WELCOME

Township of West Lincoln
Road Safety Action Plan

Public Information Centre #2

Thursday, June 25, 2026

5:00 p.m. – 7:00 p.m.

West Lincoln Community Centre, 177 West Street, Smithville, ON

Please sign-in & fill out the comment form before you leave. Thank you!

West Lincoln
Your Future Naturally

Welcome Message

Welcome to the Public Information Centre #2 (PIC #2) for the Township of West Lincoln Road Safety Action Plan.

This PIC has been arranged to provide an opportunity for you to learn about the study, ask questions, and provide input to the project team.

LEARN ABOUT THE PROJECT

ASK QUESTIONS

PROVIDE COMMENTS

Should you have any questions or additional feedback following this public meeting, please reach out to the Project Team for comments on this PIC contents and provide your feedback by the **end of the day on July 15, 2026.**

PROJECT WEBSITE

PROVIDE COMMENTS ON PIC #2 CONTENT & DRAFT EXAMPLE ACTION PLANS

CONTENT OF PIC #2 IS FOR TOWNSHIP TRANSPORTATION FACILTIES ONLY

STRATEGIES FOR REGIONAL ROADS WILL BE INCLUDED IN DRAFT & FINAL ACTION PLAN

Land Acknowledgement

The Township of West Lincoln, being part of Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Township of West Lincoln, as part of the Regional Municipality of Niagara, stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.

Let this acknowledgement serve as a reminder of our ongoing efforts to recognize, honour, reconcile and partner with Indigenous people who have lived and worked on this land historically and presently.

Project Status/Updates and Next Steps

Notice of Study Commencement
October 26, 2025

Niagara Region Vision Zero Meeting #1
September 25, 2025

PIC #1
November 27, 2025

Online Road Safety Survey
November 13-December 15, 2025

TAC/LAC Meeting #1
November 21, 2025

Completed Rural and Urban Pilot Projects
June 2026

Safety Analysis Completed
May-June 2026

Preliminary Draft Action Plans
To be Completed August 2026

Steps in Developing the Plan

I. Review of existing traffic and safety data

II. Obtain stakeholder and public feedback (PIC #1)

III. Conduct Urban and Rural Pilot Projects

IV. Safety Analysis and Preliminary Draft Action Plan

V. Obtain 2nd round of stakeholder and public feedback (PIC #2)

VI. Present Draft Action Plan to Council

VII. Finalize Action Plan

Stakeholders:

Unified West Lincoln
EMS Niagara
West Lincoln Public Library
DSBN District School Board of Niagara
Ontario Ministry of Transportation
West Lincoln Memorial Hospital Foundation
NPCA
Niagara Catholic District School Board
NSTS.ca
CARP
Rotary Club of Lincoln
Niagara Region
West Niagara Agricultural Society
Age-Friendly Niagara – A Community for All Ages

Road Safety Emphasis Areas

Collision Types
Single Motor Vehicle
Rear-end
Head-on
Angle

Active Transportation (AT) Collisions
Pedestrians
Cyclists

Motorcyclist Collisions

Elderly Areas

School Zones

Road Alignment

Intersections

Segments

Agricultural Vehicle/ Equipment

PIC #1 Summary & Road Safety Survey

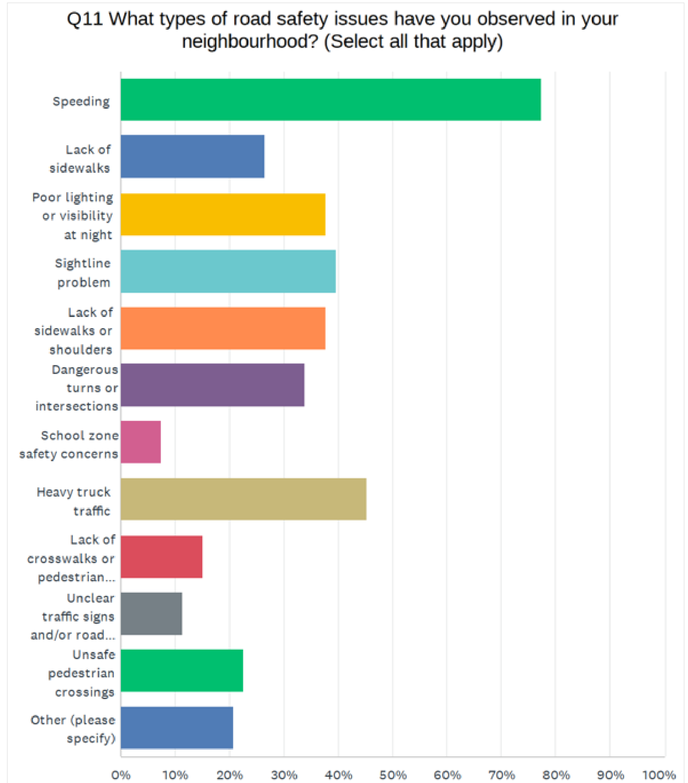
- PIC #1 was held November 27, 2025. Comment forms and workshop boards were available to collect public feedback on safety, speed, and collision trends.
- An online survey and mapping was launched, aimed to gain insights into road safety concerns and collect location-specific safety concerns by residents and visitors within West Lincoln.

Main Comments and Feedback received:

- Road safety issues including poor pavement markings, signage, and intersection design
- Need for better maintenance of snow clearing and potholes
- Widespread speeding with limited speeding enforcement and traffic calming
- Concerns related to road usage and pedestrian risks

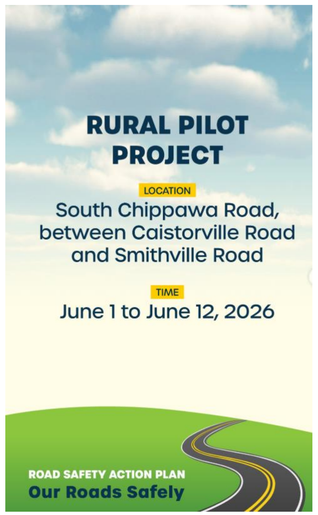
Survey Findings:

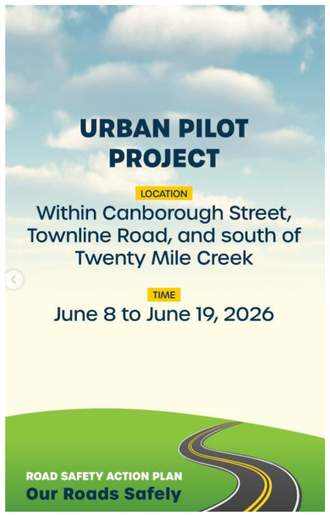
- **50%** of respondents rated road safety to be unsafe within West Lincoln, compared to **38%** in Smithville.
- Top issues identified were speeding (**77%)** and heavy truck traffic (**45%).**
- Most desired improvements include traffic calming measures (**35%**), sidewalks/paved shoulders (**30%**), and improved street lighting (**26%**).

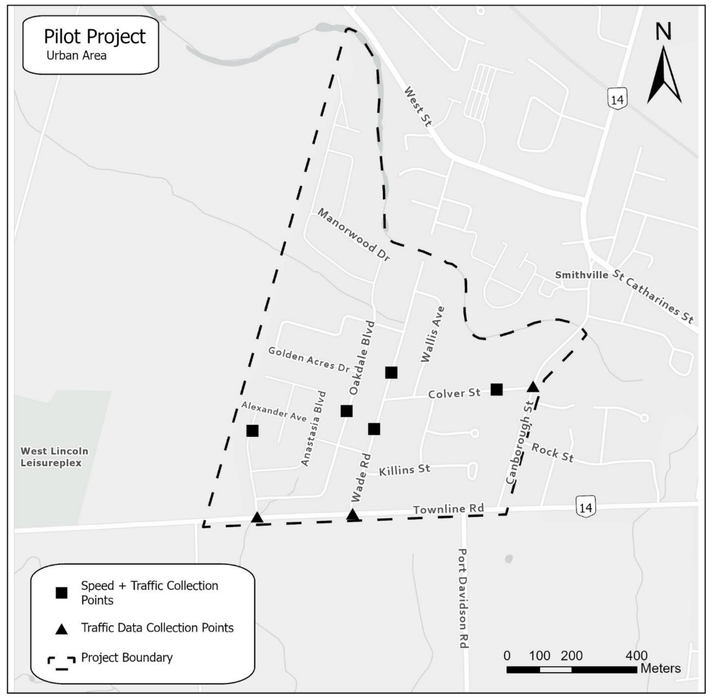


Pilot Projects

- **When:**
  - **Urban:** June 8 to June 19, 2026
  - **Rural:** June 1 to June 12, 2026
- **Data Collection:**
  - Before and During: Traffic volume (TMC, AADT), speed, video, and other data
- **Public Campaign**
  - Public Notice
  - Social media campaign

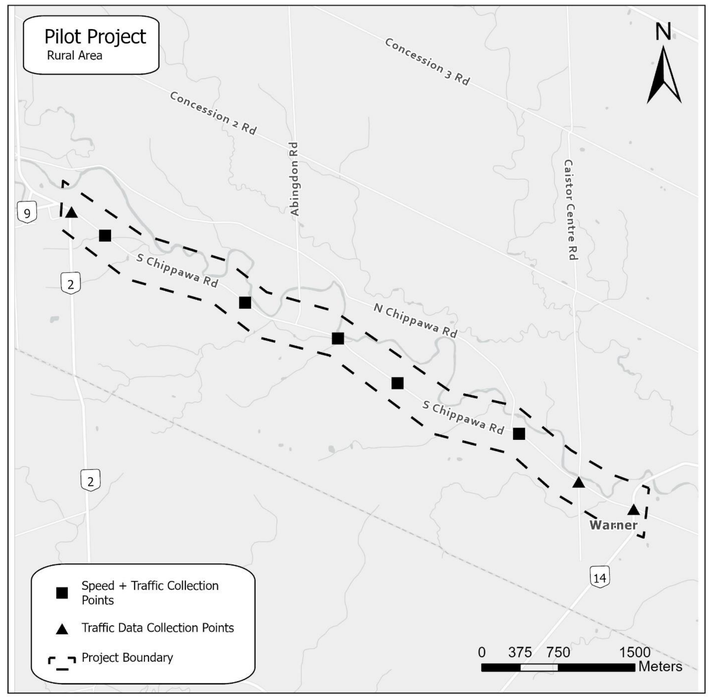






Urban Area Pilot Measures:

- Areawide 40km/h posted speed
- School area new crossing



Rural Area Pilot Measures:

- New posted speed 60km/h
- New advisory speed 40km/h at curve
- New warning signs
- Centre single/double yellow lines
- Pilot for skewed intersections, curve, hill and straight sections

Pilot Project Traffic Counts (Caistorville Road & S Chippawa Road)

Before Pilot Project	Eastbound		Northbound		Westbound	
	Through	Right	Left	Right	Left	Through
AM Peak Hour	59	102	193	3	4	52
PM Peak Hour	124	286	125	3	4	126

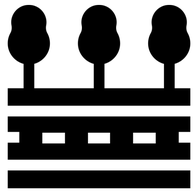
During Pilot Project (Precent Change)	Eastbound		Northbound		Westbound	
	Through	Right	Left	Right	Left	Through
AM Peak Hour	73 (24%)	122 (20%)	203 (5%)	4 (33%)	5 (25%)	57 (10%)
PM Peak Hour	143 (15%)	278 (-3%)	140 (12%)	5 (67%)	10 (150%)	124 (-2%)

Overall Safety Risks and Patterns

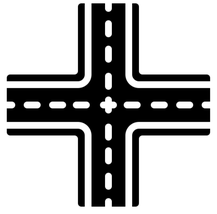
Summary of Collision Analysis

Location Type	Total Crash	Crash Types				
		Fatal Crash	SMV	Angle	Rear-end	Head-on
Road Segment	68%	81%	86%	13%	49%	81%
Intersection	32%	19%	14%	87%	51%	19%

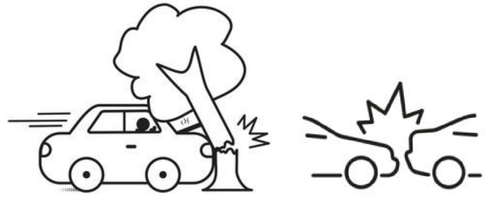
Overall Collison Summary



Two-thirds of crashes occurred on Road Segments



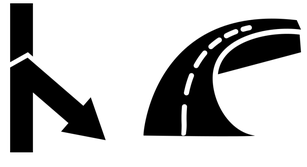
Intersections experience more angle & rear-end collisions



Fatal collisions are mostly SMV & Head-on

Fatal SMV crashes are due to inattentiveness, drinking, & medical/physical disability

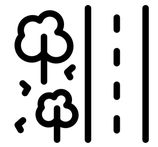
Narrow shoulders: Most SMV & motorcycle collisions



High-risk locations: Shewed intersections, curved/hilly roads

Public Feedback on Road Safety

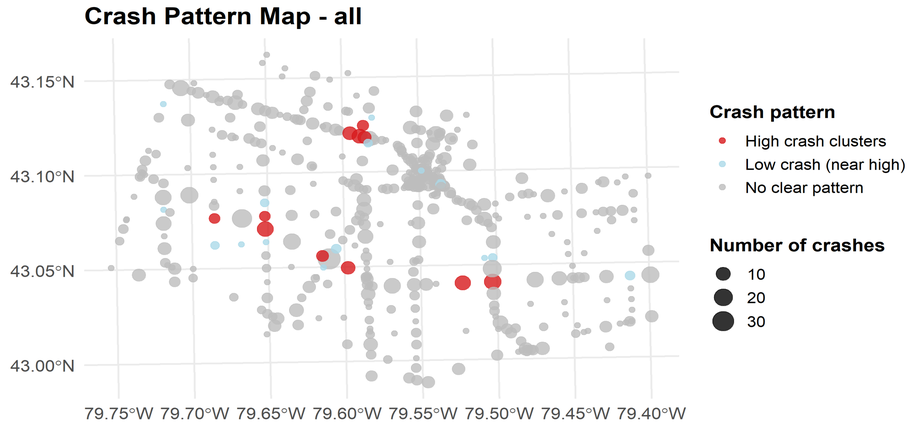
Angle, head-on, & near misses are common due to speeding at intersections & driveway accesses



Unsafe farm vehicle passing where narrow shoulder exists

Observed multiple near-misses due to failure to obey stop signs in residential neighbourhoods

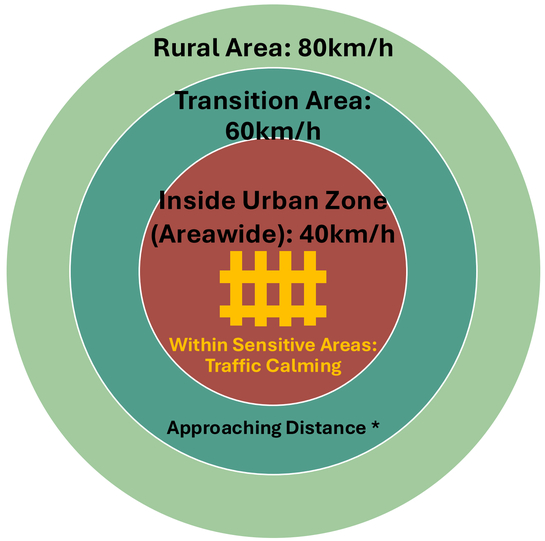
Local High-risk Crash Locations



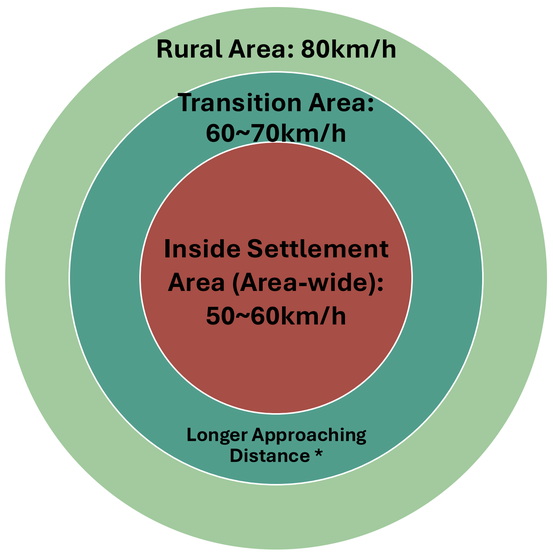
These collision hotspots shows how crashes bunch up and that they are more than just a random chance: mostly on Hwy 65 & Hwy 20 (just west of Smithville)

Speed Management Strategy

Context Sensitive Speed Management: Urban Areas



Context Sensitive Speed Management: Rural Areas



West Lincoln
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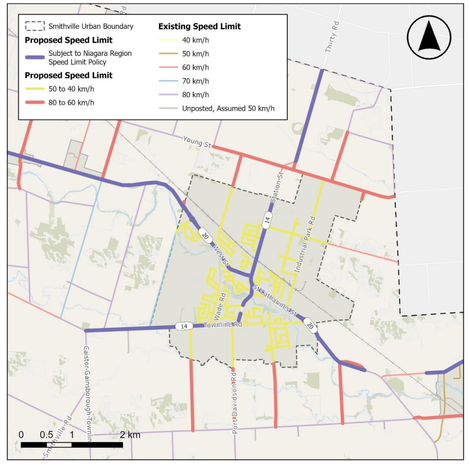
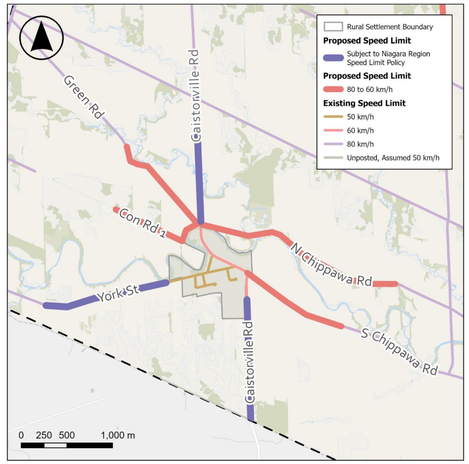
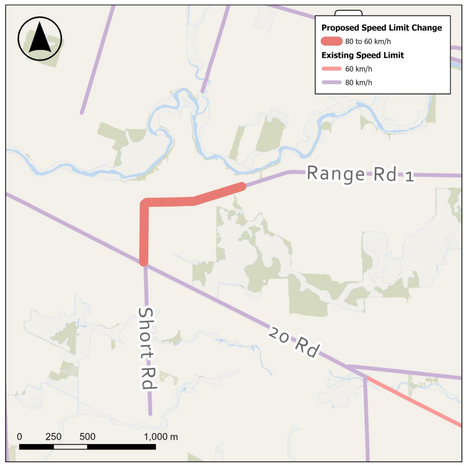
Areawide Speed Management: Smithville



Built-up/hamlet area speed management



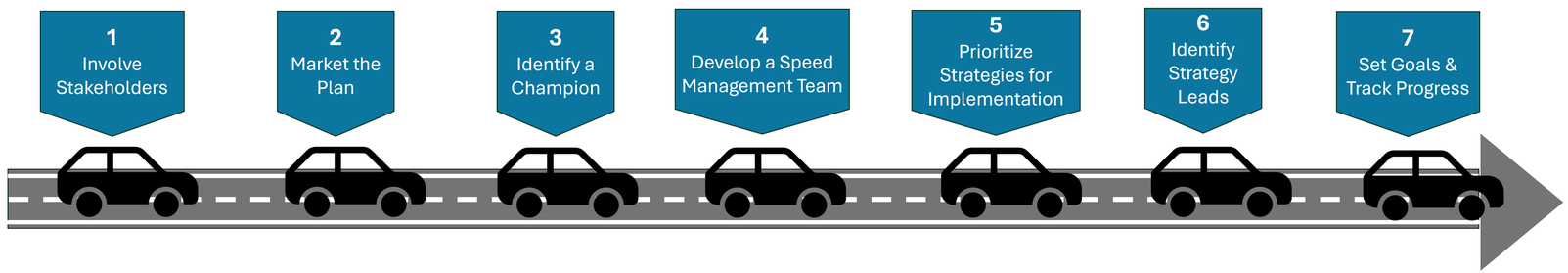
Complex geometry locations speed management



Summary of Speed related Concerns by Residents

- Limited speed enforcement
- Request to lower speed limits (40 km/h) in hamlets and residential areas
- Speeding issues where traffic transitions from higher-speed roads into neighbourhoods
- Lack of sufficient stop signs on rural roads, contributing to higher speeds
- Seeking enhanced speed enforcement or traffic calming
  - 1) South Grimsby Road 8, 2)St Catharines Street, 3) Grassie Road, 4) Shurie Road, and 5) Westbrook Road

Example: Speed Management Implementation Steps



Strategies for Speed-Related Risk

Top Locations of Speed-Related Collisions (Preliminary List)

Location Description	Severity Score	Severity Rank	Freq.	Freq. Rank	Facility Type	Capital Forecast
Concession 5 Rd between Allen Rd & Caistor Centre Rd	1164	2	2	6	Segment	5 Yr
Shurie Rd between Sixteen Rd & Cherry Ave	146	3	2	6	Segment	10 Yr
South Chippawa Rd between Smithville Rd & Caistor Centre Rd	145	4	1	21	Segment	10 Yr
Port Davidson Road @ Sixteen Road	5	2	1	3	Intersection	-
Caistor Gainsborough Townline Road @ Concession Three Road	1	7	1	3	Intersection	-

Potential Causes of Speed-Related Collisions

Segment

Narrow shoulders / no edge line

Segment

High posted speed limit

Segment

Curved alignment

Both

Inattentive driving

Intersection

Intersection lane configurations

Intersection

Skewed geometry

Intersection

Curve close to intersection

Draft Action Plans (Example)

Tiered Speed Zones

Introduce 4-levels speed zone for urban and 3-levels of speed zone for non-urban areas.

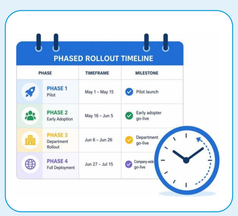
Transition Speed Zones

Introduce transition area speed zone to reduce speed from rural or urban/built-up areas.

Regional Coordination

Coordinate with region to match, transition and implement speed zone for township and regional roadways.

Phased Implementation



Implement all speed related changes within two-year periods for rural areas and 6-months for urban areas.

Strategies for Road Segment Risk

Top Locations of Higher Collision Risks (preliminary list)

Segment	Severity Score	Severity Rank	Freq.	Freq. Rank	Capital Forecast
Concession 5 Rd between Allen Rd & Caistor Centre Rd	1170	7	5	61	5 Yr
Caistor Gainsborough Townline Rd between Concession 5 Road & Sixteen Rd	1165	10	12	12	5 Yr
Sixteen Rd between Shaw Rd & Patterson Rd	1164	11	3	96	5 Yr
Sixteen Road btwn Moote Road & Rosedene Road	150	20	5	61	10 Yr
Twenty Road btwn Caistor Centre Road & Caistor Centre Road	150	20	3	96	10 Yr
Shurie Road btwn Sixteen Road & Cherry Avenue	146	24	5	61	10 Yr
South Chippawa Road btwn North Chippawa Road & Abingdon Road	146	24	2	141	10 Yr
Caistor Centre Road btwn Sixteen Road & Twenty Road	145	27	7	39	10 Yr
Concession 2 Road btwn Caistor Gainsborough Townline Road & Church Road	145	27	1	204	10 Yr
South Chippawa Road btwn Smithville Road & Caistor Centre Road	145	27	2	141	10 Yr

Potential Causes of Collisions

High Operating Speeds

Loss of control at curves

Narrow shoulders

Surface-defect locations

Inattentive, impaired/fatigues driving

Draft Action Plans (Example)

Centre Line/Rumble Strips

Install double and single centerline and shoulder rumble strips on high-speed rural roads.

Safer Curves

Narrower lanes, wider shoulders,, transverse marking, advisory speed, signage, chevrons, guard rail, and high-friction surface.

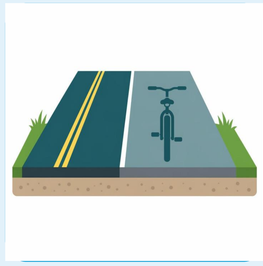
Clear Roadside Hazards

Mitigate roadside hazards (trees, poles, rocks, steep slopes) within clear zones to reduce crash severity.

Safety Edge Paving

Incorporate “Safety Edge” treatments into all resurfacing to reduce loss-of-control crashes at pavement edges.

Wider Paved Shoulders



Wider road shoulders where warranted for high-volume roads to provide vehicle recovery space & cyclists and farm equipment/vehicles.

Night-time Safety & Visibility

Enhance illumination per TAC Guideline” where warranted, & upgraded pavement markings,, reflective signs, and guideposts.

Proactive Safety Reviews

Implement proactive ISRSR road safety reviews for top locations per capital program forecast periods.

Strategies for Intersection Safety

Top Locations of Intersection Collision Risks (Preliminary List)

Intersection	Severity Score	Severity Rank	Freq.	Freq. Rank	Capital Forecast
Port Davidson Road @ Sixteen Road	24	12	8	16	10* Yr
Industrial Park Road @ Spring Creek Road	7	23	8	16	10* Yr
Grassie Road @ Young Street	7	22	5	23	-
Allen Road @ Twenty Road	5	25	1	91	-
Barbara Street @ Colver Street	5	25	1	91	-

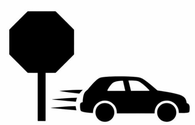
Potential Causes of Collisions

Skewed geometry

Curve close to intersection

Failure to yield ROW

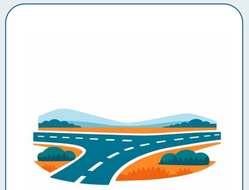
Inattentive driving



Disobeying traffic control

Draft Action Plans (Example)

Clear Sightlines

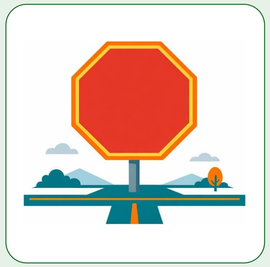


Remove vegetation and clear roadside obstructions so drivers can see crossing traffic in good time.

Upgrade Signs & Markings

Brighter, reflective stop signs, painted stop bars, and bold yellow centre lines that are easy to see.

Bigger Stop Signs



Consider larger and tiger-tail stop signs at the busiest, highest-risk intersections.

Advance Warning Beacons

Warning signs and flashing beacons that alert drivers approaching high risk rural intersections.

Speed Management Measures

Use Speed-feedback signs and lower approach speeds as speed management measures.

Convert to Roundabouts

Convert the high-risk stop-controlled intersections to roundabouts where feasible.

Enhance left & right turn treatments

Provide dedicated left and right turn lanes, channelization, and improved geometry.

Reviews & Driveway Control

Routine safety reviews of top intersections, plus prohibiting driveways too close to busy junctions.

Strategies for Segment SMV & Head-on Risks

Top Locations of Higher Collision Risks (Preliminary List)

Location	Severity Score	Severity Rank	Freq.	Freq. Rank	Impact Type	Capital Forecast
Concession 5 Rd between Allen Rd & Caistor Centre Rd	1170	4	3	71	SMV	5 Yr
Caistor Gainsborough Townline Rd between Concession 5 Rd & Sixteen Rd	1165	7	12	8	SMV	5 Yr
Sixteen Rd between Shaw Rd & Patterson Rd	1164	8	2	105	SMV	5 Yr
Sixteen Road btwn Moote Road & Rosedene Road	150	12	5	42	SMV	10 Yr
Twenty Road btwn Caistor Centre Road & Caistor Centre Road	150	12	3	71	SMV	10 Yr
Caistor Centre Road btwn Sixteen Road & Twenty Road	145	21	5	42	SMV	10 Yr
Shurie Road btwn Sixteen Road & Cherry Avenue	145	21	3	71	SMV	10 Yr
South Chippawa Road btwn Smithville Road & Caistor Centre Road	145	21	2	105	SMV	10 Yr
Young Street btwn Clayson Road & Thirty Road	145	21	1	162	SMV	10 Yr
Concession 2 Rd between Caistor Gainsborough Townline Rd & Church Rd	145	4	1	9	Head-on	10 Yr

Potential Causes of Collisions

Both

Higher posted speed limits

Both

Curved Alignments

Both

Narrow travel & shoulder lanes

SMV

Surface-defect locations

SMV

Inattentive / impaired driving

Head-on

Long linear road segments

Head-on

No / faded centre lines

Head-on

Severe collisions

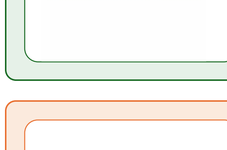
SMV

Loss of control at curves

Draft Action Plans for Collision Risk

Safer Speed Limits

Lower posted limits (60-70 km/h) at the riskiest spots and sharp curves, with transition zones easing drivers down.

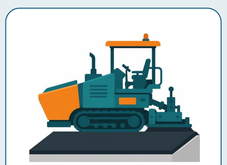


Curve Warnings & Advisory Speeds

Advisory speeds (40-50 km/h), chevrons and curve markings to guide drivers safely through bends.

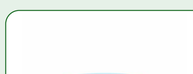
Guardrails at Sharp Curves

Guardrails where sharp curves meet steep roadside slopes to soften the impact of run-off crashes.



Smoother, Safer Surfaces

Targeted resurfacing at sharp curves and steep grades, plus safety-edge paving at pavement edges.



Wider Lanes & Shoulders

Wider travel lanes (3.1-3.3 m) and paved shoulders (1.5-2 m) give drivers room to recover.

Clear Centre Lines & Rumble Strips

Fresh centre lines and rumble strips that warn drivers drifting toward oncoming traffic.

Strategies for Angle/Rear-End Collisions

Top Locations Angle and Rear end Collisions (Preliminary List)

Intersection	Severity Score	Severity Rank	Freq.	Freq. Rank	Impact Type	Capital Forecast
Port Davidson Road @ Sixteen Road	24	5	8	4	Angle	10yr
Caistor Centre Road @ Twenty Road	1	6	1	25	Rear End	10 yr

Potential Causes of Collisions

Angle

Failure to yield ROW

Angle

Disobeying traffic control

Angle

Curve close to intersection

Rear End

Following too closely

Rear End

Inattentive driving

Rear End

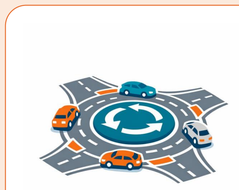
Skewed intersections

Draft Action Plans (Example)

Slower Approach Speeds

Speed-feedback signs and gateway treatments so drivers slow down before the intersection.

Roundabouts

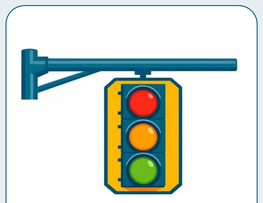


Replace high-risk junctions with roundabouts to remove dangerous right-angle conflicts.

Smarter Access

Fewer, better-placed driveways and left-turn pockets to cut sudden stops and speed differences.

Better Traffic Signals



Reflective backplates, LED signal heads, and optimized timing to reduce sudden braking and queue spillback.

Turn Lanes & Lighting

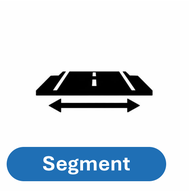
Dedicated left-turn lanes, channelization, and lighting to improve awareness and separate conflicts.

Strategies for Vulnerable Users

Top Locations of Bicycle and Pedestrian Collisions (Preliminary List)

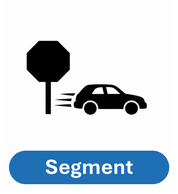
Location Description	Severity Score	Severity Rank	Freq.	Freq. Rank	Facility Type	Road User	Capital Forecast
Concession 5 Road between Abingdon Road & Burns Road	5	1	1	1	Segment	Bike	5-yr
Anastasia Boulevard between Efthemio Court & Anastasia Boulevard	1	2	1	1	Segment	Bike	10-yr
Westbrook Rd between Green Rd & Concession 2 Rd	5	3	1	1	Segment	Ped.	5-yr
Elcho Rd between Baldwin Rd & Krick Rd	1	4	1	1	Segment	Ped.	10-yr
South Grimsby Rd 10 between Range Rd 2 & Range Rd 1	1	4	1	1	Segment	Ped.	10-yr

Potential Causes of Vulnerable User Collisions



Segment

Narrow shoulders



Segment

Failure to follow road rules

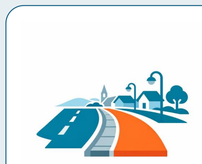
Both

Inattentive driving

Draft Action Plans (Example)

Pedestrians

Continuous Walking Paths



Connected sidewalks and walkable shoulders along rural roads and through villages.

Safer Speed Limits

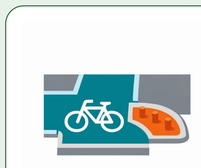
Lower speeds (40-50 km/h or less) where lots of people are walking.

Safer Crossings

Refuge islands, raised crossings, and rapid-flashing beacons where people naturally cross.

Bicyclists

Bike-Friendly Intersections



Bike crossings, coloured pavement, and protected corners at junctions.

Clear Recovery Zones

Keep roadsides clear so cyclists who leave the lane can recover safely.

Paved Shoulders & Cycle Paths

Wide paved shoulders or separated cycle paths on busier rural roads.

Strategies for Motorcycle Users

Top Locations of (Preliminary List)

Location Description	Severity Score	Severity Rank	Freq.	Freq. Rank	Facility Type	Capital Forecast
Concession 2 Rd between Caistor Gainsborough Townline Rd & Church Rd	145	4	1	3	Segment	10 Yr
South Chippawa Rd between North Chippawa Rd & Abingdon Rd	145	4	1	3	Segment	10 Yr
Twenty Rd between Caistor Centre Rd & Caistor Centre Rd	145	4	1	3	Segment	10 Yr
Golden Acres Drive @ Wade Road South	5.4	7	1	4	Intersection	10 Yr
Georgakakos Drive @ Wade Road South	-	14	1	4	Intersection	10 Yr

Potential Causes

Intersection

Skewed intersections

Intersection

Curve close to intersection

Intersection

Improper turns

Segment

Inattentive driving

Segment

Roadway curvature

Both

High Operating Speeds/Speeding

Both

Loss of control

Segment

Narrow shoulders

Segment

Narrow lanes

Draft Action Plans (Example)

High-Grip Surfaces

High-friction surface treatments on curves and intersection approaches for better tyre grip.

Clearer Curve Warnings

Chevrons, advisory speeds, and rumble strips that flag bends early.

Steadier Speeds

Traffic calming and targeted enforcement to smooth out speeds in high-risk corridors.

Strategies for Agricultural / Special Vehicles

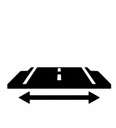
Top Locations of Agricultural Vehicle Collisions (Preliminary List)

Location Description	Severity Score	Severity Rank	Freq.	Freq. Rank	Facility Type	Capital Forecast
Caistor Centre Rd @ South Chippawa Rd	-	-	2	1	Intersection	10 Yr
Industrial Park Rd @ Young St	-	-	1	2	Intersection	10 Yr
Elcho Road btwn Colver Road & Wellandport Road	-	3	1	1	Segment	10 Yr

2 Potential Causes of Agricultural Vehicle Collisions

Segment

Failure to follow road rules



Segment

Narrow shoulders

Segment

Loss of control

Intersection

Failure to yield

Both

Inattentive driving

Both

High Posted Speed Limit/ Speeding for conditions

Draft Action Plans (Example)

Farm Vehicle Warnings

Advance warning signs for farm-vehicle crossings and seasonal activity zones.

Providing Room to Turn

Wider corners and channelized turns at intersections to fit large farm vehicles.

Passing Lanes & Pullouts

Passing lanes and slow-vehicle pullouts so traffic can safely get by farm equipment.

Sensitive Land Uses and Demographics

Equity Approach

Priority Users:

- Agricultural workers
- Settlement/local/hamlet communities
- Senior Citizens
- Children and youth
- Recreational users

Vulnerable mobility modes:

- Pedestrians
- Cyclists
- Micromobility
- Agriculture/heavy vehicles
- Motorcycle

Draft Action Plans to Reduce Collisions

Senior Citizens

Easier Crossings

Longer crossing times, refuge islands, and high-visibility markings at intersections.

Slower Village Speeds

Lower speeds in village cores and near services using gateway treatments and calming zones.

Brighter, Clearer Signs

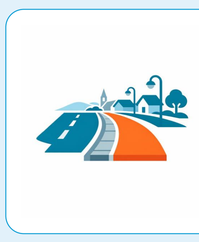
Better lighting and high-contrast signs and markings for easier nighttime visibility.

Children

School Zone Calming

Speed tables, raised crossings, chicanes, and reduced limits around schools.

Safe Walking Routes



Continuous sidewalks and safe shoulders between schools, bus stops, and homes.

Protected School Crossings

High-visibility crossings with flashing beacons and strict parking control at school entrances.

Micromobility

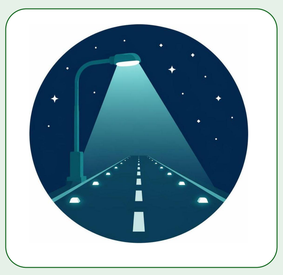
Low-Speed Village Zones

30-40 km/h zones with traffic calming so scooters and bikes mix safely with traffic.

Separated Corridors

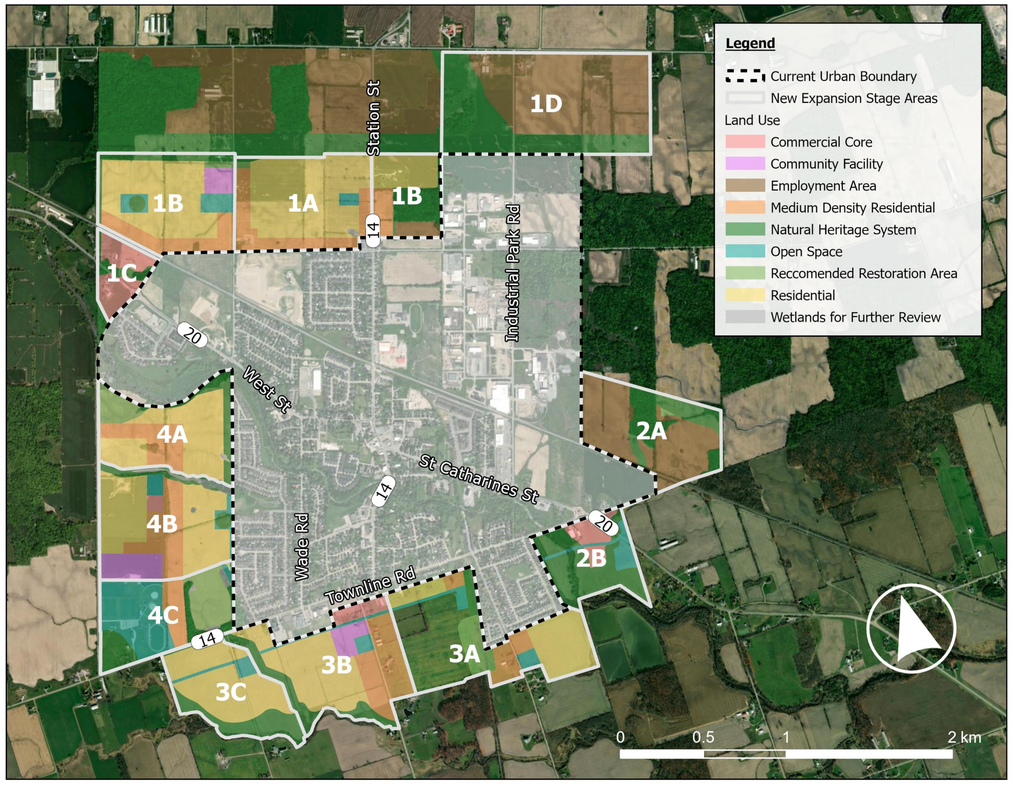
Dedicated micromobility paths where riders would otherwise mix with fast traffic.

Smooth, Well-Lit Paths



Pothole-free, well-lit shared paths with continuous guidance and a higher level of maintenance.

Growth Areas



Road Safety Policy/Strategy for future growth areas

- Change road classification to be compatible with land-use Development requirement policy to comply with "Road Safety Action Plan" for all future Developments
- Develop/modify definition of sensitive land-use
- Development charges portion dedicated to road safety, vulnerable/ priority users, and sensitive areas

Example: Road Classification by Land-Use

Classification	Role
Regional Highway Corridor	Long-distance mobility
Town Main Street	Civic + economic heart
Village Connector	Local circulation
Residential Access Street	Living environment
Farm / Resource Road	Production logistics
Freight Corridor	Heavy goods movement
Scenic / Heritage Route	Tourism + landscape
School / Community Street	Safety + public life
Edge Transition Street	Highway-to-town calming

Draft Action Plans to Proactively Reduce Collisions

Complete Streets Policy

Develop a "Complete Streets" policy and implementation process.

Roundabout Policy

Develop roundabout policy and design requirements in cooperation with Niagara Region.

Road & Geometric Design

Modify road and geometric design changes to improve safety.

Traffic Calming Policy

Develop and implement a "Traffic Calming" policy and implementation process.

New Developments

New development requirements for safety compliance.

Implementation

Preliminary Proposed Changes Engineering Standards

Preliminary Proposed Revisions to Table 1 Residential Roads

Design Criteria	West Lincoln Standards (2022)			Proposed			Reference
	Open Ditch (Rural)	Local Road (Urban)	Major Collector (Urban/Rural)	Open Ditch (Rural)	Local Road (Urban)	Major Collector (Urban/Rural)	
Design Speed	Design speed (DS) equals posted speed (PS)			DS = PS + 10km/h = 70 to 90km/h	No Change	Urban: No Change Rural: DS = PS + 10km/h = 70 to 90km/h	
	60 to 80km/h	50km/h	60 to 80km/h				
Min. Stopping Sight Distance	65m	65m	85m	105m to 160m(1)	No Change	Urban: 85m to 130m Rural: 105m to 160m(1)	TAC Table 2.5.2
Min. K Value – Sag Curve	12	12	20	Non-illuminated			TAC Table 3.3.4
				23 to 38(1)	13	Urban: 18 to 30 Rural: 23 to 38(1)	
				Illuminated			TAC Table 3.3.5
				10 to 15(1)	5 to 6	Urban: 8 to 12 Rural: 10 to 15(1)	
Min. K Value – Crest Curve	8	8	15	17 to 39(1)	No Change	Urban: 11 to 26 Rural: 17 to 39(1)	TAC Table 3.3.2
Min. Horizontal Radius	60	60	130	200m to 380m(1)	115m	Urban: 185m to 400m Rural: 200m to 380m(1)	TAC Table 3.2.3 and Table 3.2.4
Min. Curb radius at Intersections	9	9	13	No Change	5m to 9m(3)	7m to 15m(2)	City of Toronto Curb Radii Guideline
Pavement Width	6.7m	8.5m	14.5m	7.0m (3.5m per lane)	No Change	No Change	TAC Table 4.2.1
Shoulder Width	1.5m	N/A	N/A	1.0 to 3.0(3)	No Change	No Change	TAC Table 4.4.1
Maximum Grade	8	8	8	5 to 6(1)(4)	No Change	Urban: 7 Rural: 5 to 6	TAC Table 3.3.1(4)

(1) Value based on design speed 10km/h above posted speed.
(2) Corner radius at intersection range based on approach and receive lane width, design vehicles, and design speed at turns. Can be validated through AutoTurn Vehicle Maneuver Diagrams.
(3) Shoulder width varies for different road classifications, design speed, and traffic volume.
(4) Rolling topography is used to determine maximum grades. Road class assigned for open ditch is rural local undivided.

Monitoring Process and Implementation and Funding

- ***Monitoring & Evaluation:*** Establish crash and near-miss tracking dashboards, conduct annual safety performance reviews, and use before–after studies to measure effectiveness of countermeasures.
- ***Implementation Framework:*** Prioritize interventions through a risk-based network screening approach, integrate safety into all capital and maintenance projects, and assign clear departmental accountability.
- ***Funding Strategy:*** Use a blended model combining municipal capital budgets, provincial/state road safety grants, and dedicated “Safe System” safety funds tied to crash reduction targets.
- ***Continuous Improvement & Reporting:*** Update the rural road safety program every 3–5 years based on data, audit findings, and emerging best practices, with transparent public reporting of outcomes.
- ***Capital Forecast:*** Implement safety initiatives within identified horizons (e.g., 5yrs/10yrs) based on location risk and collision severity.

Implementation and Coordination with Niagara Region

The plan recommends to establish a road safety coordination body between Township of West Lincoln and Regional Municipality of Niagara and address key road safety issues such as:

1. Speed limit policy and changes per recommended “Speed Management Strategy”,
2. Yearly review of safety data to identify safety risk and update to Region’s network screening list,
3. Review, implementation process and funding process for mitigation measures should be integrated with Region’s Vision Zero program.

We Want To Hear From You

Please fill out a comment form or submit any questions or comments to one of the Project Team members noted below by the **end of the day on July 15, 2026**.

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On behalf of all Project Team members, we thank you for your time.