and local municipal road improvements. Complete streets refer to design principles that consider the needs and safety of all road users, including people who walk, cycle, take transit, or drive.
- The Public Works department is overseeing the development of a Complete Streets Design Manual (CSDM). A component of the CSDM is the application of complete street typologies to the Region's transportation system, which will identify the characteristics and appropriate road width ranges needed to accommodate potential streetscape elements for all Regional Roads.
- The Region will use the results of the CSDM analysis to update the required right-of-way widths considered during the review of development applications and future road improvements projects. The timing for this work is anticipated for Fall 2021.
- Following the approval of the Niagara Official Plan, the Region is directed to undertake a "Goods Movement Study" that considers the precise needs of Niagara's goods movement facilities and corridors.

A Draft Policy set is provided with this sub-section document.



Integration Guide for Sub-sections Reported in PDS 17-2021	
<input checked="" type="checkbox"/> Regional Structure	<input checked="" type="checkbox"/> Archaeology
<input type="checkbox"/> Housing	<input checked="" type="checkbox"/> Employment
<input checked="" type="checkbox"/> Land Needs	<input checked="" type="checkbox"/> Agriculture
<input type="checkbox"/> SABR	<input type="checkbox"/> Aggregates
<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Natural Heritage incl.
<input checked="" type="checkbox"/> Infrastructure	<input type="checkbox"/> Water Systems Options
<input checked="" type="checkbox"/> District/Secondary Plans	<input type="checkbox"/> Watershed Planning
<input checked="" type="checkbox"/> Urban Design	<input checked="" type="checkbox"/> Climate Change