

Niagara Region Transportation Master Plan

Public Information Centre 2 Summary



Prepared for Niagara Region
by IBI Group

July 29, 2016

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1 Introduction

This report summarizes the second round of Public Information Centres (PICs) hosted by Niagara Region as part of its *Transportation Master Plan* study.

The purpose of the second round of PICs was to inform the public of study progress to date, create an opportunity for area residents and stakeholders to discuss the trends, challenges and opportunities facing the Region's transportation system, and provide input on transportation opportunities in Niagara – on such issues as auto travel, transit service, active transportation and other potential policies and strategies designed to enhance Regional travel.

As in the first round of public consultation in the Fall of 2015, this round of PICs was held jointly with the Region's Municipal Comprehensive Review and Water/Wastewater Master Servicing Plan studies, and though attendees provided comments for all three studies, only the comments relevant to the TMP study are summarized in this report.

The PIC was held on three evenings in June 2016 at three locations in Niagara. In addition to the three PICs, online consultation was held through the TMP website for those not able to attend the PIC in person. Online consultation included the same information and materials presented at the PIC as well as a short questionnaire that mirrored the comment form questionnaire distributed at the PICs. The input and comments received through the online survey and PIC meetings are combined in the summaries provided in this report.

The PICs were held at the following locations in Niagara Region:

- **PIC Location No.1:** Fort Erie Leisureplex Banquet Hall
 - June 15, 2016
 - 4:00 pm to 8:00 pm
- **PIC Location No. 2:** West Lincoln Council Chambers
 - June 16, 2016
 - 4:00 pm to 8:00 pm
- **PIC Location No.3:** Welland Civic Square Front Foyer
 - June 22, 2016
 - 4:00 pm to 8:00 pm

2 Notification of Public Information Centres

Advance notification of the PICs was provided to potentially interested stakeholders and Niagara Region residents by a variety of mediums:

- Memo to Regional Council and copied to local area municipal councils.
- Notice emailed to identified list of public and business stakeholders.
- Posting on Niagara Region's website
- Newspaper advertisements as follows:
 - *Fort Erie Times*: June 2 and 9, 2016
 - *InPort News*: June 2 and 9, 2016

- *News Now*: June 2 and 9, 2016
- *The Niagara Advance*: June 2 and 9, 2016
- *The Niagara Falls Review*: June 2 and 9, 2016
- *Niagara This Week*: June 2 and 9, 2016
- *Pelham News*: June 2 and 9, 2016
- *The St. Catharines Standard*: June 2 and 9, 2016
- *Thorold News*: June 2 and 9, 2016
- *The Welland Tribune*: June 2 and 9, 2016

The notices provided the following general information about the study:

- Purpose, time, and location of the PICs;
- Study background, and overview of the TMP process as well as the other two components of Niagara 2041 parts of the overall Plan;
- Contact information for primary study team members; and
- Information on further opportunities to participate.

A copy of the PIC #2 notice is included in **Appendix A**.

3 Arrangement of Public Information Centres

The PICs were arranged in an open house format for all three studies under Niagara 2041 – How We Grow (Municipal Comprehensive Review), How We Flow (Water and Wastewater Master Servicing Plan) and How We Go (Transportation Master Plan). Staff from Niagara Region and the three consultant teams were present to engage attendees and answer questions.

Display panels were arranged in an easy-to-view format, and included information on the following study elements:

- Overview of Niagara 2041 and context for the three component studies;
- Overview of the TMP study process;
- What we've heard so far from the public consultation process;
- Emerging trends relevant to Niagara Region;
- System performance and challenges; and
- Opportunities that face Niagara Region.

A comment form questionnaire provided opportunity for attendees to provide specific feedback on the information provided on the display panels. Attendees could also complete the questionnaire at a later time via the online version of the questionnaire.

A copy of PIC display panels and the comment form questionnaire are included in **Appendix B**.

4 Attendance

In total, 64 attendees signed in - 16 attendees signed in at the PIC held in Fort Erie, 18 signed in at the PIC held in West Lincoln and 30 attendees signed in at the PIC held in Welland. It is estimated that approximately 15 attendees chose not to sign-in at the PIC meetings.

5 Comments and Questions Received

Comments from members of public were received through the following methods:

- General comment sheets (combined for the three studies);
- Comment sheet questionnaires;
- Online survey (online version of the comment sheet questionnaire);
- Conversation with project team members; and
- Email to the study contacts.

The comments received at the PIC are summarized in the following sections.

5.1 Summary of General Comments Sheets Received

The comments received via the general comment sheets were broken down into two categories to assist in future analysis – specific comments related to the study and comments regarding the conduct of the consultation/PIC. The comments received are documented below.

Specific Comments (Transportation):

- Need expanded public transit which should include a sometime connection between Wainfleet Village and Port Colborne link to connect students to Niagara College, Brock University & specialized treatments at St. Catharines or Niagara Falls hospitals.
- Development to south to preserve fruitlands.
- Dumbest thing by Region give a bridge contract to a Quebec company. Doesn't anybody read about the corruption in Quebec construction projects? I have seen nearly 40 years of screw ups by Region costing taxpayers tens of millions of dollars.
- Providing several options for growth is appreciated and helpful for context. More detail on each option would have been helpful (i.e. identifying settlement area such as Smithville. I believe growth reserves are coming from the west, and more emphasis should be placed on accommodating growth in areas not constrained by Greenbelt (i.e. Smithville).
- I support strategic growth approach. One of its benefits is that it could help protect forested areas within urban boundaries, through proposed greater intensification, a strategy to protect these features should be developed.
- West Niagara should be focus of transit supported development close to proposed GO lands. The MCR need to push for Grimsby and Beamsville to get urban boundary area expansions that will allow for 100, 150 ppl/Ha development.
- New developments in Prudhommes need MTO partnership to have more carpooling space and more carpooling options. Likewise, lobby GO for #12 GO Bus Stops in Vineland and Beamsville. The bus goes on QEW but does not stop; missed opportunity.

- Transportation and increasing connectivity between different areas of Niagara by starting with better connections to Brock. Increasing student use of buses is key to improving the transportation system overall.
- We definitely need an escarpment crossing in Grimsby to take it to Smithville. We need GO train now to catch up after being 20 years behind.

Comments Regarding Conduct of Consultation/PIC

- Agree with the format. Perhaps 30 minutes of presentations at opening would help for examining boards in detail.
- Very helpful.
- Very helpful. Would like to request a meeting with City of St. Catharines and Region to review.
- More clear start/finishing points for Boards; accidentally looked at them backward!
- Very informative! Maybe have a sign saying "Start Here" so we know where the boards start.

5.2 Summary of Comments Posted on Display Panels

Additional comments were received via sticky notes posted on the display panels. These comments are documented in detail in Appendix C.

The general theme of the comments were:

- Need for improvements to transit connections and schedules.
- Coordination of transit. One transit system.
- Need for GO Train expansion to Niagara.
- Support for and against the Mid-Pen / Niagara to GTA corridor.
- Locations of additional concerns
 - Highway 58 at Canal crossing as a congestion hotspot
 - Vertical curves on Merritville Highway
 - Hwy 406 off-ramp to hospital
- Need for escarpment crossing at Bartlett Avenue / Park Road.
- Using the airports for transporting cargo and for commuting.
- High speed rail connections to the US.
- Focusing active transportation routes on secondary roads for safety.
- Support and questions on complete streets concepts
- Using disused rail corridors for active transportation
- Connect active transportation trails to transit

6 Online Survey

In conjunction with the PICs, Niagara Region also conducted a second round of online engagement using a simple survey/questionnaire on the Region’s website that mirrored the questionnaire provided in hardcopy at the PIC meetings. The intent of the online survey was to provide an opportunity for those not able to attend the PIC meeting in person to review the display material online and provide feedback.

The survey was live between June 15 and June 30, 2016.

6.1 Online Survey Results

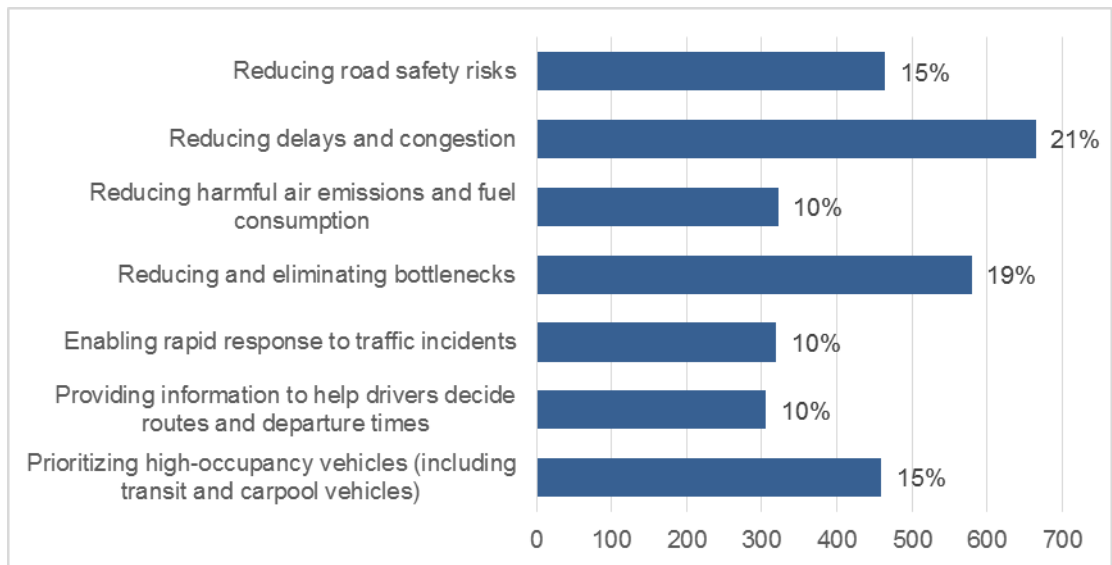
A total of 1,165 survey submissions were received, with 1,116 providing data. Of the 1,116 submissions with data, 834 were fully completed and 281 were partially completed. Of the respondents:

- 503 (60%) respondents indicated that they were female, 312 (38%) indicated they were male, and 17 (2%) answered “prefer not to say”.
- 179 (22%) respondents were between 18-34 years old, 256 (31%) were between 35-49 years, 299 (36%) were between 50-64 years, and 96 (12%) were over 65.
- Residents from each of the 12 local area municipalities participated in the survey. Respondents indicated that they lived in the following areas:

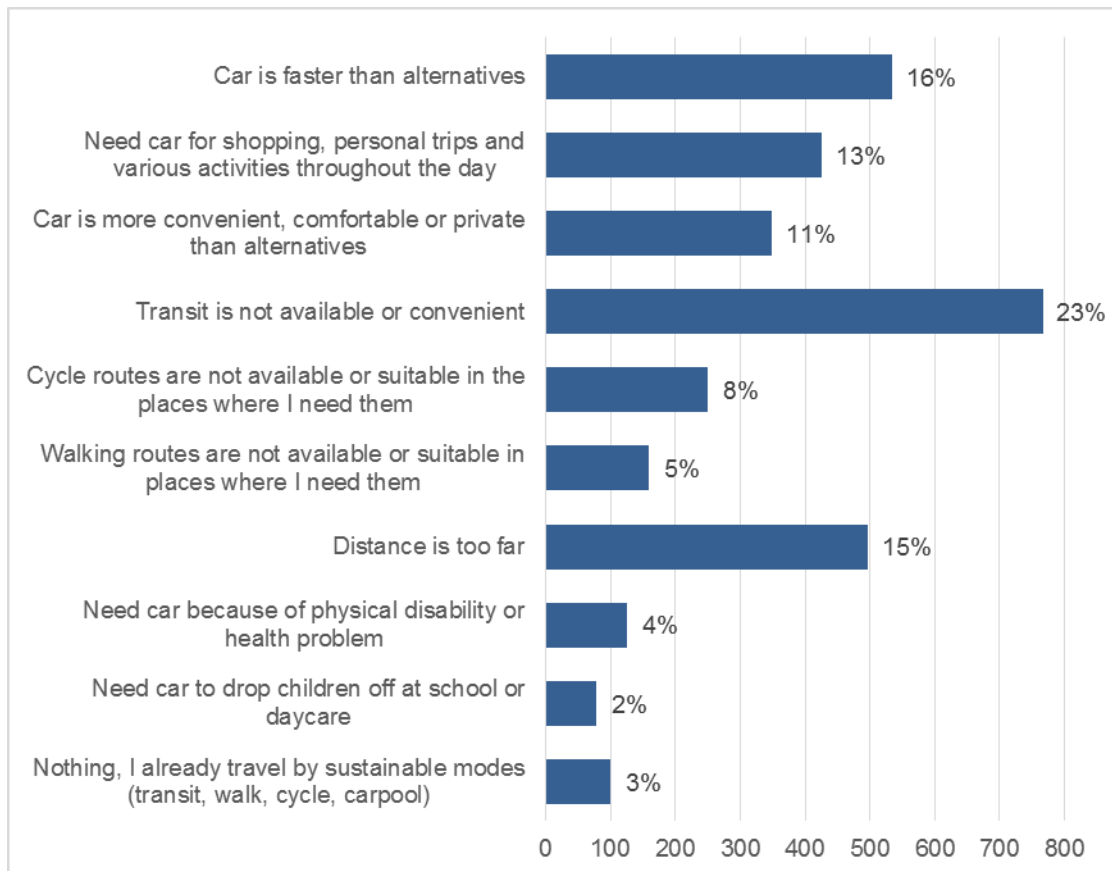
Location	Responses	%
Fort Erie	52	6%
Grimsby	55	7%
Lincoln	29	3%
Niagara Falls	131	16%
Niagara-on-the-Lake	40	5%
Pelham	42	5%
Port Colborne	33	4%
St. Catharines	300	36%
Thorold	25	3%
Wainfleet	8	1%
Welland	105	13%
West Lincoln	8	1%
Hamilton	2	0%
Greater Toronto Area	2	0%
Other	2	0%
Total	834	100%

A summary of the survey responses are included in this section.

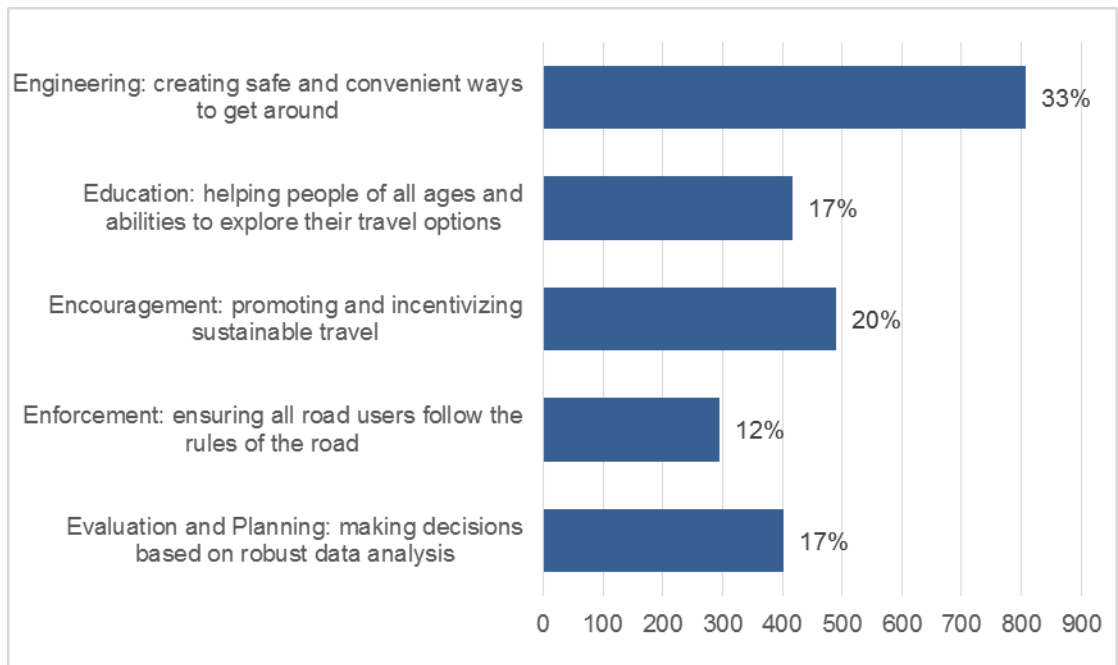
Question 1: Where do you think Niagara Region should focus its efforts to improve the efficiency of the road network? (select all that apply)



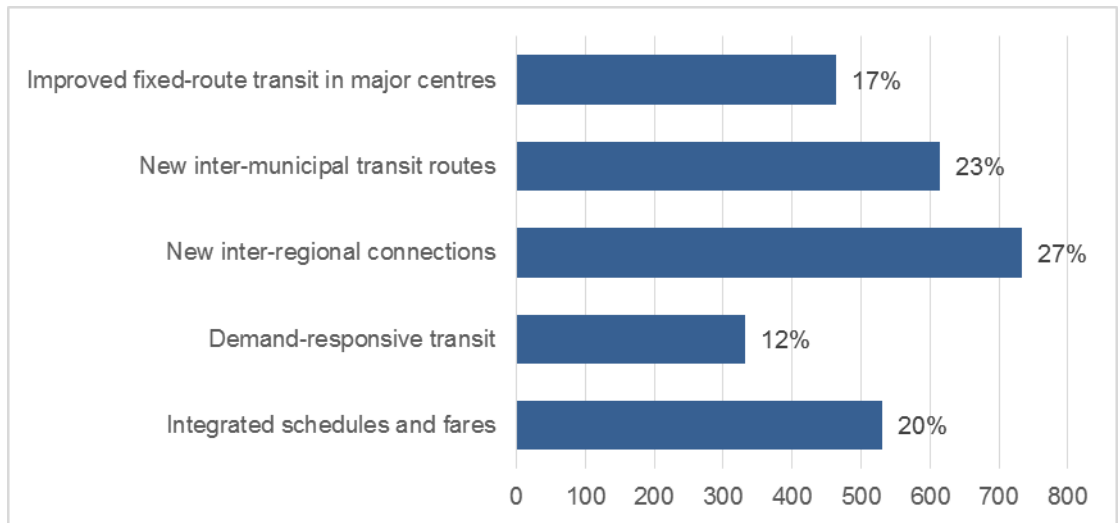
Question 2: What prevents you from travelling by sustainable modes? (i.e. transit, walk, cycle, carpool) (select all that apply)



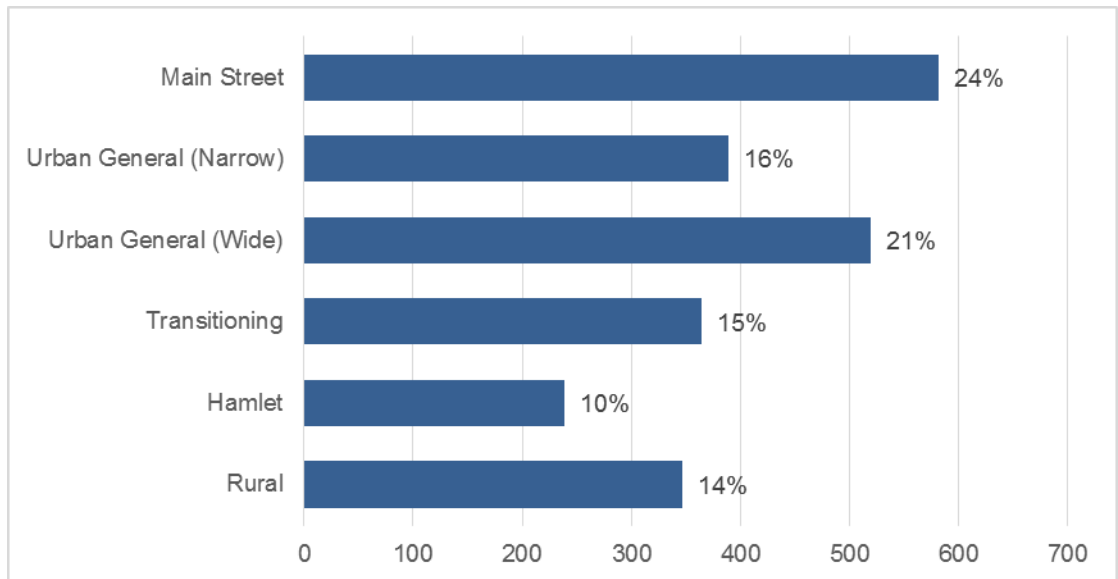
Question 3: What do you think will encourage people in Niagara Region to travel in a sustainable way? (select all that apply)



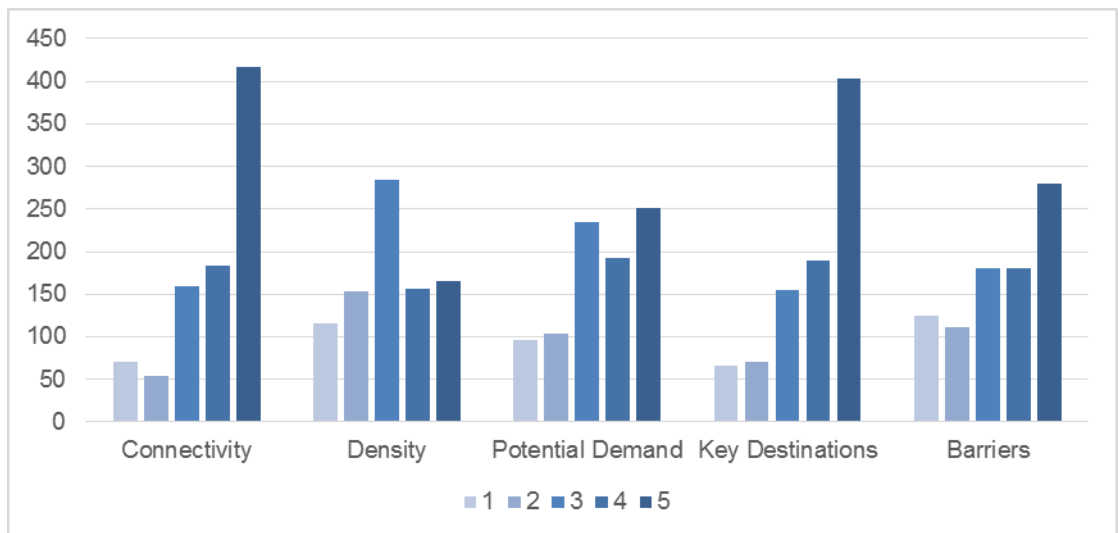
Question 4: Which of these transit opportunities are most important to you? (select all that apply)



Question 5: What type of complete streets are most important to you? (select all that apply)



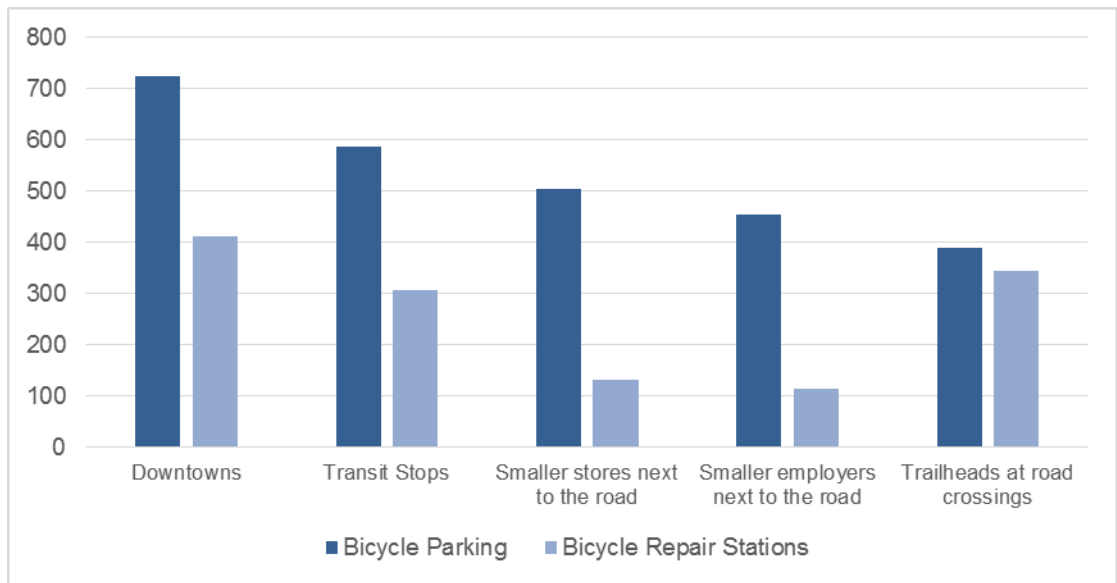
Question 6: Which of the following factors do you think are most important for determining the cycling network? (Rate on a scale of 1 to 5, with 1 being least important and 5 being most important)



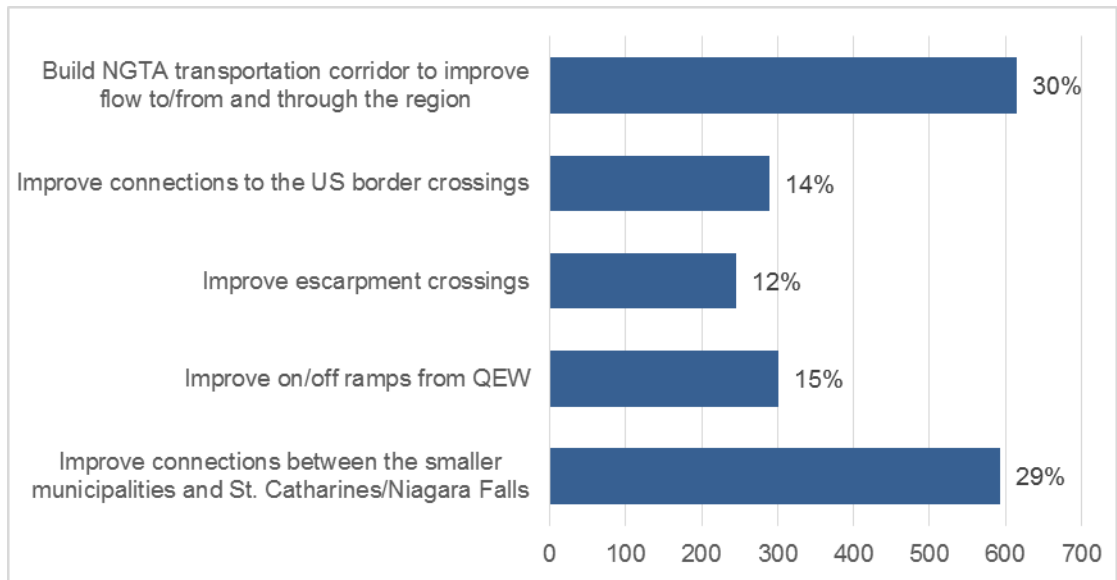
Average score:

- Connectivity – 3.9
- Density – 3.1
- Potential Demand – 3.5
- Key Destinations – 3.9
- Barriers – 3.4

Question 7: Which public bicycle amenities on Regional roads are more important to you? (select those that are most important to you)



Question 8: Which of the following Goods Movement road network improvements would benefit Niagara Region the most? (check all that apply)



6.2 Online Survey Comments

In addition to the eight survey questions, respondents were provided an opportunity to provide other thoughts or comments on the TMP study. Of the 1,116 submissions with data, 381 comments were received.

There were wide range of comments on provided. Respondents provided comments on their personal experience with travel in Niagara, their priorities for future transportation in Niagara, opportunities that Niagara should prioritize, and comments on the conduct of the study and survey. General themes of the comments received are summarized below.

Transit and GO Transit

- Better transit service was demanded by many respondents, including more efficient service, better transfer connections, more affordable fares, longer service hours, and expanded weekend/holiday service.
- Integration of transit service providers in Niagara (i.e. one regional system) was suggested by some respondents to improve service and efficiency.
- Expansion of GO Train service to Niagara was mentioned by many respondents. This was expressed as a must-have by many residents for travel between Niagara and the Greater Toronto Area. Respondents also indicated that the GO expansion was desired well before the planned 2021 service expansion. While almost all comments regarding GO expansion were supportive of the expansion, there was also a respondent that strongly opposed Niagara becoming a bedroom community for Toronto-employed people.
- Better connectivity, both by transit and road, between different areas of the Region was identified as a need.

Active Transportation, including walking, cycling and mobility needs

- More and safer active transportation infrastructure was identified as a need. The lack of amenities (parking, washrooms) was also identified as barriers to riding more often.
- Better maintenance of sidewalks was mentioned with respect to winter maintenance (snow removal) and maintaining safe, smooth paths for mobility devices (walkers, scooters, wheelchairs).

Roads

- Strong support for and against the Niagara to GTA corridor was expressed. Some respondents wanted the new corridor as soon as possible to relieve congestion on the QEW. Others wanted to protect the rural nature of the Region, the farmlands that would be impacted by a new corridor, and other environmental reasons.
- Congestion on the QEW was a high priority for many respondents. Improving access to the QEW (i.e. interchange configuration improvements) was noted.
- Timing of traffic signals and spacing of intersections were noted as causes of congestion on arterial road corridors. Roundabouts were suggested as one potential solution.
- Better road maintenance to improve travel was noted by some respondents.

Environment

- Protecting the environment and reducing emissions was noted by some respondents.
- The impact of new infrastructure such as the NGTA corridor and development growth on Niagara's prime agricultural lands was identified as a concern.

Development

- Some respondents identified growth and intensification as opportunities for jobs, culture, tourism, and mobility. Others were concerned regarding development growth that impacts Niagara's prime agricultural lands.
- Several respondents noted that growth and transportation infrastructure go hand in hand.

Technology

- Better traffic signal coordination was noted as a potential solution for corridor congestion. Ramp metering for the QEW was also noted for congestion management.
- Better access to, and mobile-friendly, traveller information for trip planning (i.e. all on one website).
- Facilities for electric vehicles (i.e. charging stations)
- Advance warning systems for canal bridges in time to choose alternative routes.
- Accommodation for autonomous vehicles – using the technology for “on demand” mobility, but also how it may impact infrastructure design – was noted for consideration.

Other

- A ferry or bridge crossing connecting Niagara to the GTA was identified as potential alternatives to widening QEW.
- Better accommodation for an aging population is needed, notably for seniors to access the hospital, medical centres and other daily needs through transit and paratransit.

General

- Some comments noted that the survey was difficult to understand, poorly worded and too technical. [It appears that some respondents were not aware of the PIC #2 information that was available for their review which provided more insight on the transportation needs and opportunities in Niagara Region. The intention of the survey was to elicit feedback from the public in response to PIC #2, however it was possible for a respondent to directly access the survey online without being aware of the information being provided for their review and understanding.]
- Respondents also requested to see the results of the survey.

For a full list of the comments received through the online survey, please see Appendix C.

7 Summary

Overall, residents and stakeholders involved in the second round of PICs were passionate about transportation in Niagara Region. While a variety of issues were mentioned, a few common themes were clear in the comments received. These common themes are nearly identical to those identified in the first round of PICs and the first round of online consultation:

- Attendees at all PICs and online supported the need for improved transit service, particularly in smaller municipalities and areas currently underserved by transit, and support merging local transit agencies into one Regional transit system.
- Attendees at all three PIC events and online generally supported the need for more - and safer - walking and cycling facilities throughout Niagara Region; active and healthy lifestyles are important, and promote sustainable transportation.
- Extending GO train service into Niagara Region was a very widespread priority in the comments received at the PIC events and through the online survey. Regular weekday GO trains would take cars off the road, and improve connections between Niagara Region and the Greater Toronto Area. This is also desired before the announced 2021 date.
- Attendees and online survey respondents also expressed concern about development in the Region, specifically its environmental impact when the developments result in lost greenspace, forests, agricultural lands, and wetlands.

All of the information gleaned by Regional staff and the consulting team will be used in the development of the final Transportation Master Plan.

Appendix A – Notice of PIC



Fostering an Environment for Economic Prosperity

Get Involved in Niagara's Future: Attend Public Information Centre #2

In the next 25 years, Niagara is expected to grow, bringing a possible 168,000 new residents and 79,000 new jobs to the region.

Niagara Region is making sure we're prepared for this growth through three projects that will help us plan where and how that growth will occur, and how it will be accommodated.



HOW WE GROW:

The Municipal Comprehensive Review will look at the land we have available across Niagara, and will ensure we have enough to sustain our expected growth to the year 2041. It will also examine how that land is distributed throughout Niagara.



HOW WE FLOW:

The Water and Wastewater Master Servicing Plan will ensure Niagara has the infrastructure to provide critical water and wastewater services to our growing region in a sustainable and financially responsible way.



HOW WE GO:

The Transportation Master Plan will look at how we currently travel in and around Niagara and how we can improve our transportation systems, including options for walking, cycling and public transit, to better serve Niagara's future needs.

GET INVOLVED:

Residents are invited to attend a Public Information Centre in their community to learn how each of these projects contribute to Niagara's overall growth plan for the next 25 years, and how you can have your voice heard.

June 15, 2016	June 16, 2016	June 22, 2016
Town of Fort Erie	Township of West Lincoln	City of Welland
Leisureplex Banquet Hall	Council Chambers	Civic Square – Front Foyer
3 Municipal Centre Dr.	318 Canborough St.	60 East Main St.
4 – 8 p.m.	4 - 8 p.m.	4 – 8 p.m.

There is an opportunity at any time during this process for interested persons to bring comments and concerns to the attention of the project managers, and to review outstanding issues. If you have any questions or comments or wish to be added to the study mailing list, please contact us:

HOW WE GROW	HOW WE FLOW	HOW WE GO
Brian Dick	David Shen	Loy Cheah
Senior Planner	Planning Engineer	Strategic Projects Lead
Brian.Dick@niagararegion.ca	David.Shen@niagararegion.ca	Loy.Cheah@niagararegion.ca
905-980-6000 ext. 3365	905-980-6000 ext. 3777	905-980-6000 ext. 3482

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. Special accessibility accommodations and materials in alternate formats can be arranged by contacting the Niagara Region's Accessibility Advisory Coordinator at 905-980-6000 ext. 3252 or accessibility@niagararegion.ca.

If you are unable to attend, or would like more information, please go to the project website <https://www.niagararegion.ca/2041>.

The Transportation and Water and Wastewater studies follow the Master Plan process as outlined in Section A.2.7 of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (Oct 2000, as amended in 2007 and 2011). The Master Plan will be filed under Approach #2 of the MEA Class EA Approach for Master Planning. The Master Servicing Plan will satisfy the planning requirements for Schedule A, A+ and select Schedule B projects and provide the basis for future investigations of identified Schedule B and C projects.

Appendix B – Display Panels and Comment Form Questionnaire

Welcome

At this session, you can expect the following:

- ✓ An overview of Niagara Region's socio-economic, demographic and travel trends and what this means for transportation in the Region
- ✓ An overview of the challenges and the opportunities that face Niagara Region's transportation system
- ✓ A summary of what we've heard from the public so far
- ✓ A chance to provide your input on the transportation opportunities for the Region

Background

The Transportation Master Plan (TMP) – **How We GO** – will direct how Niagara Region's transportation system will be designed, who it will accommodate, and what investments will be needed.

Niagara Region must plan to accommodate an increase of 168,000 persons and 80,000 jobs that has been forecasted by the Province by 2041.

Vision

In 2041, Niagara Region will be supported by a transportation network that will help establish Niagara as a leader in: building, preserving and enhancing livable communities; economic development; tourism; sustainable transportation practices and the emerging shared economy.

Goals



Integrate transportation and land use



Support economic development



Enhance multi-modal connectivity



Improve options for sustainable modes of transportation



Maintain and improve the efficiency of the goods movement network



Promote the development of healthy communities



Develop a realistic yet innovative blueprint for implementation



Study Process

Transportation Master Plan Study Stages

FALL 2015/WINTER 2016

Stage 1:

Establish Vision and Context



- Define TMP Goals
- Establish vision & directions
- Document existing conditions
- Public Information Centre #1

We are in Stage 2
SPRING/SUMMER 2016

Stage 2: Identify the Opportunities



- Identify trends
- Understand issues and needs
- Explore opportunities
- Public Information Centre #2

SUMMER/FALL 2016

Stage 3:

Develop Supporting Strategies



- Analyze opportunities
- Assess options
- Evaluate policies
- Public Information Centre #3

FALL 2016/WINTER 2017

Stage 4:

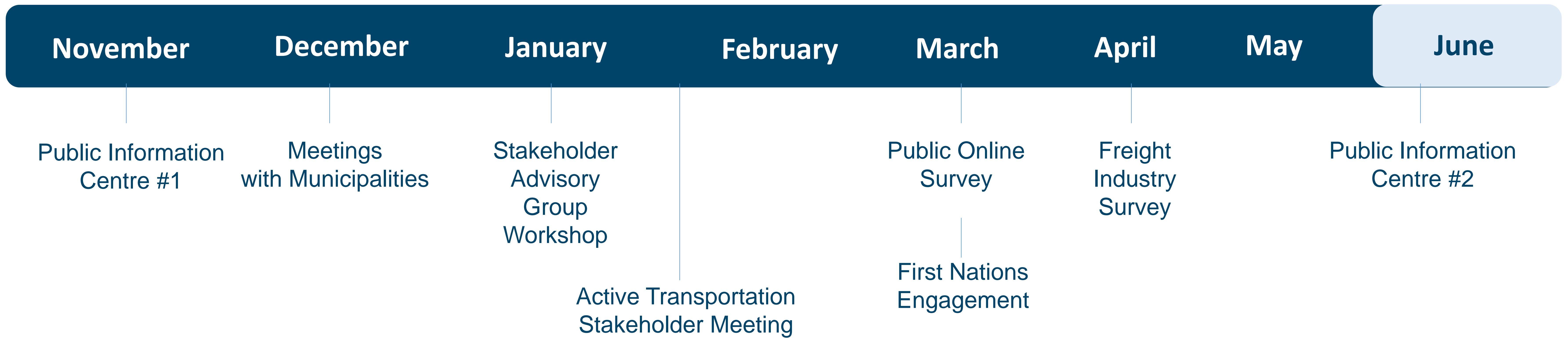
Prepare Transportation Master Plan (TMP)



- Implementation plan
- Funding strategy
- Develop TMP



What We've Heard So Far



Since the start of the study in Fall 2015, residents and stakeholders have told us the top **priorities** and **strategies** they want us to focus on. They also identified transportation problems and opportunities in the Region.

Top 3 Priorities Identified:

1. Travel within Niagara Region
2. Travel to/from Niagara Region
3. Healthy Communities

Top 5-Rated Strategies Identified:

1. Year-round daily GO Train service into Niagara
2. Increase roads and transit service between Niagara municipalities
3. Improve north and south Niagara connections
4. Develop multi-modal transportation hubs
5. Build Niagara-to-GTA corridor.

What We've Heard So Far

Strategy ID	Strategy	Normalized Score
Travel within Niagara Region		
A1	Improve connections between north and south Niagara	91
A2	Increase roads and transit service between Niagara Region municipalities	91
A3	Improve road designs for walking and cycling	83
A4	Improve rail crossing safety	62
Travel to/from Niagara Region		
B1	Extend year-round daily GO Train service to/from the greater Toronto and Hamilton area	100
B2	Improve rail, road and water access to the United States	61
B3	Improve travel to and from Niagara by building a new Niagara to the Greater Toronto Area corridor.	84
B4	Develop transportation hubs in the Region that connect multiple transportation options like buses, trains, cycling, etc.	90
B5	Encourage air travel for the movement of people and cargo	54
Healthy Communities		
C1	Improve ways of moving around Niagara Region for residents of all ages by providing more walking, cycling pathways and trails	63
C2	Design roads for the convenience of everyone, without one type of transportation dominating the other,	57
C3	Design roads that are safer for pedestrians and cyclists.	62
C4	Establish public awareness and education campaigns to encourage walking, cycling and safe road use.	55
New Technology		
D1	Have an easy transit fare payment system to promote more transit use in the Region	29
D2	Support ways of sharing rides through carpooling and car sharing	22
D3	Have policies that put Niagara Region on the leading edge of new transportation related technologies	28
D4	Provide real-time transit and traffic condition information	29
Business Transportation Needs		
E1	Design Roads to support land development and economic investments	16
E2	Support tourism with more transportation options to popular area attractions	17
E3	Improve access to the United States to support border crossing and trade	15
E4	Support transportation policies that can help retain young people in Niagara.	19
Partnerships		
F1	Involve residents more in transportation decisions	18
F2	Work with the private sector to deliver more transportation projects and services	16
F3	Continue to seek funding for transportation projects from the federal and provincial governments	20
F4	Improve coordination of services between the different transit providers in Niagara Region	19

This is based on the results from over 2150 online survey responses

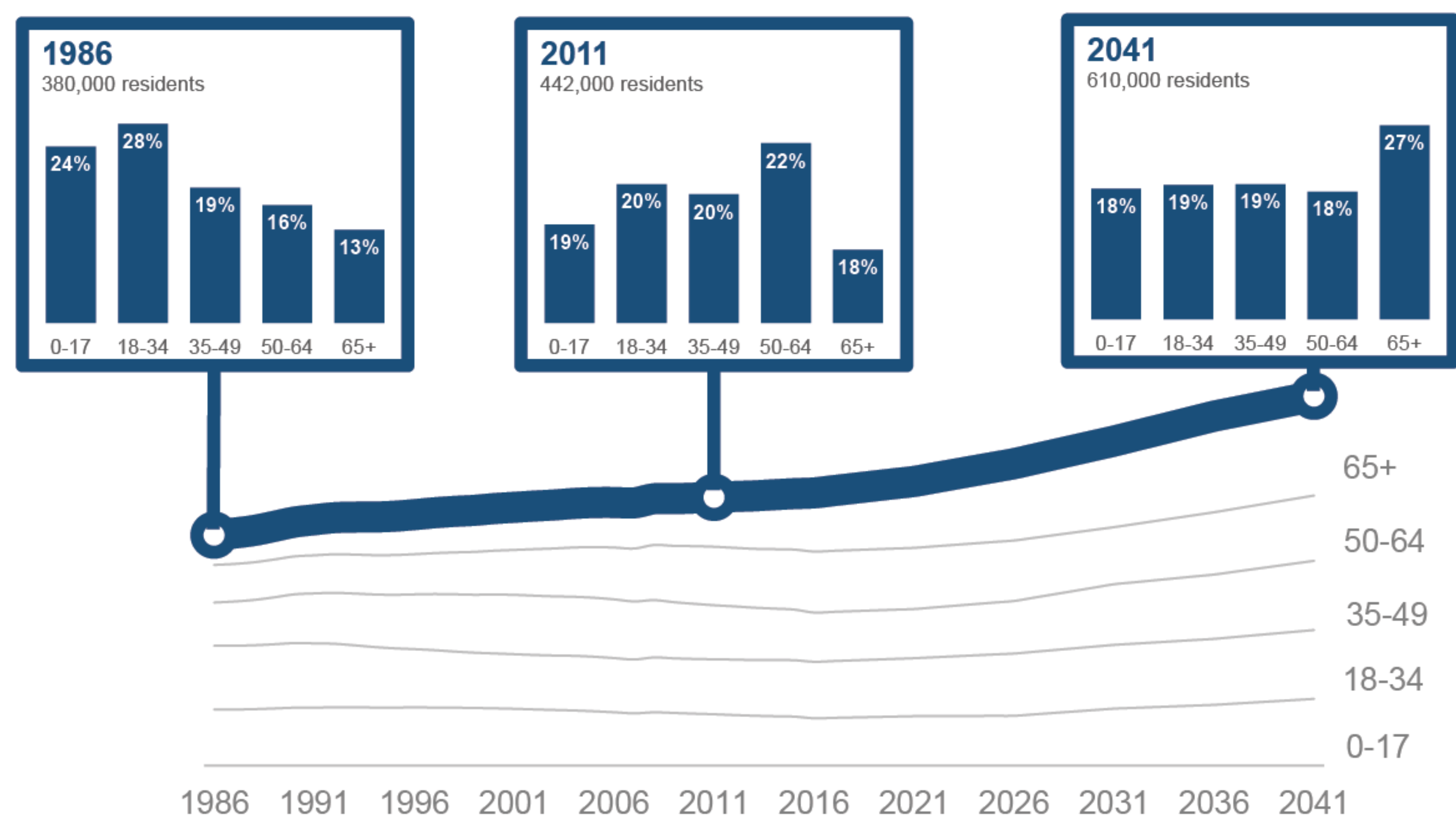


Emerging Trends

Trend 1: The Region is Growing with Changing Demographics

Population growth will accelerate over the next 25 years by more than 35% to 610,000. In particular, the 65+ age group is forecast to grow significantly and will double by 2041. After years of decline, the number of youth and young adults are forecasted to grow by nearly 30% in Niagara Region.

NIAGARA REGION POPULATION BY AGE (1986-2041)



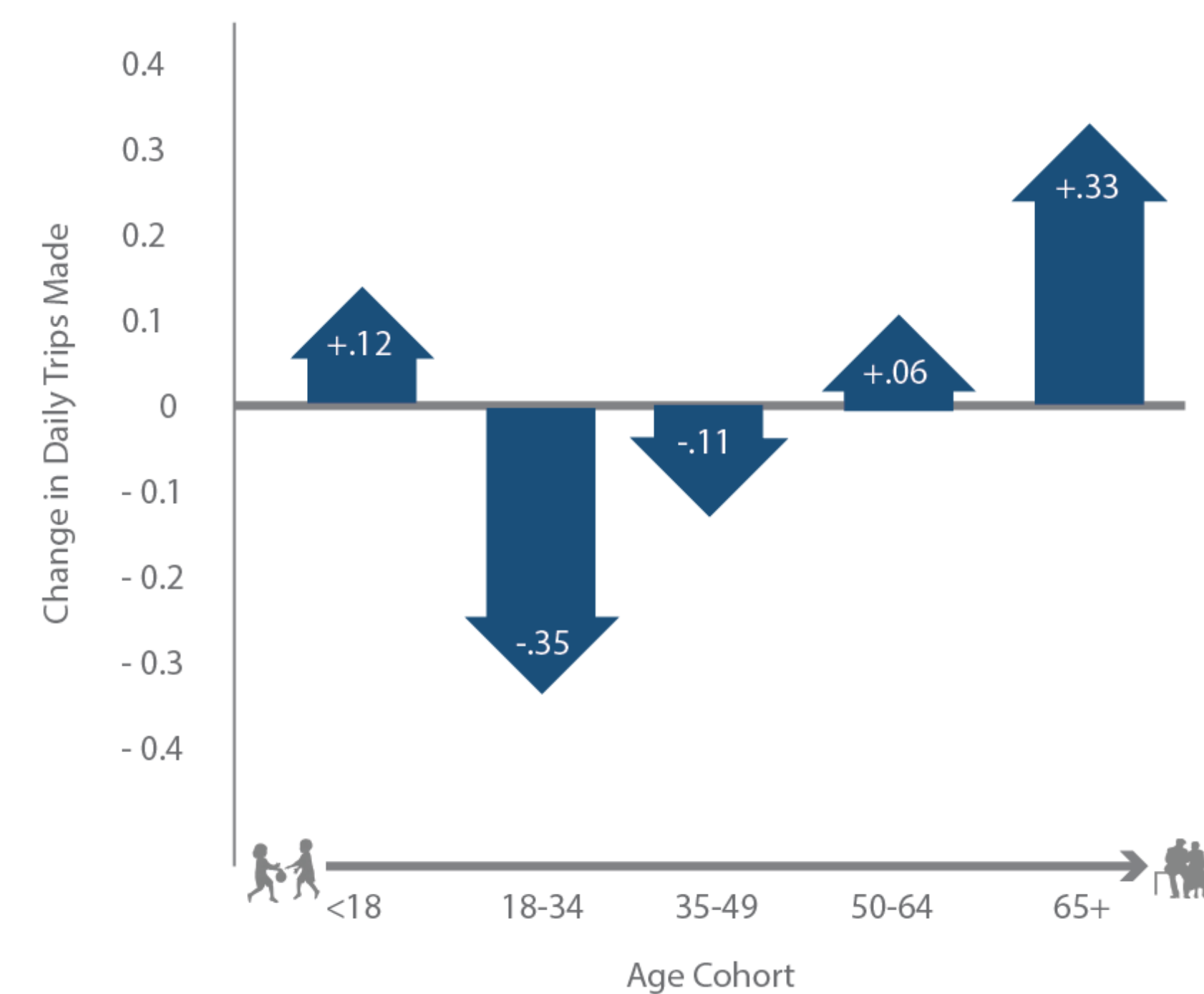
What does this mean for transportation?

The Region's transportation system will need to address the mobility needs of both an aging population that will become more dependent on alternative modes of transportation, and a younger population that are interested in using a wide range of transportation modes.

Trend 2: Older residents are making more trips while younger residents are making fewer trips

In a comparison between 1996 and 2011, on average, the 65+ age group is making .33 more daily trips while the 18-34 age group is taking .35 fewer daily trips.

CHANGES IN DAILY TRIPS MADE BY AGE GROUP (1996-2011)



What does this mean for Transportation?

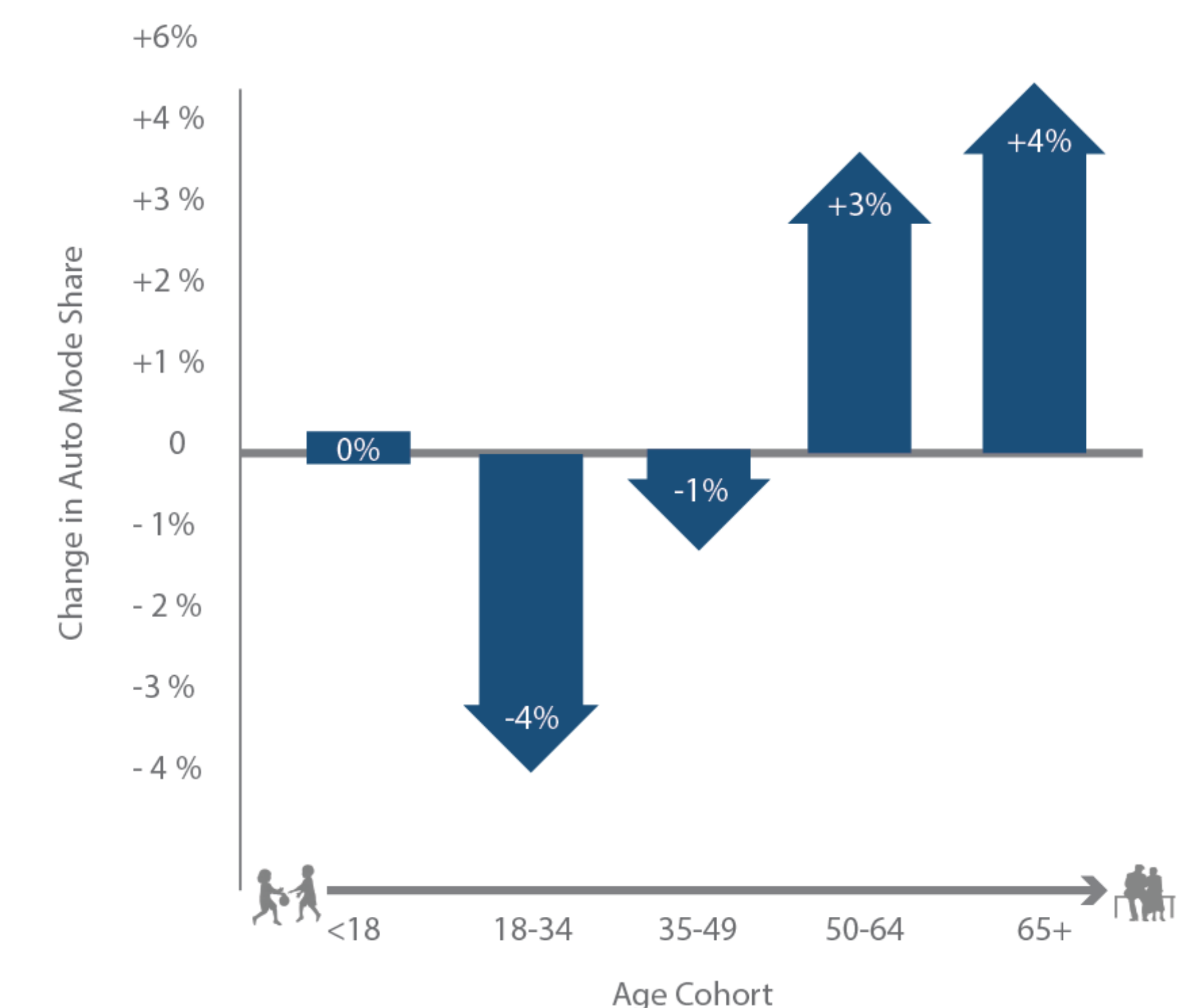
Current trends indicate a high reliance on automobiles due to limited transit service and limited walking and cycling infrastructure, but as the population continues to age and people lose their ability to drive, other mobility options are needed.

Younger people are most likely to be transit users. To keep them as life-long transit users and attract more ridership, better service and connections to transit are needed.

Trend 3: Older residents are driving more while younger residents are driving less

The mode splits for the 50-64 and 65+ Age groups are trending towards higher auto use, while the younger age groups are trending towards less car use.

CHANGES IN AUTO MODE SPLIT AGE GROUP (1996-2011)

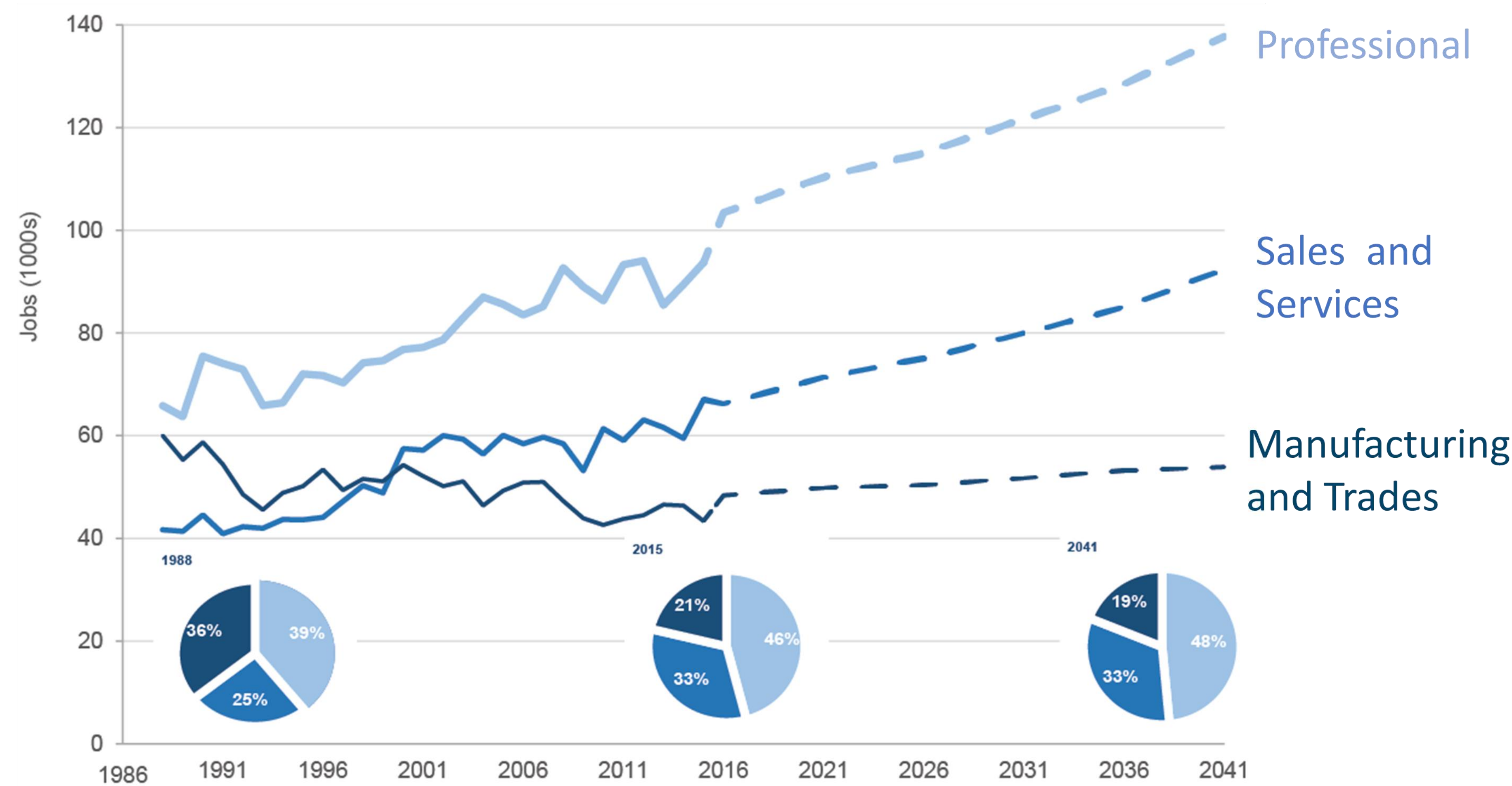


Emerging Trends

Trend 4: The fabric of the local economy is changing

The economy continues to change as manufacturing jobs decline and professional, sales, and service jobs increase.

CHANGE IN NIAGARA REGION EMPLOYED LABOUR FORCE (1988-2015 AND TO 2041)



What does this mean for Transportation?

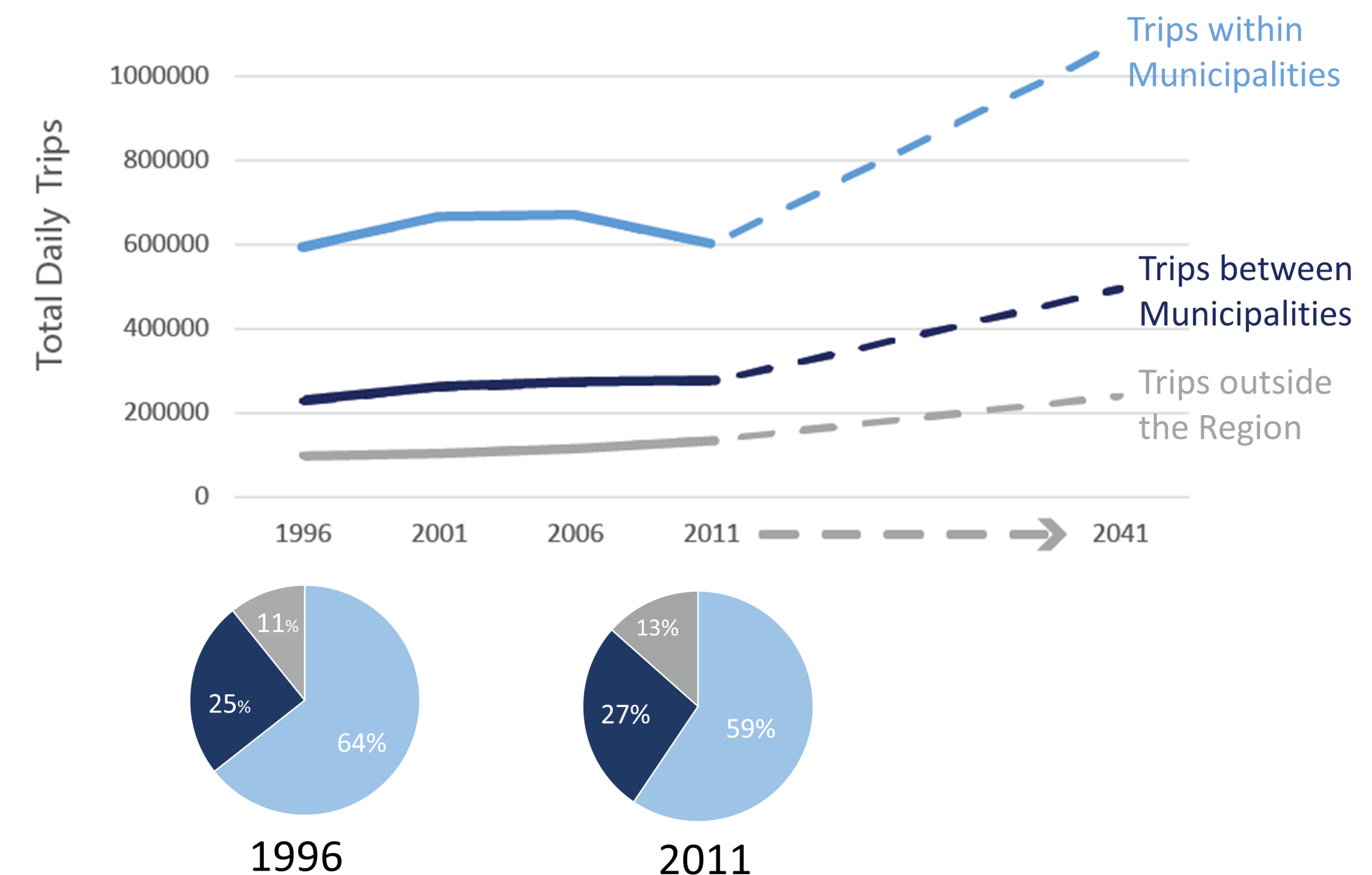
Improving transportation connections to Hamilton and the western GTA has the potential to improve access to employment areas and attract new employers and employees to Niagara Region.

Growth in professional, sales and service jobs supports “main street” land uses which can promote intensification and increase the prevalence of sustainable transportation modes.

Trend 5: Daily trips between Niagara’s Municipalities and daily trips to the GTA and Hamilton are increasing

People are travelling further as the proportion of total trips that are inter-municipal and inter-regional increased between 1996 and 2011.

REGIONAL TRIPS (1996-2011 AND 2041)



What does this mean for Transportation?

Transportation infrastructure will be put under increased stress, necessitating better management of the transportation network, more capacity, and improved travel options.

Better multi-modal connections between communities within Niagara Region are needed.



System Performance & Challenges

Transit Performance

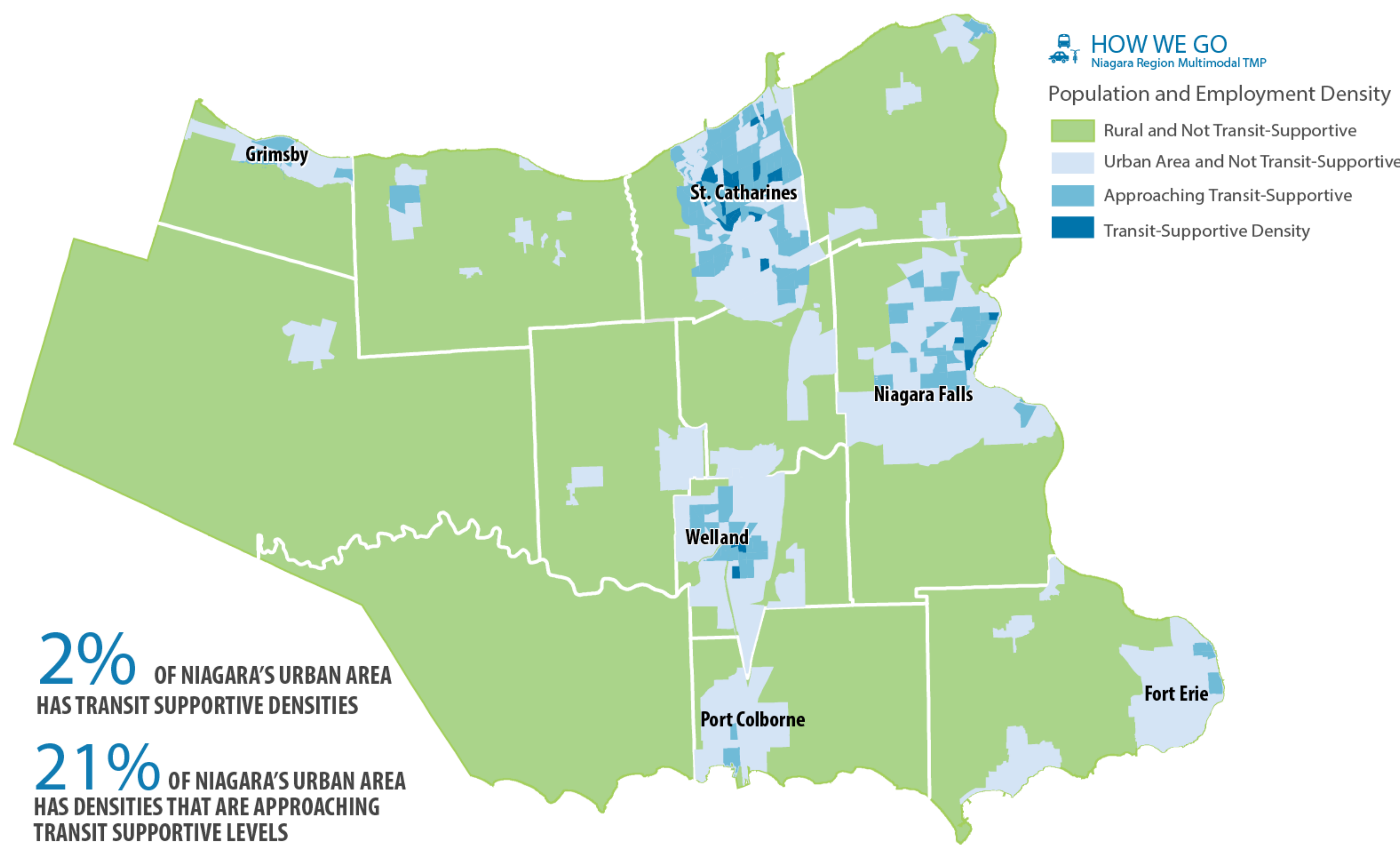
Niagara’s road network, natural barriers, and low population density make it difficult to provide high quality transit connections. Most of the Region’s urbanized areas do not currently have the population density to support effective transit service and the quality of service suffers with low frequencies and long transfer times. By 2041, areas with transit supportive densities will increase, making transit more efficient, but there will still be large parts of the Region that will not be considered transit supportive and that will require innovative mobility solutions.

4:1

The average ratio of travel time on transit compared to driving in Niagara Region. This compares to **2.6** in Peel Region, **2.6** in York Region, **2.8** in Halton Region, and **3.2** in Durham.

As a specific example, the ratio of travel time between Brock University and Downtown St. Catharines by transit compared to driving is 2:1 and the ratio of travel time between Downtown St. Catharines and Niagara Falls by transit compared to driving 3:1.

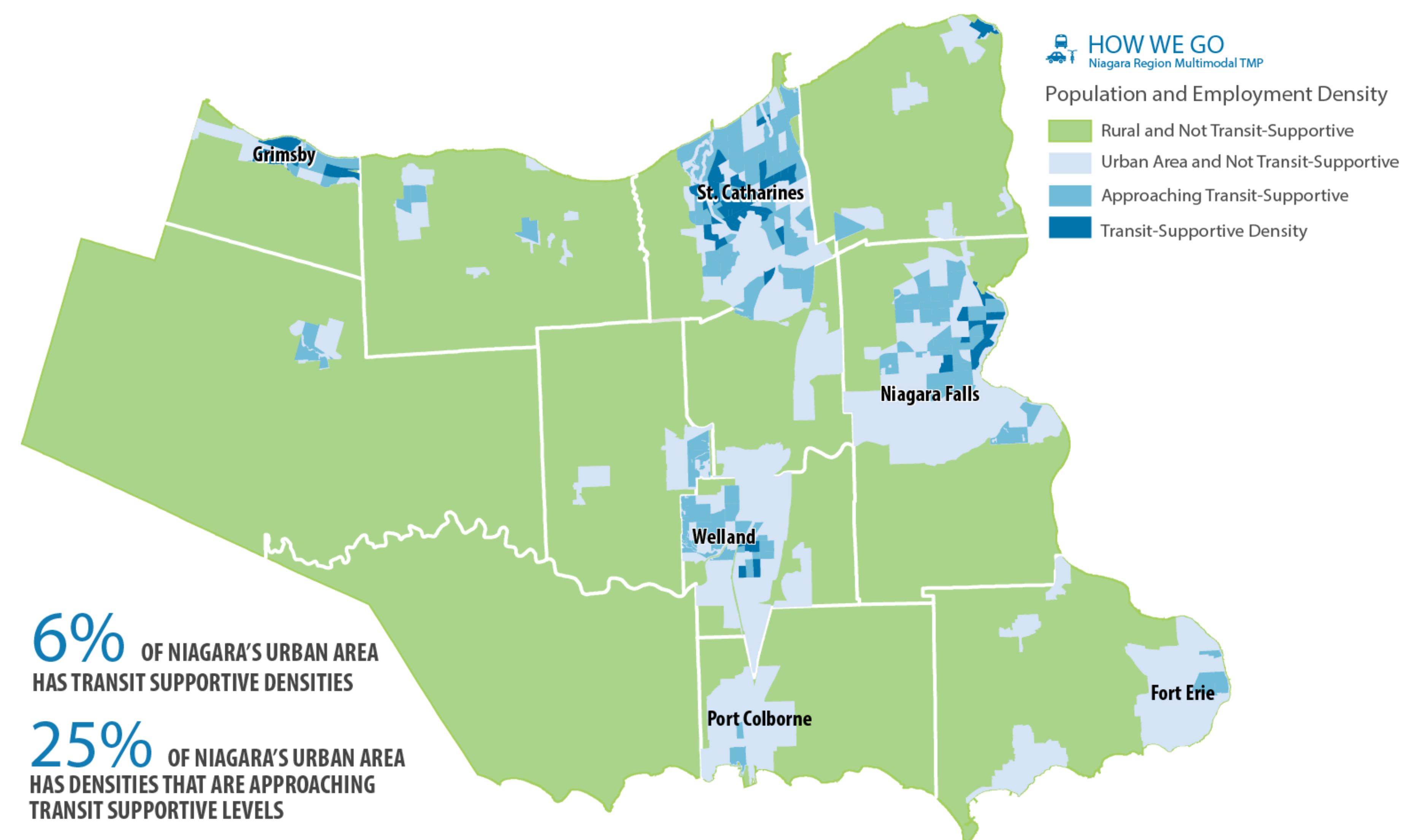
DENSITY BY URBAN AREA (2011)



What does this mean for Transportation?

Low densities make transit investment less economically sustainable and result in limited connectivity between municipalities and to other regions.

DENSITY BY URBAN AREA (2041)



What does this mean for Transportation?

Emerging and innovative mobility solutions will be required to improve transit for residents in low density areas.

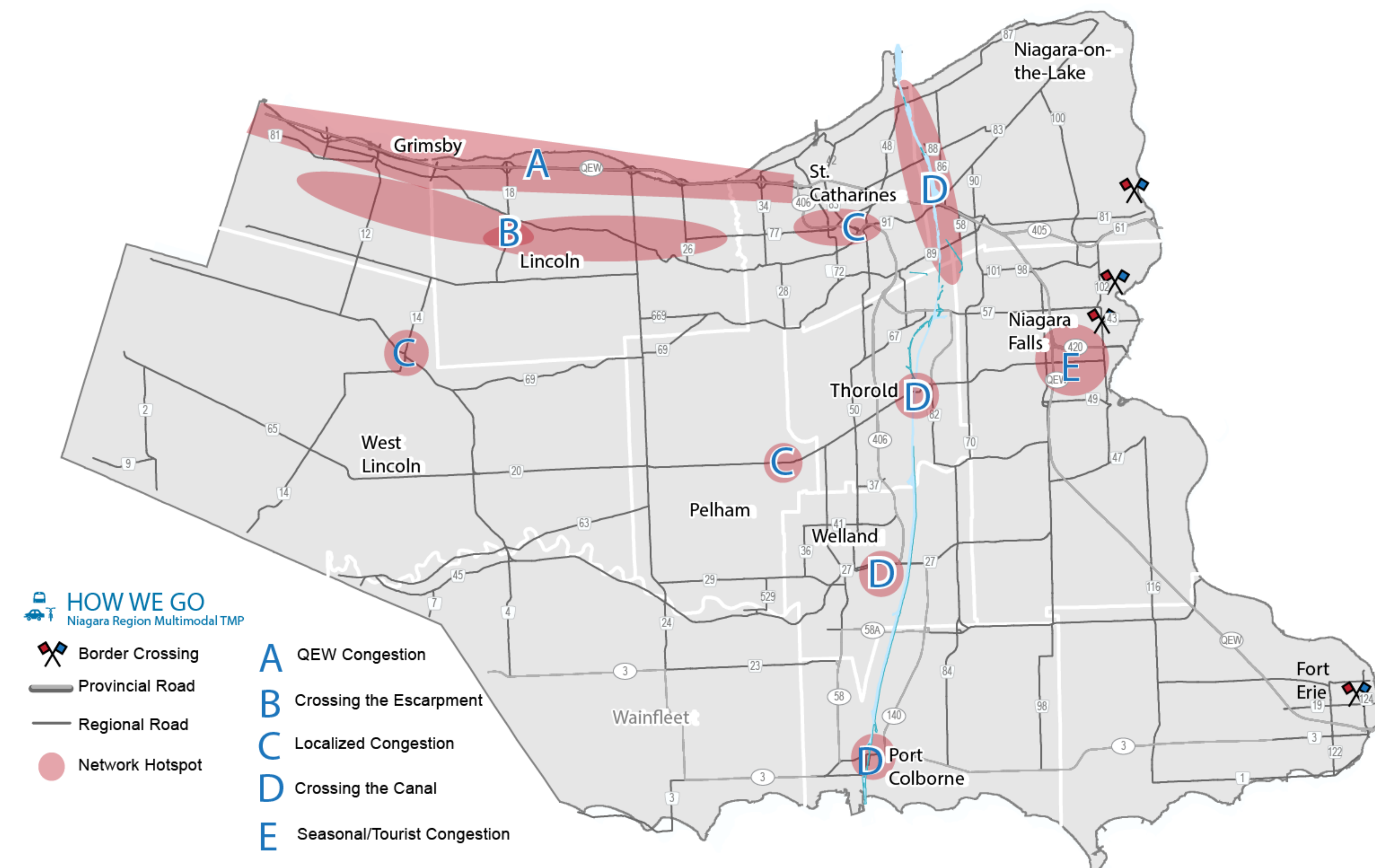


System Performance & Challenges

Road Network Performance

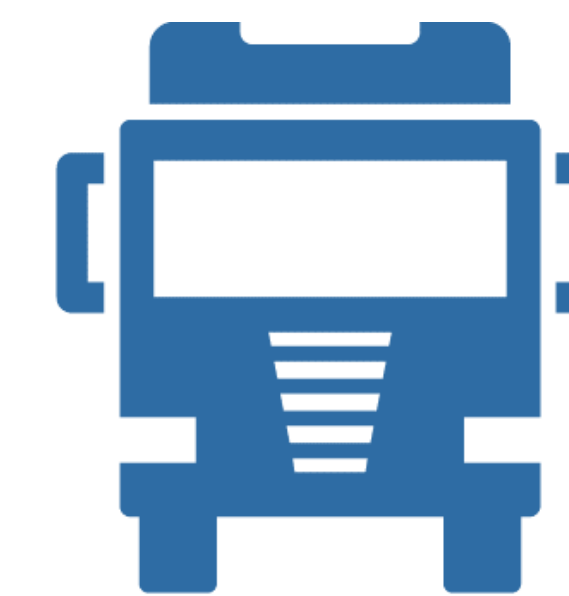
Road network hotspots in Niagara Region that need to be addressed include: the QEW, which experiences regular congestion during the weekday peak periods and during the peak tourist traffic times; crossing the Niagara Escarpment; downtown St. Catharines, and bottlenecks crossing the Welland Canal.

EXISTING AND FUTURE NETWORK HOTSPOTS



Goods Movement

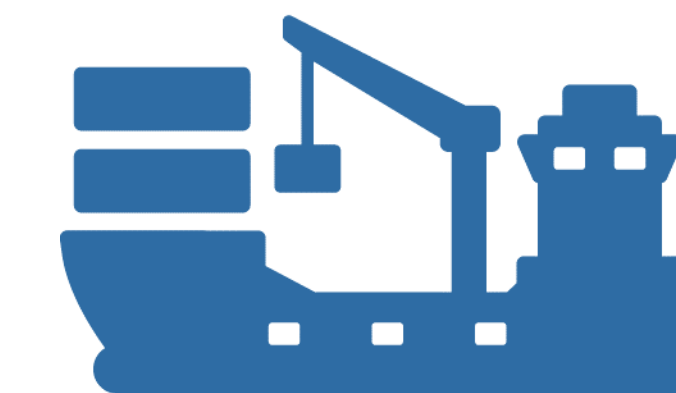
Goods move through, to, and from Niagara Region in a number of ways: by truck, by rail, by water, and by air:



Truck volumes are increasing, with a large number of vehicles travelling through Niagara. Issues for trucks include congestion on the QEW, crossing the escarpment, and connections to the local municipalities.



Rail traffic through the Region has remained generally stable since 2008.



Marine traffic in the Welland Canal has been on a slow decline over the last 20 years.



The Region's two public airports have stable air and freight traffic volumes with the potential to grow.

While there are congestion and access issues on the road network, there is adequate capacity to serve goods movement through other modes.



Opportunities

There is an opportunity to transform the Region’s transportation corridors by providing greater mobility choice to all users, improving public space, supporting healthy communities, and encouraging economic development. This can be achieved through integrated strategies that combine improvements in:

- ✓ Transit
- ✓ Roads
- ✓ Complete Streets
- ✓ Active Transportation
- ✓ Goods Movement

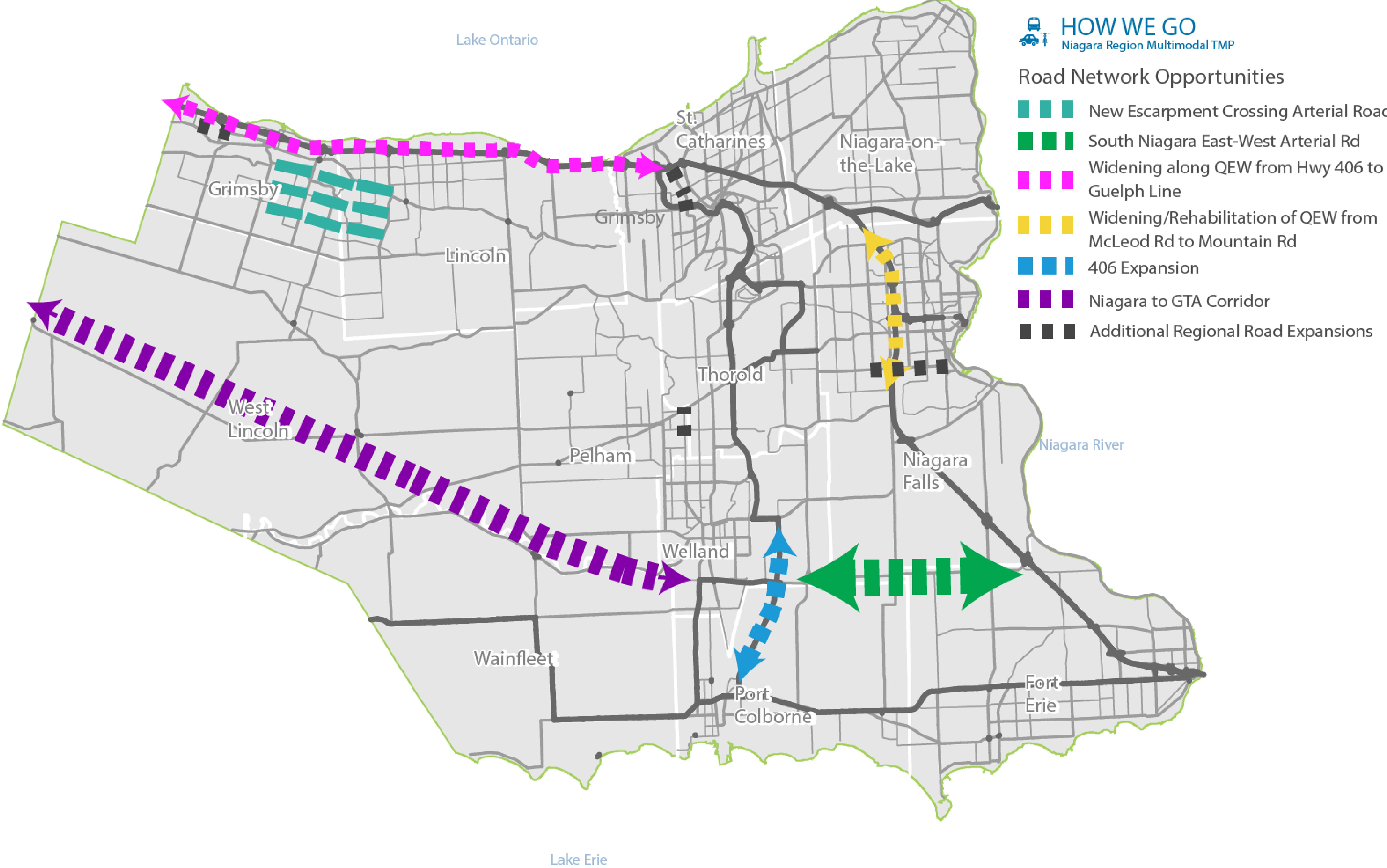
Emerging technologies have opened up opportunities to address improvements in many of these areas.



Opportunities – Road Network Expansion

With some strategic improvements, the Region’s road network will be able to accommodate forecasted increases in travel demand to 2041.

ROAD NETWORK OPPORTUNITIES

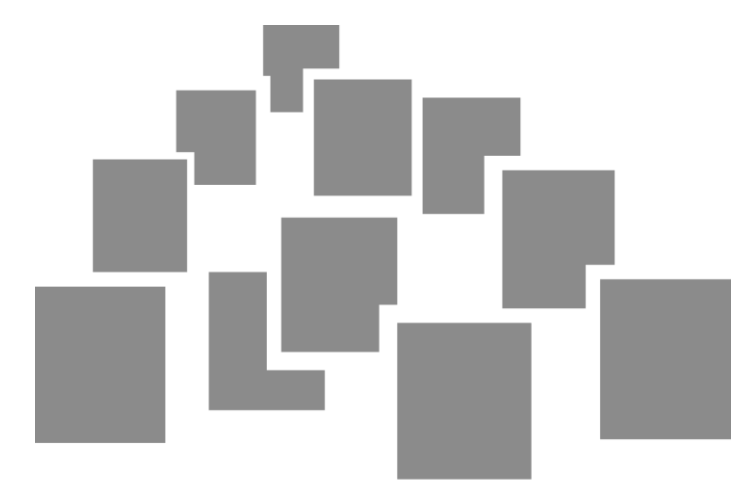


Opportunities – Network Efficiency

Improving the efficiency of the existing network is an effective way of increasing capacity and reducing demand without physically expanding road widths. Emerging technologies are improving the viability of these types of solutions.

Transportation System Management

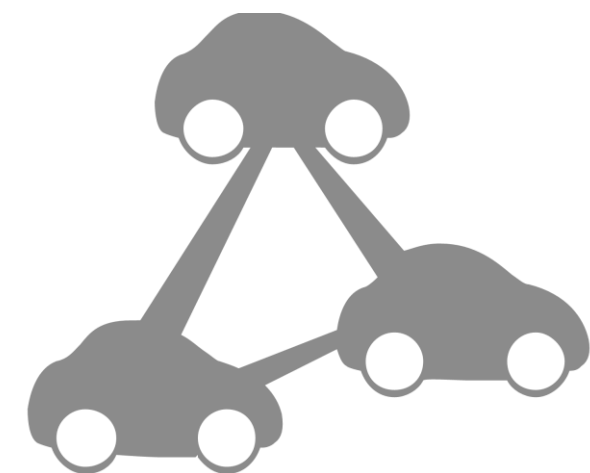
Connecting network system components to each other to create synergies and improve efficiency and connecting the system to the user to improve the flow of traveller information to enable informed decisions.



Data Integration



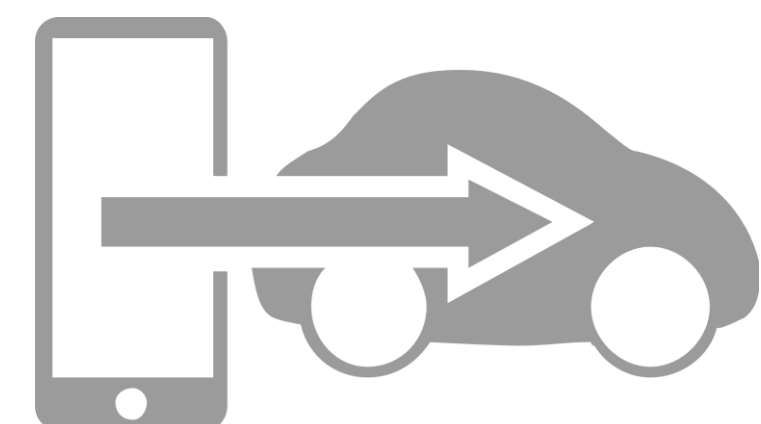
Map Services



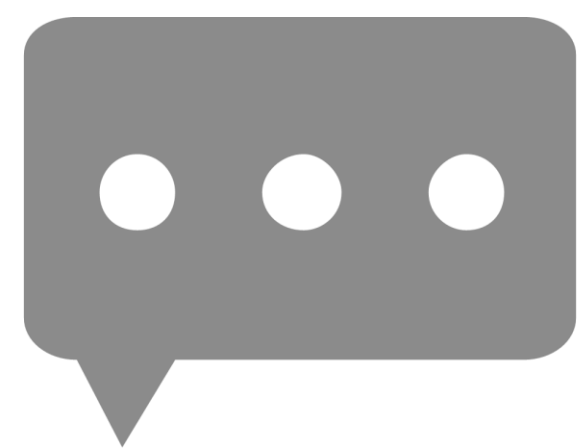
Connected Vehicles



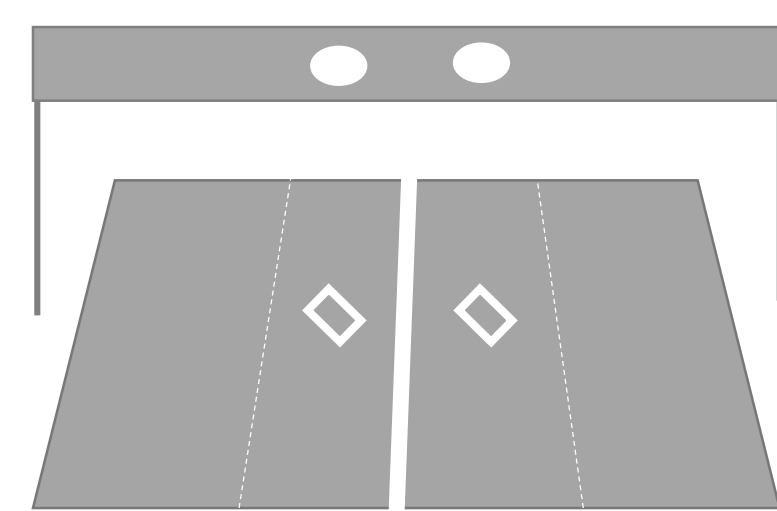
Signal Timing & Coordination



Smart phone technology



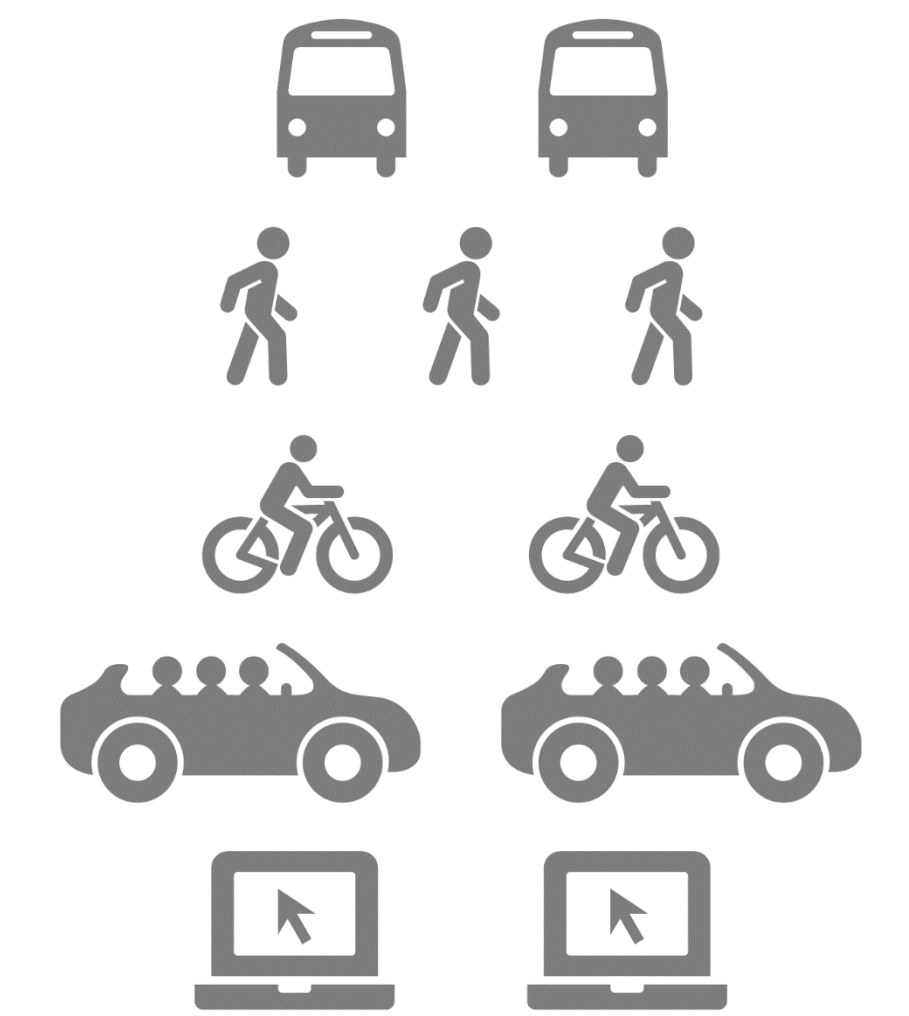
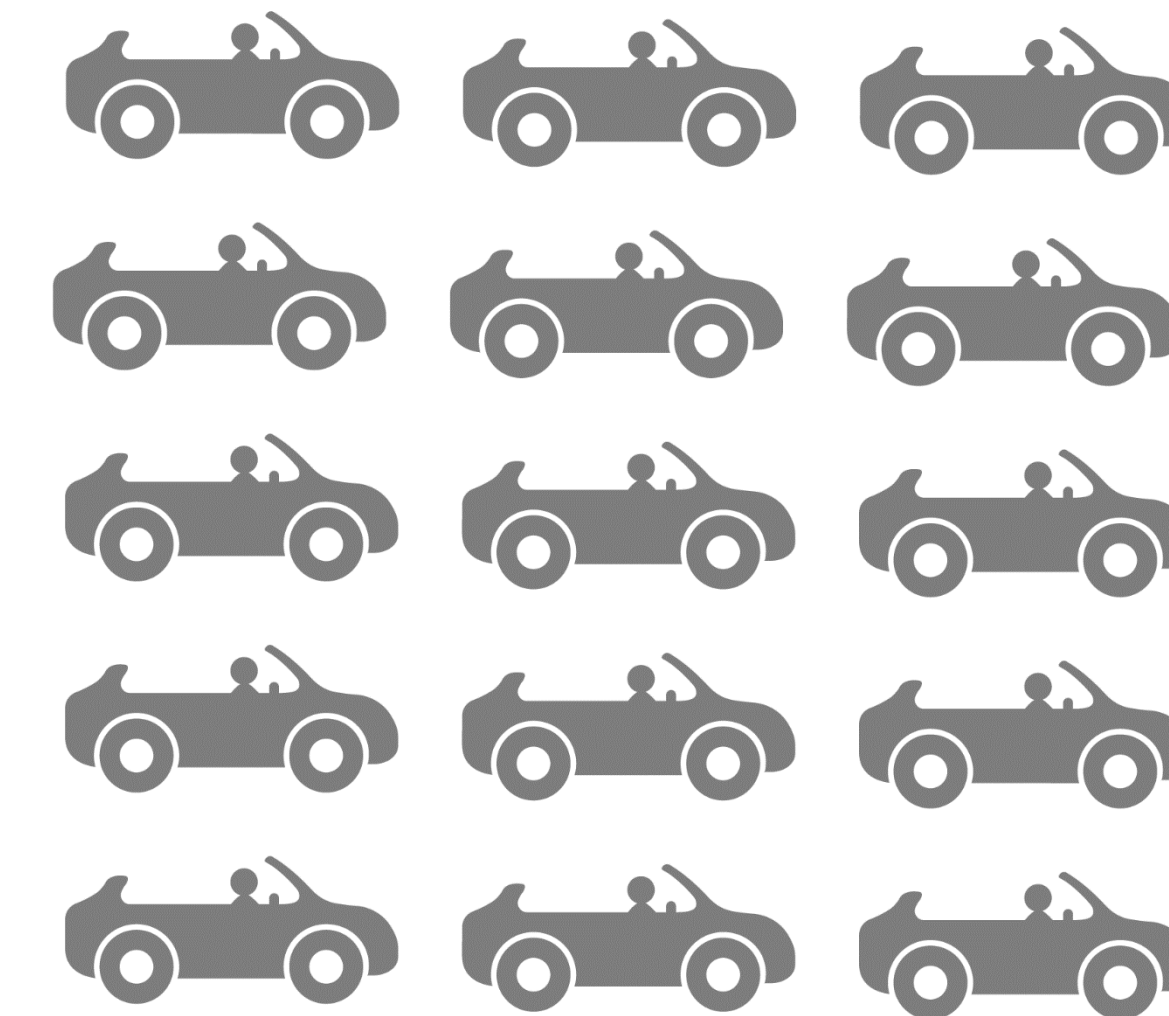
Real-time traffic alerts
Including real-time canal
bridge information



Dynamic and managed lanes

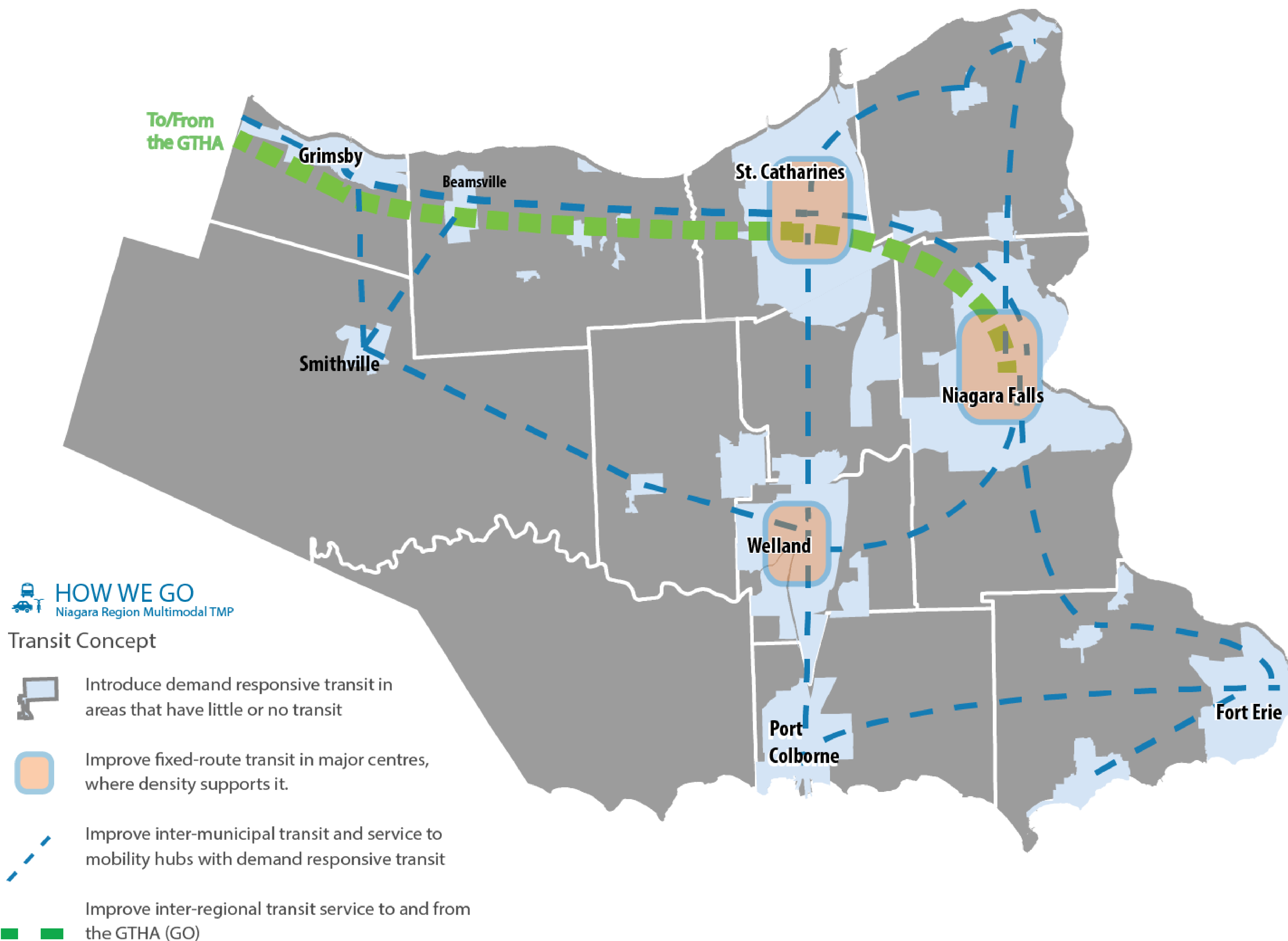
Transportation Demand Management

Supporting the expansion of travel choices, such as carpooling, telework, transit and active transportation is an important part of managing the demand on the transportation system. This can be achieved through programs and policies that encourage alternative transportation choices. New advancements in ride-matching technology can also greatly improve the ease of finding suitable car-pool partners.



Opportunities – Transit

TRANSIT CONCEPT



Niagara’s transit system needs to serve a variety of travel patterns over a wide area.

Enhance fixed-route transit in major centres can help to make transit travel times more competitive in Niagara’s urbanized areas. These improvements could include more frequent service, new routes, and transit priority measures.

New inter-municipal transit routes can serve the growing demand for travel between the Region’s communities.

New inter-regional connections such as GO rail can substantially reduce transit travel time to the GTHA and help relieve increasing congestion on the QEW.

Demand responsive transit is used to provide public transportation to areas that are not sufficiently dense to support fixed-route transit service. These services—which are leveraging recent improvements in ridesharing and dispatching technology—pick travelers up at their homes and drop them off at their final destinations or at transit hubs to continue their journey. Ride matching technology has also enabled the ability to match riders with similar origins and destinations to maximize the efficiency of the service.

Coordination between transit operators can be improved to improve schedule adherence, transfer wait times, and improve the overall user experience.



Opportunities – Complete Streets

What are Complete Streets?

The purpose of a street should be more than just a route for automobiles. Streets are the defining elements of our towns and cities and showcase the character of a place.

Improving streets across the Region is a crucial component of the transportation strategy that will ultimately contribute toward making the Region an attractive place to visit, live, work, and do business.

Complete Streets is an approach to street design that balances the needs of all users. While design does not always provide equal accommodation, it is a context sensitive approach that considers both the transportation and placemaking function of the road.

The complete streets strategy will support investment in complete streets as the cornerstone of the Region’s community development and, as a transformative measure, help to establish a new identity for the Region as a leader in community design and mobility.

Complete Streets Implementation

The concept of Complete Streets isn’t always about accommodating all modes of transportation on a street to the highest level of service. Rather, where significant right-of-way constraints exist, the aim is to pursue incremental improvement to a street, making it as complete as possible. As such, Complete Street improvements can be realized through a wide variety of roadway projects, from small operations to major roadway constructions.



Opportunities – Complete Streets

10 Guiding Principles

Niagara Region's roads and streets will:

1. Be planned and designed using a **complete** approach, including right-of-way and adjacent land use.
2. Be recognized as providing an important **public space** opportunity.
3. Serve as the land use spine for the community they serve, **integrating** the various land uses and places along it.
4. Be **multi-modal**, moving the largest numbers of people in the widest variety of modes along both short and long distances.
5. Be **universally accessible**, inclusive and comfortable for users of all abilities.
6. Be **safe and comfortable** for all road users.
7. Provide space to accommodate the broad range of vital regional/municipal **services** and private **utilities**.
8. Be **engines of economic development**, attracting private sector investment on adjacent lands.
9. Be an opportunity to showcase **sustainable** design.
10. Be **cost effective**, designed to manage the cost of construction, operation, maintenance and reconstruction.

Decision-Making Framework

Plan

Step 1: Identify Upcoming Projects and Funding Opportunities

Step 2: Define a Vision and Goals for the Corridor

Step 3: Analyze Corridor Opportunities and Constraints

Design

Step 4: Select Typology from the Family of Street Types

Step 5: Evaluate Alternative(s), Community Fit

Step 6: Design to Context using Design Guidelines

Build and Operate

Step 7: Construct

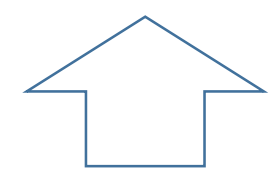
Step 8: Operate and Maintain

Step 9: Monitor and Report Back



Complete Street Types

Main Street

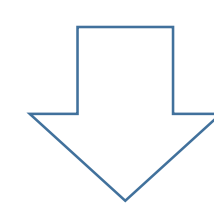


Concept

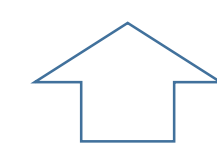
Main Streets are traditional pedestrian oriented shopping streets (20m – 26m ROW width) often with a heritage character and street oriented, mixed use buildings at a human scale surrounded by stable residential neighbourhoods.

Potential Application

East Main Street, Welland, ON



Urban General (Narrow)

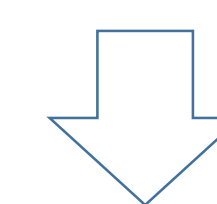


Concept:

Urban General (Narrow) are narrow roads (20m – 26m ROW width) located in the Region's most urbanized, dense and mixed-use urban centres.

Potential Application:

Ferry Street, Niagara Falls, ON



Urban General (Wide)

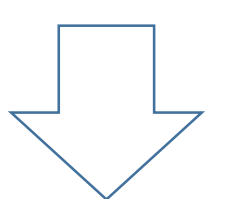


Concept:

Urban General (Wide) roads are major urban arterials (26m - 36m ROW width) that support high density development, commercial and retail uses and accommodate all transportation modes.

Potential Application:

Stanley Avenue (Regional Road 102) between Marineland Parkway and Hwy 42, Niagara Falls



Complete Street Types

Transitioning

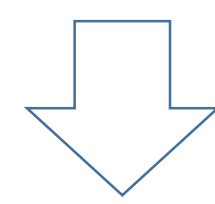


Concept

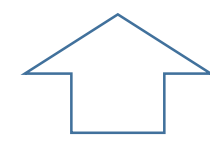
Transitioning roads have wide ROWs (26m – 36m +) and are generally located in commercial or residential areas that are transitioning to a more urbanized and mixed-use context.

Potential Application:

Niagara Street (Regional Road 50), Welland, ON



Hamlet

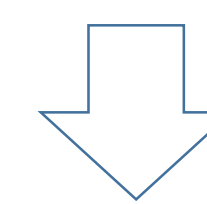


Concept

Hamlets are portions of streets (20m – 26m ROW width) that pass through villages in rural areas serving local residents as well as through-traffic.

Potential Application:

Victoria Avenue (Regional Road 24) at 1st Avenue, Lincoln, ON



Rural

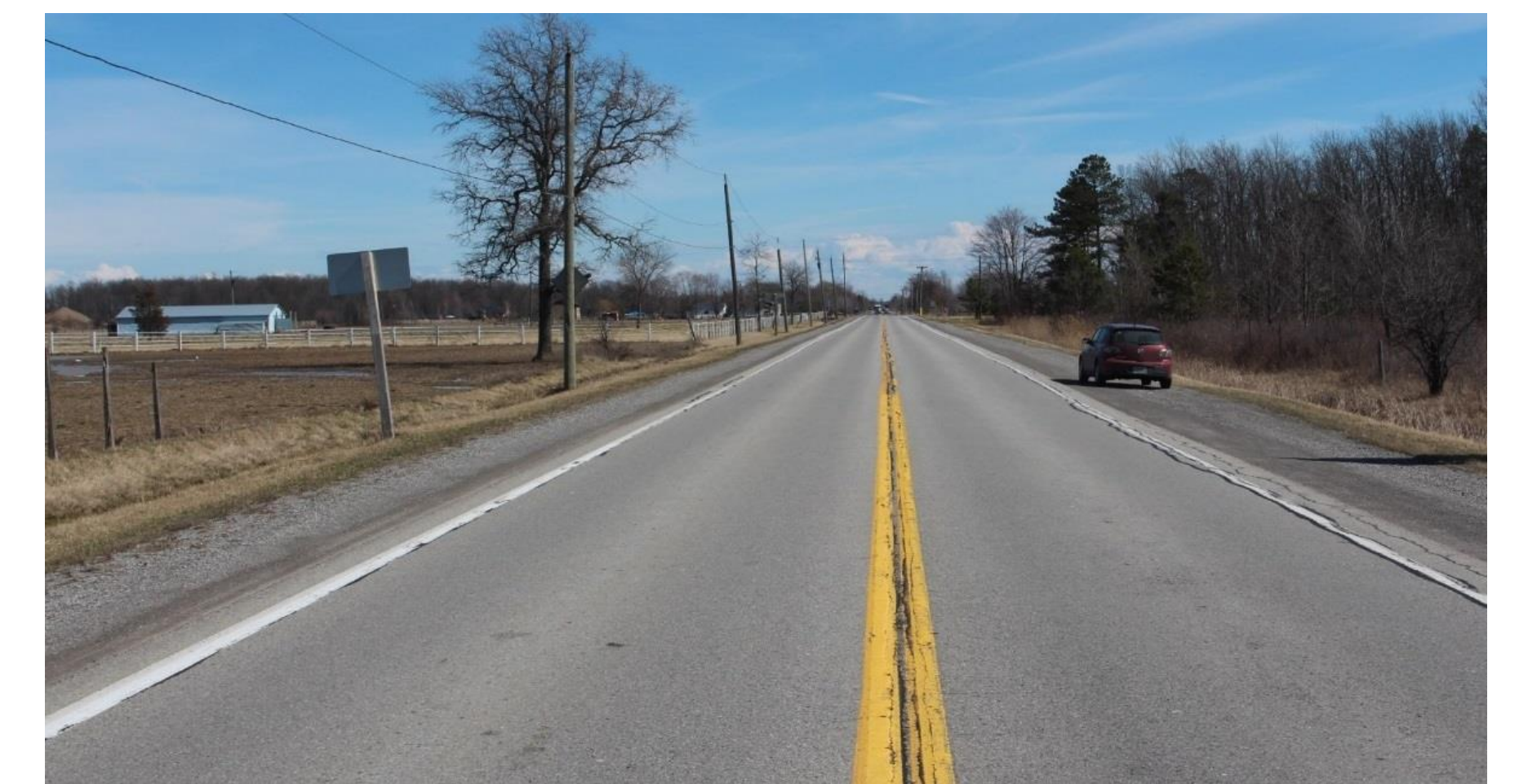
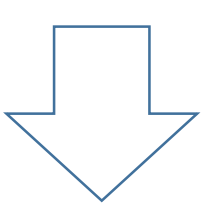


Concept

Rural roads (20m – 36m+ ROW width) are located primarily within the Region's agricultural and natural areas, such as along the escarpment.

Potential Application:

The development of the wine route, which will improve the connections between wineries for all transportation modes is important for tourism and the economic prosperity of the region



Opportunities – Active Transportation

One of the major focus areas for this plan is creating a vibrant and connected network of active transportation facilities that can support a wide variety of users.



Active modes of travel support healthier communities by promoting physical activity, encouraging social interaction, and improving air quality

There is great potential in Niagara Region.

Approximately 55% of all trips made within the Region are less than 5 km, which is considered to be a comfortable distance to cycle. About 25% of all trips within the Region are less than 2 km, a reasonable distance to walk. Despite the short distances, less than 7% of all trips less than 5 km are made by walking or cycling.

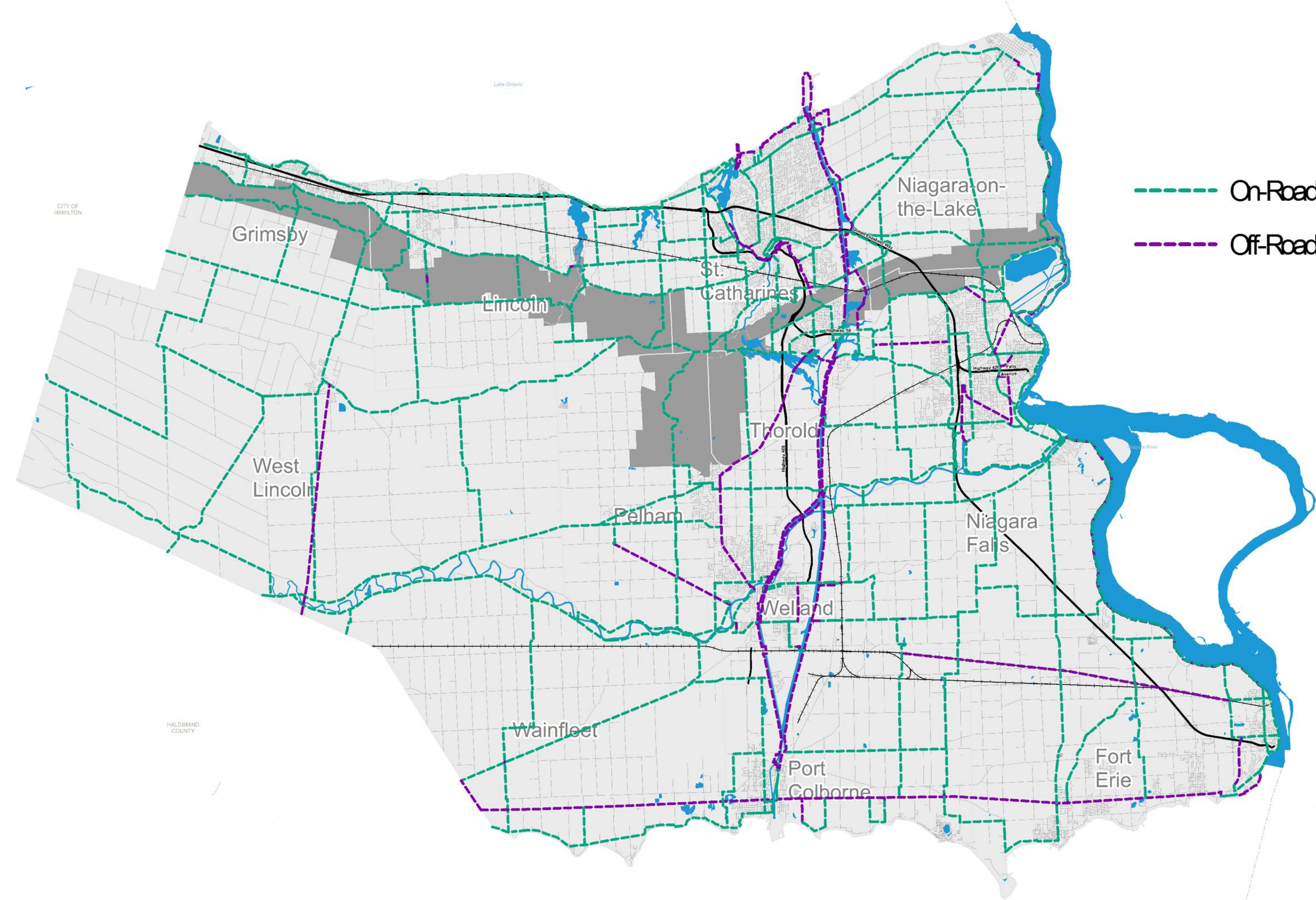


Active transportation provides affordable travel options for all residents, regardless of age or income level.



Cycle tourism has economic benefits across the Region - improving the cycling network can mean growth in business and new jobs for residents

PREVIOUSLY PROPOSED BIKEWAYS NETWORK



The most recent cycling network plan for the Region of Niagara, the Bikeways Master Plan Study (BMPS), was approved by Council in 2005. This study identified a significant network of 1200 km of on- and off-road facilities. The Region has been implementing the BMPS network through their road capital program i.e. when roads are reconstructed or resurfaced. The Region also contributes \$250,000 annually to help local area municipalities implement pieces of the network.

CYCLING NETWORK TODAY

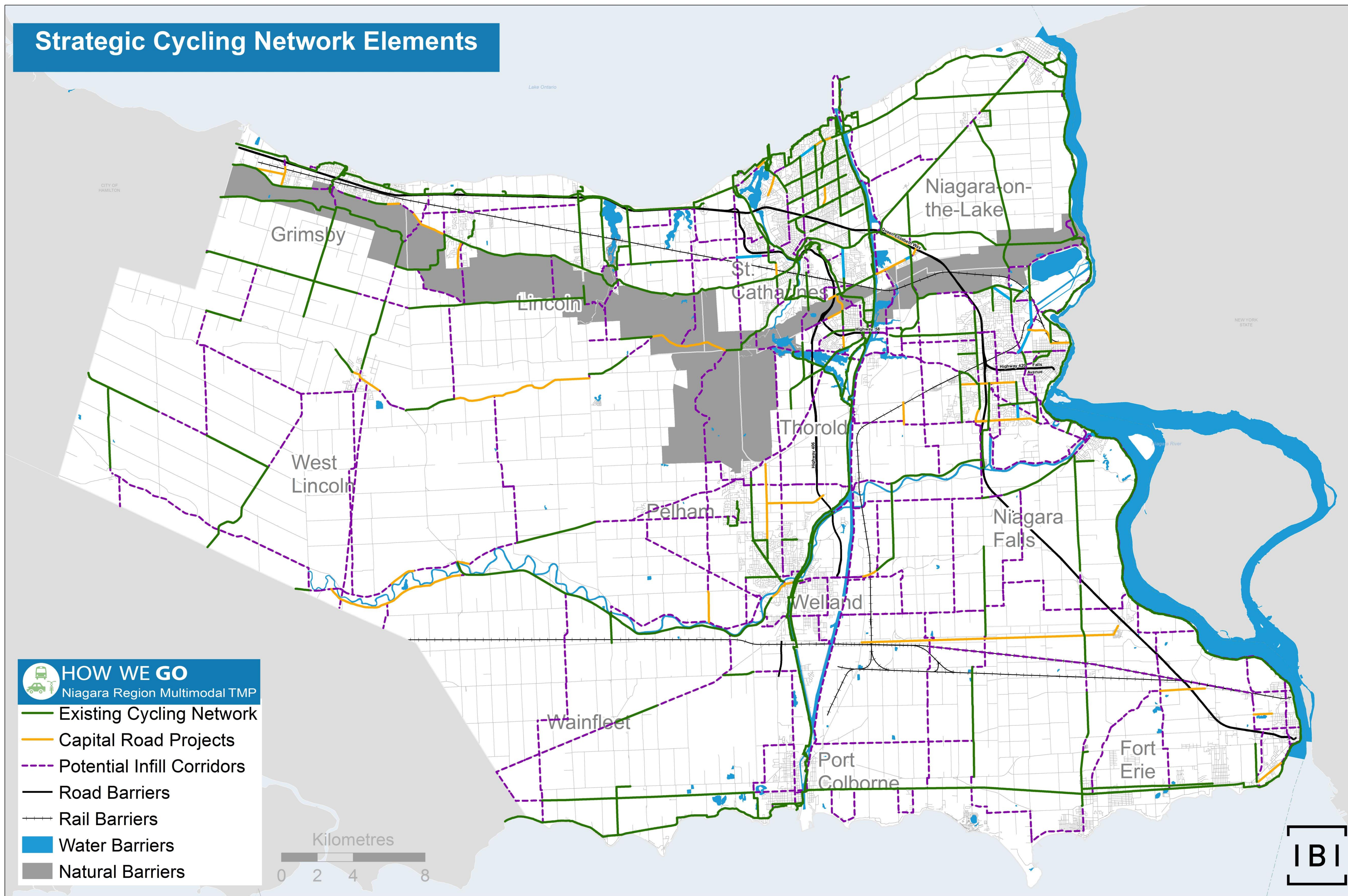
This approach to building cycling facilities has grown the network over time, however it has not always resulted in a connected network of facilities. There are many gaps and underserved areas across the Region.



The existing cycling network throughout Niagara Region is just over 850 km. About 425 km are new facilities built as part of the BMPS network since the plan was approved - about 34% of the total proposed network.



Opportunities – Active Transportation



The intent of the Strategic Cycling Network is to prioritize a high-quality, connected network, where it will most likely be used, to be built over the shorter-term.

The Strategic Cycling Network will be developed based on several components:

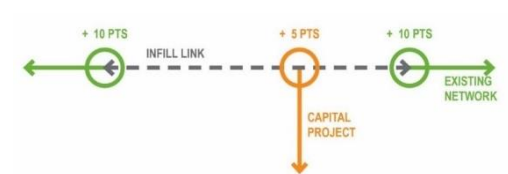
Existing Network – The existing region-wide cycling network forms the foundation of the strategic network (shown in green).

Planned Capital Investment – In keeping with on-going practice, the capital plan provides an opportunity to provide cycling facilities as roads are reconstructed (yellow).

Key Infill Corridors – Infill links are the primary new components of the strategic network that will help to connect the other network pieces. These infill corridors will be identified using an infill analysis of the network gaps (dashed purple).

The network of infill corridors will be analyzed based on the following criteria to identify priorities. In total, five factors are used to evaluate the overall priority of an infill link.

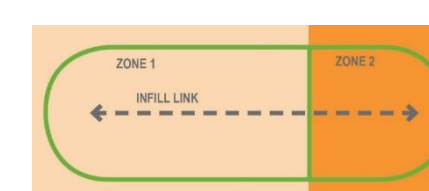
Which of these factors do you think are most important?



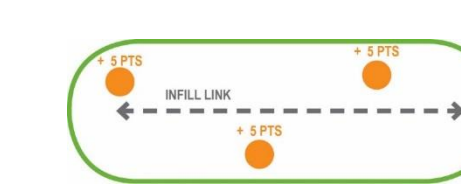
Connectivity – How many network pieces will the infill link connect to? What type of links are they? i.e. existing or proposed project



Density – How dense are the neighbourhoods surrounding the link? Higher density areas may increase the use of active transportation facilities.



Potential Demand – How many short trips (<5 km) are made by non active transportation modes in close proximity to the corridor?



Key Destinations – How many destinations could be served by the corridor? Key destinations include: libraries, schools, shopping centres, major regional transit hubs, foodbanks, etc.



Barriers – Does this link cross a major barrier such as a highway or a waterway?



Opportunities – Active Transportation

The Region of Niagara is reviewing short-term needs for **bicycle amenities** on Regional roads. Bicycle amenities should meet the following:

- 1 Location:** 15 m or less from entrances, rest areas, or activity centres
- 2 Placement:** Spacious and easy to access
- 3 Security:** Sturdy, well-anchored, visible



On-street bicycle parking that is easy to use and conveniently located encourages people to ride.



Bicycle repair stations make it easier for cyclists to maintain their bikes during their trip.



Bicycle corrals can hold 8 to 10 bicycles in the equivalent space of one parked car.

Opportunities – Active Transportation

The Region of Niagara will work with local area municipalities and other agencies to develop **way-finding signs** that complement trail and on-street route signs by:

1 **Developing guidance** on what the trail and on-street route signs should generally look like and where they should be placed.

2 **Installing route signs** for the Bicycle Master Plan Network on **Regional roads**.

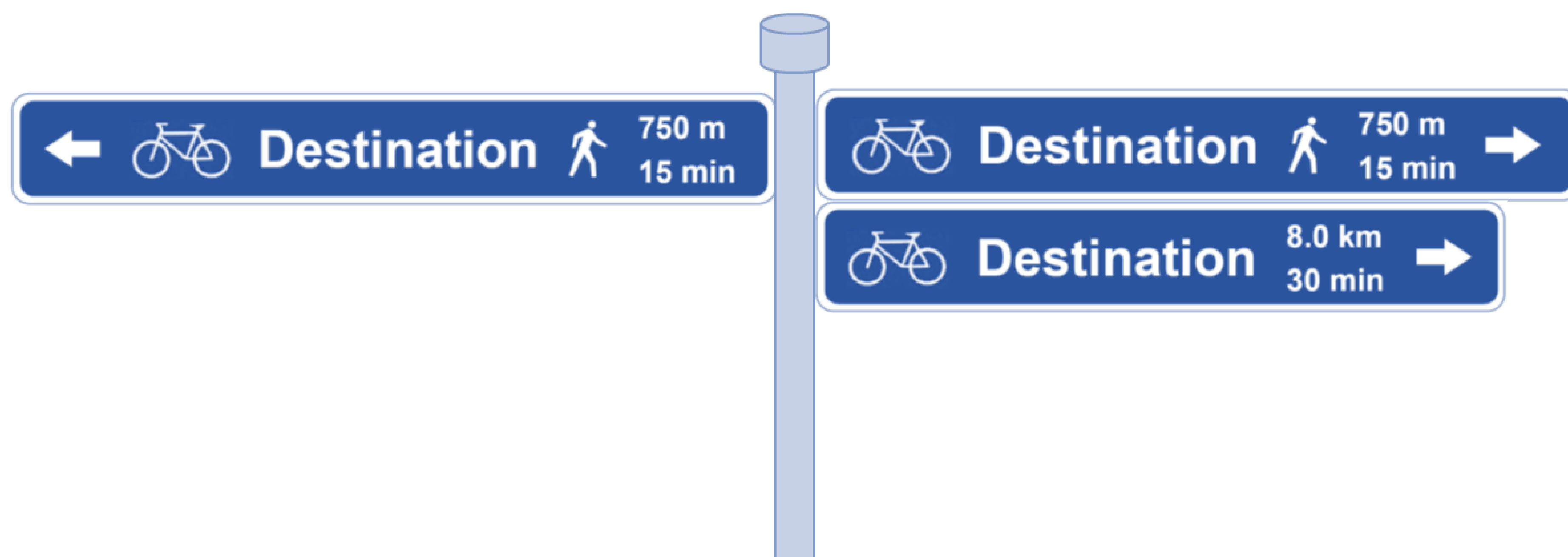
Sample:



3 **Providing funding** for route signs for trails and local area municipal streets in the Bicycle Master Plan Network.

4 **Testing destinations signs** on a route in the Bicycle Master Plan Network.

Sample:



Examples of existing **route signs** in Niagara region



Examples of existing **destinations sign** in Niagara region



Opportunities – Goods Movement

- ✓ Potential road network improvements to serve the local industry:
 - ✓ Build NGTA transportation corridor to improve flow to/from and through the Region
 - ✓ Improve connections to the US border crossings
 - ✓ Improve escarpment crossings
 - ✓ Improve access to/from the QEW
 - ✓ Improve connections between the smaller municipalities and St. Catharines/Niagara Falls
- ✓ Rail, marine and the Region's two public airports have available capacity to allow additional freight movements to, from and through the Region.
- ✓ Niagara Region has recently been designated as a Foreign Trade Zone Point. This could provide opportunities to improve the efficiency of goods movement through initiatives such as enhanced warehousing and distribution.



Next Steps

Please complete the comment sheet or online survey:
niagararegion.ca/2041/transportation-master-plan/

This material is available on the Region’s website (in accessible format) at
niagararegion.ca/2041

After today, we will:

- 1 Review your input
- 2 Assess the opportunities and their abilities to address the needs and support the Region’s Visions and Goals
- 3 Meet with you again in the fall to identify preliminary strategies
- 4 Develop the draft Transportation Master Plan

If you have questions, comments or ideas, please contact:
Loy Cheah, P. Eng.
905-980-6000 ext. 3482 or 1-800-263-7215
Loy.Cheah@niagararegion.ca

Thank you for your participation!



<https://www.niagararegion.ca/2041/transportation-master-plan/transportation-opportunities-survey.aspx>

Panel #11: Opportunities – Network Efficiency

Question 1: Where do you think Niagara Region should focus its efforts to improve the efficiency of the road network? (select all that apply)

- Reducing road safety risks
- Reducing delays and congestion
- Reducing harmful air emissions and fuel consumption
- Reducing and eliminating bottlenecks
- Enabling rapid response to traffic incidents
- Providing information to help drivers decide routes and departure times
- Prioritizing high-occupancy vehicles (including transit and carpool vehicles)

Question 2: What prevents you from travelling by sustainable modes (i.e. transit, walk, cycle, carpool)? (select all that apply)

- Car is faster than alternatives
- Need car for shopping, personal trips and various activities throughout the day
- Car is more convenient, comfortable or private than alternatives
- Transit is not available or convenient
- Cycle routes are not available or suitable in the places I need them
- Walking routes are not available or suitable in places I need them
- Distance is too far
- Need car because of physical disability or health problem
- Need car to drop children off at school or daycare
- Nothing – I already travel by sustainable modes (transit, walk, cycle, carpool)

Question 3: What do you think will encourage people in Niagara Region to travel in a sustainable way? (select all that apply)

- Engineering: creating safe and convenient ways to get around
- Education: helping people of all ages and abilities to explore their travel options
- Encouragement: promoting and incentivizing sustainable travel
- Enforcement: ensuring all road users follow the rules of the road
- Evaluation & Planning: making decision based on robust data analysis

<https://www.niagararegion.ca/2041/transportation-master-plan/transportation-opportunities-survey.aspx>

Panel #12: Opportunities – Transit

Question 4: Which of these transit opportunities are most important to you? (select all that apply)

- Improved fixed-route transit in major centres
- New inter-municipal transit routes
- New inter-regional connections
- Demand-responsive transit
- Integrated schedules and fares

Panel #15-16: Opportunities – Complete Streets

Question 5: What type of complete streets are most important to you? (select all that apply)

- Main Street
- Urban General (Narrow)
- Urban General (Wide)
- Transitioning
- Hamlet
- Rural

<https://www.niagararegion.ca/2041/transportation-master-plan/transportation-opportunities-survey.aspx>

Panel #18: Opportunities – Active Transportation

Question 6: Which of the following factors do you think are most important for determining the cycling network? (Rate on a scale of 1 to 5, with 1 being least important and 5 being most important)

Factors	Rating				
	1	2	3	4	5
Connectivity					
Density					
Potential Demand					
Key Destinations					
Barriers					

Panel #19: Opportunities - Active Transportation

Question 7: Which public bicycle amenities on Regional roads are more important to you? (select those that are most important to you)

Location	Bicycle Parking	Bicycle Repair Stations
Downtowns		
Transit Stops		
Smaller stores next to the road		
Smaller employers next to the road		
Trailheads at road crossings		

Panel #21: Opportunities - Goods Movement

Question 8: Which of the following Goods Movement road network improvements would benefit Niagara Region the most? (check all that apply)

- Build NGTA transportation corridor to improve flow to/from and through the Region
- Improve connections to the US border crossings
- Improve escarpment crossings
- Improve on/off ramps from QEW
- Improve connections between the smaller municipalities and St. Catharines/Niagara Falls

<https://www.niagararegion.ca/2041/transportation-master-plan/transportation-opportunities-survey.aspx>

Comments: Do you have any other thoughts or comments on this study?

Demographic Information (Optional)

Age

- Under 17
- 18-34
- 35-49
- 50-64
- 65+

Gender

- Male
- Female
- Trans*
- Prefer not to say

What municipality do you live in?

- Fort Erie
- Grimsby
- Lincoln
- Niagara Falls
- Niagara-on-the-Lake
- Pelham
- Port Colborne
- St. Catharines
- Thorold
- Wainfleet
- Welland
- West Lincoln
- Hamilton
- Haldimand County
- Greater Toronto Area
- United States
- Other

Appendix C – Comments on Display Panels

Comments received via sticky notes on the display panels during the PIC meetings are documented below. The panel number refers to the display panels provided in Appendix B.

PANEL	COMMENT
3	<ul style="list-style-type: none"> • Top 3 priorities should be “2,3,1” • Coordinate regional and municipal transit work with major employers to coordinate transit in concert with shift schedules • Phase 1 GO to St. Cath. – where population can potentially support • This is dead, put a stake through its heart (next to “Build Niagara to GTA Corridor”)
4	<ul style="list-style-type: none"> • Exactly how improve? A1 • Fort Erie has no active transportation infrastructure other than the shoreline. • Poor highway crossings • Even though we are next to the US, what has it done for us in the past?? • Region has publicly stated that the QEW Netherby Road-140-406 link is a PRIORITY • Porter commuter plane to T.O. is a good idea to pursue • B5 important – extend runway Niagara District airport to fly out flowers to Chicago by jet • Access to US a provincial priority • B1 not plausible without A2 and F4 • A3, B1, A1 • One blanket app for region – bike-transit-GO-taxi • Connect to New York State high speed rail • A2, D1*, B4, E4, C1 • Use safer secondary roads for active trans/rec – traffic behaviour trends make sharing more dangerous • C1 and C4 must do as a matter of course • one transit system coordinate with CN and Metrolinx/GO
5	<ul style="list-style-type: none"> • Older people need an alternative to driving (next to Trend 3) • In 10 to 15 years, 50 – 65+ will not be driving (next to Trend 3)
6	<ul style="list-style-type: none"> • Need high quality, timely transit – Yes!
7	<ul style="list-style-type: none"> • Stop building in wetlands and outside of city core • Regional transit needs great improvement
8	<ul style="list-style-type: none"> • Merritville Highway – Brock U. to Regional Road 20 – numerous blind spots on vertical curves • Need to activate the Bartlett Avenue/Park Road Escarpment crossing • Add Highway 58 tunnel as a Canal crossing constraint “D” • St. Catharines – Glendale Avenue congested from Pen Centre to Merritt Street
10	<ul style="list-style-type: none"> • Niagara to GTA design like NY interstate – very few interchanges, little agriculture loss, no urban growth • This scheme is no good! (next to Niagara to GTA corridor) • Need the mid pen! • Will benefit provincial more than Niagara (next to Niagara to GTA corridor) • Agreed! (next to NGTA) • Niagara to GTA corridor would increase car congestion • 406 off ramp to new hospital • Don’t widen again, build mid pen • Definite congestion relief for Niagara Falls • Mid Pen to White Pigeon (re: South Niagara East-West Arterial Road) • First transit priority (re: South Niagara East-West Arterial Road) • Region has publicly stated the QEW Netherby Road-140-406 link is a PRIORITY

PANEL	COMMENT
11	<ul style="list-style-type: none"> • All good. Return on investment? (next to section on Transportation System Management) • Is the Region promoting Niagararideshare.ca? (next to section on Travel Demand Management) • University students need safety reassurance! (next to section on Travel Demand Management))
12	<ul style="list-style-type: none"> • Downtown St. Kitt to Grimsby Casablanca, GO along RR 81 makes sense • Smithville NRT connection makes no sense – will kill other ridership • Fort to Port does not yet exist – needed to link Welland • How do university students get from Regency/Stevensville to Brock University/Niagara College – and Lincoln, too!
13	<ul style="list-style-type: none"> • Complete streets is not a new idea; cities around the world have complete streets • Need to evolve as we become more dense and urban • Demand traffic infrastructure money dedicate set % to alternative modes other than car; all resurfacing should include this • Need more pretty and formal park areas (e.g. in England) for people to sit and rest • Nice! (next to graphic of complete streets concept)
15	<ul style="list-style-type: none"> • How would streets be closed? – by lower tiers or at regional level? (next to Main Street concept graphic) • Who would be responsible for paying for these upgrades? • Should have grassed swales (next to Urban General Wide concept graphic)
16	<ul style="list-style-type: none"> • Yes! (under Transitioning street type) • All communities need to be more dense • Existing bike lane here is fine (next to concept for Hamlet street type) • Wine Route desperately needs this (next to concept for Rural street type)
17	<ul style="list-style-type: none"> • Open old bridleway from Friendship Trail at Helena Street through Walmart (to bus intermodal) and to race course, leading east to Jarvis Street! • Also use disused railway from Stevensville to Jarvis Street and get connections! • It's a learned habit, takes time, need to lead • Region could have billboards promoting cycling and walking alternatives to “normalise” AT.
18	<ul style="list-style-type: none"> • King Street R.R. 81 needs bike lanes to be safe for whole route • A hill is not a barrier! • Clear maintained signage – secondary routes separating cyclists from main car routes • If you build it, they will use it • It's very important to connect Friendship Trail and Walmart – buses!
19	<ul style="list-style-type: none"> • Love these! (re: photos of repair station and bike corral)
20	<ul style="list-style-type: none"> • Great idea! (re: wayfinding)
21	<ul style="list-style-type: none"> • Region has publicly stated that the QEW Netherby Road-140-406 link is a PRIORITY • Truck only lanes or routes to improve flow – fast lane/center • Flavour of the month – let's see if it works (re: Foreign Trade Zone Point) • Niagara has been here a long time – how have we benefitted from location? • Traffic is destined for GTA not Niagara

Appendix D – Questionnaire/Survey Comments

Written comments received via the Questionnaire/Survey form are documented below. The comments have been categorized under the following themes:

- T = Transit (including GO Train)
- A = Active Transportation, including cycling, walking and other active modes
- R = Roads and road-related
- E = Environment
- V = Development
- N = Technology
- O = Other transportation-related, including ferry
- G = General comments on the survey conduct

ID	Comment	Theme
1	Transit users need to know we can trust the transit to get us to places in areasonable time whats the sense of traveling from welland to toronto and have to make 3 transfers to get to fairview mall to get go transit to toronto and No buses on Weekends in Welland really? Recreation time to meet up with family is a trial and also the welland events on weekends unless u drive forget it many families are left out who wants to walk young kids to park event on weekends. No wonder i see poorer families drinking at home and kids lose as always. Its 2016 lets get the transit moving please	T
2	Thank you for your consideration. I have been riding in Niagara for 10 years and have faced all of the challenges posed by issues raised in this survey. Win... Win.	A
3	Transit is most important to me. 1. Highways are hugely expensive, and do not help me get anywhere. 2. Transit options need to be available that are quick, reasonably priced and reliable. Transit is too often set up to help the poor. When that is the focus, the priorities of the region remain the car. The priorities have to change, and transit should be set up so anybody can and will want to use it, if desired. 3. 30% of Niagara does not drive. Reasons are: a. disability, b. poverty, c. driver's licenses suspension, d. choice, and e. age. Forcing car ownership on all of Niagara in order to even get a job is a violation of human rights. Not all non-drivers are seeking minimum wage, retail or service jobs. Many of us are very skilled and need to be seen as skilled, despite the fact we don't drive. Why should we live in poverty or settle for working poverty? 4. Access to community events is hampered by non-driving. On stat holidays, many free events are in the community, but we can't get there because the buses aren't running at the times the events take place. So people feel excluded and less likely to want to partake in any activities. 5. Bus routes are poorly planned and not frequent enough in many areas. For example, one cannot get to the Kiwanis Aquatic Centre. One city staffer suggested a location of the nearest bus stop a few blocks over (when it is HOURLY service). So why didn't the city put parking for that same facility several blocks over, so all facility users are treated equally? 6. I should get a tax break for being a non-driver. I should not have to pay for automobile infrastructure that I do not benefit from. 7. What are Niagara's employers, including the region itself, doing to reach out to qualified non drivers for any jobs available, rather than the usual addition: must have a class G driver's license and daily access to a vehicle? People with disabilities will NOT apply for a position like that, yet many of these jobs do no involve driving or could easily be set up so little or no driving is involved.	T
4	Have trucks use the QWE during the night too free up car traffic during the day.	R
5	We need transit to all areas of the region that employ people at minimum wage, low wages. No transit service on Sunday's, Statutory holidays currently exists to the Outlet Collection on Niagara on the lake but most staff are required to work ALL holidays and most Sundays.	T

ID	Comment	Theme
6	If the bus system improves to have an earlier time than 6:30 am and much denser wait like instead of 30-1:00 wait time, a 15 mins wait time, will be a vast improvement. The one hour transfer fare is useless because sometimes you wait 30/40/50/1 hour for the next bus	T
7	There was no option to use vehicle for work. Public transportation is important but as a person who travels daily to multiple locations it is not feasible to use it.	R
8	I was hoping you would take in to consideration the importance of recognizing Niagara. The GO Train would be excellent for this region, it would alleviate stress on the QEW, where we could take the time to modernize this route of transportation. Also I would definitely like to improve transportation between Niagara (Canada) and the U.S. This would be fantastic as we see a lot of Americans shooing in our country with the lower dollar and it would provide us with a new seamless route to create revenue. Along with the fact that many Canadians are searching for easier, less/costly routes to the U.S, while helping the environment and making a difference. Hopefully my thoughts are heard!	T, O
9	Keep up the great work!	G
10	Linking GO transit rail stations to the region would eliminate congestion on the QEW. A pilot was done around 2010 but it has brought the GO during the summer months. This is off peak commuter time with people taking vacations and student populations yet to move in. The demand would be significantly higher it was optional September-June.	T
11	Inter city transport in Niagara paramount	O
12	Transportation should put more available busses during the Sunday the hours operating it's only until 7pm and usually everything works late on Sunday.. During the summer the bus should not go through Victoria Abe but through the Ellen in Niagara Falls you are putting your drivers in so much stress to get on time when its so busy in this time of the year. Once I called to office and I said its ridiculous that bus going this way it's so busy they are always late they can't move and person respond like no they are doing just fine . This is probably the person who never drove with bus transportation . people who makes those bus schedule they probably don't have a clue what's out there because they drive cars and for them being on one side of the place to another takes 15 min while when you use the bus if you miss one you have to wait like half an hour more and then if the bus who runs to the place you need to go runs every hour then you are stucked. They should start more use the bus whoever makes that bus schedule .. They will understand more the need of the people out there and also for the Niagara Region transportation it's even not funny they don't cover some areas like they have all gap like for 2 hours or more not going to Fort Erie .. There is so much to say about this wrong transportation schedule. My email address xxxxx@yahoo.com	T
13	One of the MOST "bureaucratese" laden survey composed by individuals seemingly sequestered in a closed-mind environment looking to get answers THEY want to cajole people to change their behaviours and submit.	G
14	The GO train is necessary. Travelling with a physical disability on a regional bus or GO bus is difficult. The train is easy and pleasant and fast. We've been promised a full GO schedule for years. Also, the current bus system is a deterrent. They need to be more frequent, and run later. Drivers should be educated on diversity and advocate for disabled people when they need a seat. If the bus system was comparable to major cities, people would drive less, benefitting everyone In addition, a major barrier for people such as myself is snow. Snow on sidewalks and side streets can prevent me from leaving my home in my wheelchair. It's unsafe. I could get stuck.	T, O
15	amalgamate transit	T

ID	Comment	Theme
16	More repairs on bridges like that on Niagara street in Welland the side walks and curbs are in very bad condition.	O
17	Commuter rail transit seems very effective in Europe and other parts of the world. I have personally experienced systems in Perth Australia, Seoul South Korea and Amsterdam .They all go beyond dense city to outside urban areas to allow everyone including cyclists to reach their destinations. Also some places have specific large truck "times" on roads as in Qatar. IN Perth the rail system lies between the divided highway and in outlying areas of the Seoul system the commercial and inter city trains use tracks on the inside while commuter tracks are on the outside.	T
18	The value of a well thought out and comprehensive transportation plan will greatly improve the lives of many people who want to use alternative modes of transportation, and leave their car at home.	O
19	I really like some of the intersections you see in St Catharines where the bike lanes are made right up to and through the intersection. It is a huge deterrent to cyclists to use their bike or remain law abiding when one of the most dangerous points in their route (ie. An intersection) has bike lanes end as the intersection approaches.	A
20	Fill the buses you operate now before expanding services. Tourist lines should cost more and not subsidized by ratepayers	T
21	We do not need an airport. Invest wisely.	O
22	Enforcement & Education - the traffic circles are causing bottlenecks because drivers do not use them properly. eg I have been travelling Niagara Stone Road weekly for months and only once have I seen a driver use their blinker on exiting the circle. The driver of that vehicle was an off duty WRPS. I was following my son. Failure to use your blinker causes vehicles entering the circle to stop while determining if the car on the circle is continuing through, or exiting.	R
23	Hard to get from Welland To Niagara-On-The-Lake. No Sunday transportation in Welland.	T
24	DO NOT CREATE MORE "bicycle routes" by cutting out a section of an existing roadway with the painting of a line. This will NEVER be safe and it is not the fault of either motorists or cyclists. It is an inherent incompatibility between these 2 forms of transportation. CREATE MORE WIDE MULTI-USE trails in the area which can be shared by cyclists, walkers, and scooters. (ie, friendship trail, niagara parkway trail, millennium trail, Welland canal path, etc) This is how you'll get people using other forms of transportation. When you can cut across a city on a route that a car can't even take, it is safer and cuts back on transportation time, as in some cases it almost feels like a short cut. Several bad decisions have been made in this respect. Here is an example in Welland. Wellington street (runs past Eastdale Secondary.) The road was redone, and the 2-foot wide sidewalk was re-poured. After this, the road was widened slightly and a lane was PAINTED nearly in the middle of the road for bikes. (Incredibly dangerous and unusable in the winter, because the lines are hidden) What should have happened is this: Leave the road the original width. Make the sidewalk 4-6 feet wide and open it up for use by all non-powered transportation. Simpler, safer, and it encourages more people to get out there and exercise or commute this way. In addition, a trail could be built following Wellington/Brown road past East Main, leading through the woods and up to the Wal-Mart/Canadian Tire/Rona shopping center. This would give many of the lower income citizens in this part of the town a simple, safe and clean route to their main shopping center. Bottom line, invest in MULTI use trails, not painted lines on streets + sidewalks.	A

ID	Comment	Theme
25	Change and improvements are great, but only if they are done affordably for the consumer. The current \$6 fare for a one-way ride within the region is not sustainable for those who rely on this transportation for employment purposes. Typically those using regional transportation are working minimum wage jobs on a part-time or irregular and seasonal basis.	T
26	The NGTA highway should be OFF the table, if we take climate change seriously. It's high time to reinvest in rail networks to move good and people.	R
27	Not knowing how our responses will be used makes this an awkward survey.	G
28	Make cycling and pedestrian lanes appropriate. Look at The Netherlands model. There are too many collisions in Niagara	A
29	We need one transportation system throughout the whole region, not separate entities. Planning would be easier if just one property for public transit.	T
30	The QEW congestion could be substantially improved if there was less traffic using it. Public transportation between Hamilton/ Niagara and Toronto would be very useful to the general public if the schedules for trains, Go trains and buses were convenient for travelling from one destination to another. ie a person wanting to spend a day in Toronto for shopping might want to leave around 9AM and be back in time for supper. Personally I always enjoyed taking the train to Toronto. Go trains would be just as efficient. Takes away the stress of driving busy highways and no parking to worry about. Once in TO city transportation is excellent and no problem getting around the city. This also would leave more room on the highway for those who do have to use it.	T
31	It makes me happy that Niagara is looking into improving our roads, many of the ones we have are in terrible shape and severely outdated.	R
32	Having more accessible paths (wheelchair) would be greatly appreciated, especially the removal of curbs at the beginning and ends of sidewalks.	A
33	make the bus run later so people can be secure when going to work. 11 pm is not late enough for people who work till 2am	T
34	Connections from st.catharines to Niagara Falls as well. Lots of people want to spend time there for day trips but via rail is expensive and not close to downtown	T
35	Every new road made should automatically have a bike lane incorporated into it, as well as all existing roads re-painted to accommodate this. Dedicated bike lanes with barriers between bikes and cars on busier roads would encourage more cyclists to ride to work. Niagara is becoming a cyclist's tourist destination. Let's make it practical for the residents who live here to cycle every day as a lifestyle. I certainly would ride every day if there were more dedicated bike lanes and I felt safe to do so.	A
36	Go train to Niagara would help with traffic and help tourism.	T

ID	Comment	Theme
37	Yes! Before any NGTA highway is even considered, many things must be weighed. A proper IMPARTIAL environmental impact assessment must be done before anything else, and if there are reasons not to build, DO NOT BUILD. Then we must look at who will gain what and who will lose what. As I see it, those who stand to gain the most are the builders and those who transport goods by truck. Those who lose are the rest of us, really, as yet another highway will pump masses of greenhouse gasses into the air we breathe. It will also cut across precious wildlife corridors in an already sensitive area. And then there's the food problem: if we keep going as we are, building houses all over our good productive fields, who will grow our food? It's all very well to argue that more and more roads are necessary for economic reasons. What about the economic problem of having to bring in more of our food, when Niagara is one of the most fertile areas of the country? The real answer to transportation problems (of people and of goods) is rail. I know this is a big country and therefore difficult to think about improvements to public transit of any kind, but really we have to start looking at European countries as our models, not the US. For the sake of sustainability we must begin to develop integrated and affordable train and bus networks, and get people using them, and get freight off the highways and onto trains for most of its journey to market.	R, E, V
38	This survey missed the opportunity to comment on improved rail service to and from the Greater Niagara Region. We should concentrate our efforts and dollars to improving public transit and rail service and decrease our investment in road networks.	T
39	We need the GO train desperately	T
40	Do not build NGTA Corridor highway. Link it to Hwy 403 via Red Hill and The Linc.	R
41	We oppose and do not want a Niagara-GTA corridor.	R
42	Am a Grad of Phys. Geog, Brock 1977, a huge fan of Tesla Motors & Autonomous Transport, Nuclear & Solar Power, and champion High Speed Rail ! Would clearly like to see efficient rail transport across Niagara, coupled with Autonomous Vehicular "on demand" choices. I'm 62 yrs, tech savvy and still a very productive resident in Niagara since 1965.	N
43	Please maximize budget dollars through amalgamation of transit systems. Regionalization can decrease overhead, allow for greater opportunity for bulk purchasing at lower costs, provide ability to rotate vehicles from areas of high use to areas of low use to extend lifespan, eliminate redundancy. Please, I urge you.	T
44	What we really need is a commuter train from the Niagara/St Catharines region to downtown Toronto	T
45	Consider a way to make public transit a more comfortable, efficient and affordable option for residents.	T
46	What firm was paid to create this study? How much were they paid? Why is last study not used instead? Why is last study results not provided for context if you wanted to grow our cumulative knowledge or opinions ?	G
47	See where technology is going, don't invest any major capital into road expansion. With computer automated vehicles coming, infrastructure design will need to be reinvented.	N

ID	Comment	Theme
48	You don't deserve your citizens tax dollars. You really don't. Increase public transportation between niagara falls /welland /Grimsby /st catharines. Run a bullet shuttle to Hamilton to get people there at work by 830. Assume the fiscal loss for the first couple of years and aggressively market these new programs. Incentivize these new programs and watch the growth start. It will be slow but this improvement will get your unemployed population working in the Hamilton and other areas(like those who live in st caths and relay on transit; they can finally catch a bus to Grimsby or a rapid shuttle to welland/niagara downtown) and then surprise-surprise tax money's for you.	T
49	Niagara is lagging seriously in providing regular, scheduled, affordable transit to Toronto. What are we waiting for??	T
50	St Catharines bus transit is woefully inadequate, and infrastructure for alternative mobilities (e.g., cycling) are insufficient. Better commuter options between Niagara and Toronto would also be a useful.	T
51	I found the language of this survey somewhat difficult to understand. There was jargon and technical/industry lingo. Sometimes terms were used and not explained (ex. NGTA). It seemed to me the survey assumes the survey taker has an existing knowledge of or familiarity with the issues and terms used.	G
52	Complete streets in both urban and rural contexts are extremely important for Niagara's municipalities. Complete streets in rural areas like Lincoln and NOTL for example, have the potential to become much safer corridors for local residents, migrant labourers in farms and greenhouses, as well as tourists that come to Niagara for its picturesque landscapes and wineries. Wider sidewalks, cycle tracks, traffic calming measures will also reduce risk of vehicle/vehicle collisions and vehicle/cyclist/pedestrian collisions. Niagara has one of the highest percentages of rural dwellers that are not farmers - this form of development leads to more vehicles on both rural and urban roads and thus, greater probability of collisions (particularly on rural roads with higher speed limits).	O
53	Increase bus services in St Catharines to reflect the new population and its need. Increase GO/intercity bus and train to reflect today's current population and workforce	T
54	We live in St. Davids. We would love to take public transportation to (for example) the Falls or the outlet mall for shopping purposes, but have no source of public transportation. We also have very few resources in our own community to allow for a walkable neighbourhood (ie no grocery store, no library, etc.). With the extensive development that is taking place, the resources (such as transportation options) need to keep pace.	T
55	ON RAMP EDUCATION RE; speeding up and NOT STOPPING before joining traffic.	R
56	As far as bicycles are concerned, I think the region ignored a wonderful opportunity to improve and increase bike lanes in the city of St.Catharines. There has been ongoing sewage work with roads ripped up and this would have been an ideal time to put a proper bike lane in and painting a picture of a bike on a road that is already congested and busy with cars does not a safe bike lane make. Bike lanes should have their own space and it shouldn't be where cars are. Many more people, including myself would opt to ride a bike if it was safe to do so. I would never want my family riding a bike in this city.	A
57	Public transportation between north end St. Catharines and Niagara on the Lake. A 15 min drive or a 1.5 hour bus ride	T
58	Please consider reliable transit to the St. Catharines hospital and the new upcoming N.F. hospital for those who cannot drive there, since the Welland Hospital will one day no longer exist. Very important!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!	T

ID	Comment	Theme
59	It would be great to get the results of this survey when it is completed, & see if the Region actually follows through with them.	G
60	Make complete bike trails throughout the region and bring back GO Transit!	A, T
61	The Niagara Region needs desperately to take over the public transit system... as much as political figures seem to think the separate municipalities are working together.. it is NO WHERE close to what it should be... Niagara (to more specific, south Niagara is way behind) in public transit.." ONE REGION, ONE TRANSIT" is the only step in the right direction... for so many reasons..	T
62	Lobby existing transportation suppliers (eg GO, Via Rail, bus lines) to increase service to Niagara, both frequency and no of stops.	T
63	Niagara needs to quit relying only on cars! It is very obvious Niagara tends to discourage non-vehicylar use.	R
64	Widen QEW. Have stop lights at end of all off ramps to improve flow of traffic. Add more interchanges from QEW in Beamsville to accommodate population growth. There's literally one. For 9000 people. It's always under construction. How is the acceptable?	R, N
65	Dont waste too much on bicycle stuff, because they are not year round use in this area, rapid connection between towns, and GO service would be a much more usable investment	A, T
66	PLEASE study the biking paths in the Netherlands and contact people there to figure out how to do this right for our area. They have this down to a tee....and we need it here. So important to doing this right. Thank you.	A
67	It would be nice to have overpasses at railway crossings in the city of Niagara Falls	R
68	GO train service is required thru Niagara. Currently takes 2 hrs to reach Toronto Casa Blanca to Union Station IF all connections on time.	T
69	Travel to ft erie or port colborne from st catharines round trip becomes a day long endeavor. Regional transit should be at least twice as frequent.	T
70	need one transit system for the region like york does	T
71	GO transit to Toronto is important to me. I'd like to see at least one train every Friday afternoon from Toronto to St. Catharines all year. The GO Bus connection is often very late. I've taken it and arrived at St. Catharines over an hour after the scheduled arrival time.	T
72	Enforce traffic laws on cyclists and e bikes.	A
73	Transit on the weekend is horrible for busing. Lack of intermunicipal connections except during university times and even then they are poor.	T
74	The main bus routes should be more frequent during business hours. Evening service on main routes should be every half hour as opposed to hourly, especially Pen Center Service. Our evening transit routes and times are so outdated and inconvenient for users. They make things like uber and speedy more inviting to use.	T
75	Bring GO Transit year round service to Niagara!!!!!!!!!! ASAP	T
76	Build an elevated light rail system right down the center median of the qew from Fort Erie to Toronto that connects to Union Station. Look at Washington DC transit or Chicago "L" system for inspiration. Why are we so far behind in public transportation around regions. It's seriously affecting economic growth in all of Ontario.	T

ID	Comment	Theme
77	We need GO train service beyond Hamilton (towards Niagara). Population is growing in Stoney Creek/Winona/Grimsby area. Too many cars on the road now.	T, R
78	Above all else we need a viable, inexpensive, commuting train (GO) that goes frequently to the GTA.	T
79	As a Vineland resident with college age children, it frustrates me that public transit to Brock and Niagara College from here is virtually non-existent.	T
80	Need to look at electrical outlets for battery cars and promote to reduce oil dependency. Have a look at Holland. Encourage smaller cars.	R
81	I was surprised and disappointed that accessibility did not feature more in the discussion about public transit and roads.	T, R
82	The biggest detriment for students taking active transportation is the lack of bike lanes up the Glenridge hill and the lack of sidewalks along St. David's Road.	A
83	more mobile friendly transit website. schedules posted for buses not qr codes. route maps at bus stops. perhaps turning lane on Lundy's lane from Drummond to Morrison.	A, N
84	The Niagara Region needs safe cycling options for people who want to ride their bikes but are afraid to ride due to drivers who don't respect cyclists and a huge lack of safe cycling options (separate cycle lanes for example.) Build it and we will come to cycle!!!!	A
85	Why do they not supply transportation for N.O.T.L. It is sad when a senior has to call a taxi from the city to take them where needed. Costs are high & most people are seniors who cannot drive anymore.	T
86	Horrible survey and have no idea who approved it and how it went live without approval. XXXXXXXX	G
87	Niagara has the potential to become a great metropolitan hub and join as a large city partnering Toronto. I have a dream and in that dream I see Niagara growing into a well recognized mega city. Mega cities harbour growth. Talent and much culture. Which in turn would bring more international visitors and provide much more jobs.	V
88	The previous page about movement of goods- i think less movement of goods by road and more by other methods, rail etc would be best. That was not available in the answers.	R, O
89	Include available train tracks from south Niagara (i.e. Port Colborne) to the rest of Niagara transportation. The beaches along Lake Erie could become an affordable vacation destination.	O
90	The biggest issue in Niagara is getting permanent daily GO train services to Toronto.	T
91	I think consideration should be given to the 4,000 farm workers that reside here every year and who, because of limited transportation options, have only their bikes to rely on to go places. Access to a bus in rural areas would allow them to travel further and bike lanes would make their travel more safe.	T, A
92	Bike lanes and more reminders to motorists to share the roads are needed. St David's Rd by Brock Univ and Niagara Regional Hqtrs needs to be made bicycle and pedestrian friendly. As it stands now it is very high risk if not in a motor vehicle when travelling through there	R, A
93	I'd like to see bicycle lanes/parking improved drastically. Bicycle lanes should be separated from the car lanes and currently, they disappear when approaching an intersection. At the same time, many bicyclists seem to think the rules of the road don't apply to them (going through red lights, pulling up to park on the right of a car or truck stopped at an intersection).	R, A

ID	Comment	Theme
94	I am conflicted and frustrated with the lack of access via rail to and from Toronto from Niagara. GO gets cars off the road. Bringing the big city style transportation to Niagara is necessary but will change our landscape. (the conflict)	T
95	we do need an open seamless transit systems. We as a region needs to stop all the infighting with the politicians and transit companies. I sit on a transit board and see it first hand	T
96	As usual, the studies will go on and intercity travel will remain as inconsistent, expensive and drudgery as ever and we will all but cheap cars and travel alone in them to the cities we need to get to. But a valiant effort in getting input...funding for these inquiries need to be spent up...I would like to see ACTION!	G
97	Fourth Avenue is a disaster waiting to happen for cyclists. I drive this stretch of road daily, I pass at least a dozen cyclists daily and give them as much space as possible. With 3-4 foot wide shoulders, do you not think it would be nice to pave and turn them into bicycle lanes? Several migrant workers in the Lincoln area use this road to go shopping with their only means of transportation, a bicycle. We need to take a lesson from Holland and create a bicycle network we can all enjoy. It's sad that I can't ride a bike to work for fear of being struck by a car.	R, A
98	Need service to and from Toronto	T
99	this was a horrible survey, I almost gave up twice...I'm sure many did give up. Pretty sure this data will be useless	G
100	We need more public transportation available to and from St.Catharines /Toronto area that will enable people to commute to/from work	T
101	Ferry to Toronto would be great instead of commuting on stressful QEW. Save time, no car, better for environment. Ferries are excellent methods of transport on Asia an Europe. Why not here?	T, O
102	Region should be focusing on providing opportunities that meet needs of ALL Niagara residents, not just the ones that live in urban centres.	O
103	Why is it taking so many years for one TRANSIT in Niagara Region?	T
104	When I lived in Hamilton I always felt Toronto was always thought of first. Now I am in Ridgeway and I feel it is Niagara Falls and St. Catherine's that get thought of and not the smaller places like here, Fort Erie, Port Colborne, etc. I really think it is time to connect ALL of the Niagara Region...not just the highly populated ones	O
105	Connecting St. Catharines to hamilton	O
106	you are missing a lot here. But the biggest is reliability. GO access is only good to niagara as a long term commitment. Nobody will build their life (i.e. buy a home) based on Go access to toronto when it is probably cancelled the following year. Intra Niagara transportation sucks. Bring it together and make it easy with numerous hubs. Or don't. But Make a Commitment.	T
107	Something has to be done on all roads that intervertebral with all the seaway bridges. Traffic is absolutely ridiculous when bridges are up!	R

ID	Comment	Theme
108	We need Regional transit to review the hours of service and revise route times to meet transportation to and from Toronto. Having air service to and from Toronto and London is a start. Economically it would help the Niagara Region, by way of more business will look at locating in Niagara and helping with job creation. We need a efficient transit system in Niagara!	T, O
109	1.put solar panels on every bus stop 2.put water fountain (drinking water) on ever bus stop 3.make bus fares cheap so people who drive every where will end up in bus because now gas is expensive and bus fare will be cheaper 4.make the connection of buses like TTC	T
110	I live in Pelham and we have no transit options. It completely isolates the community and jeopardizes opportunities for younger people to seek employment and contribute productively to the community and economy.	T
111	Transit is pointless if its not affordable, not only for text book low income earners, but for those who don't meet that cutoff but still need to be able to afford to ride.	T
112	There are many cases where bike lanes have been added to streets that were not originally intended to have them. This causes significant delay for vehicles making riding a bicycle a challenge since it doesn't feel safe with cars everywhere. Also rascals and scooters are the primary users in some neighborhoods (Scott and vine in st. Catharines as an example) . I would feel so much safer using sidewalks to ride my bike and yield to pedestrians. I hate bike lanes.	A
113	We have to have 24 hour public transit that is fast and frequent with bike racks on each bus so that workers can move easily to jobs and homes in the region. This would greatly improve life for tourists too.	T
114	Improve to new niagara expressways current is to overloaded backlog. We need a new highway in niagara	R
115	Transit should run on Sunday. And later at night as well. Bikes need to stop driving illegally on the side walks	T, A
116	Public transportation in this region is unacceptable, inconvenient, and unreliable at best. Transit that doesn't run on Sundays, or in bad weather? Transit should be available so that any person living in any town in this region can safely and reliably get to work no matter what time of day and no matter where they live in the region. You should be able to live inPort Colborne and work in Niagara Falls and expect to get to any place of employment no matter the shift. This region needs a serious look at public transportation. Remove transports from roads by making better use of our rail system.	T, R
117	Make cycling through out the region and citys easier and safer.	A
118	Instead of putting endangered species at risk and people out of their homes by building another highway a causeway across lake ontario should be built to the gta. This would remove gta bound traffic from existing highways and would be a tourist draw as well. And it would save a great deal of gasoline and diesel fuel and reduce emissions as well. A great many people simply cannot ride a bike or rely on public transit. Wait times are unrealistic and do not fit in with job schedules. Most people must travel a long distance to their places of employment.	E, A
119	use smaller buses.it is not necessary to run large buses all day. there are very few routes where I have ever seen buses even half full and most times there are a few customers or none on those large buses	T
120	Provide more public transpo	T

ID	Comment	Theme
121	Inter-municipality travel should be a top priority with access to healthcare being removed from all of Niagara except St. Catharines and Niagara Falls. This is a matter of life and death for many residents, especially seniors.	O
122	The survey is needed. There needs to be a return of the VIA Rail trains and GO trains to ALL Niagara Communities not just Niagara Falls. This will encourage travellers to take this method of transportation and leave their cars at home. Using VIA/GO buses adds to traffic on the highway.	T
123	My main complaint is Transit within Niagara Falls. Improve Frequency and shorter wait times at transit points.	T
124	Actually DO something based on responses. Do not just let it go to a committee to languish.	G
125	We should focus our efforts to how Niagara will look in 20 years. Intensification within our cities and downtowns that allow mobility without the use of a personal vehicle is important to put into place now.	V
126	My main concern is the transit system is really bad. I had to travel from Welland to Niagara Falls for work and it took me 2+ hours. Taking one bus just to get off and sit in a random place for 45 min to wait for the next bus is crazy to me. The time from when the regional bus arrives and the next busses leave don't match and so you have to wait. Niagara Falls busses are very frustrating to me. They only go by every hour that to me is CRAZY!!!	T
127	Cycling in Niagara is a nightmare - inattentive drivers and shoddy roads.	A
128	Need more transit opportunities in rural areas Fix bridges between municipalities. eg NF an Notl~	T, R
129	This is a very important initiative. Thank you for getting feedback.	G
130	Get on with it already. We need a bus transit between the regions, and a GO Train system. We have the traffic and the population to more than sustain such a venture. We need an administration with the foresight to get on with the project beyond the study stage. You don't build these projects for the current population. You do so with a forward view so the project is sustainable 10, 20 years from now and beyond.	T
131	Small regions lack connectivity therefore job opportunities are severely hindered. Inherently straining social assistance programs. Eg. St.Catharines-Niagara Falls - Fort Erie-Welland.	O
132	Connect more regional busses to major employer's and shopping areas.	T
133	PUBLIC TRANSIT!! and re vamp of QEW Niagara or new route to the Falls/Erie/Border a must. Traffic congestion in summer is unreal!	T, R
134	We need a better rail road system. Permanently bring GO to niagara!	T
135	Railway tracks running through the city are a huge inconvenience and an eye sore	O
136	Not enough parking, especially affordable parking. Its the biggest deterrent for those who travel from region and tourists	R
137	Options need clearer 'lay' explanations. Most 'options' could easily be checked in every question.	G
138	regional transit is needed, its time, we want/need a Go service - we need to get organized before that can happen - keep up the good work.	T

ID	Comment	Theme
139	WE NEED GO TRANSIT TO THE GTA	T
140	The region requires a streamlined transportation system from Niagara Falls to Toronto with stops in major hubs	T
141	Please add additional GO Buses especially in 'Rush hours' and lobbying for GO Train service from St. Catharines. Thank You.	T
142	I live in rural area between fort ERIE and Niagara.....we have nothing!!	T
143	Would like to see the Go train continued to the Niagara region at an affordable price to use	T
144	We have no bicycle paths from west niagara to st Catharines, not even wide shoulders on RR 81. Any inter city transit would help. Bring back the commuter bus/train heading to Toronto in the morning. We also don't have public transit from downtown grimsby to the go bus station. Education/ ads are irrelevant when there is no transit to use	A, T
145	By getting the Go train to Niagara the city will improve transportation, reduce vehicles in the roads and get people to the city fr outside	T
146	Urban traffic signals need to be better coordinated. It's as if traffic planners never travel the roads	R, N
147	Yes, when are you going to realized that there is a huge need of transportation between Toronto and St. Catharines, reliable, frequent itinerary that people can commute to work in the big cities, like the Go Train system Burlington-TO, make the expansion all the way to the Niagara Region.	T
148	I believe that there should be improvements in the transit system. In Niagara Falls the bus situation is not the best. There should be regular buses connecting all of the cities in the region including Fort Erie and Port Colborne, particularly since the main hospital is in St. Catharines. Not only would this offer much needed transportation to those outlying areas, but it would also remove the barriers to employment and post secondary education.	T
149	Make the Transportation go from Fort Erie to Grimsby	T
150	Having cyclists ride on the road is dangerous to both drivers AND cyclists...Allowing the cyclist to chose between sidewalk or road and stating that cyclists are legally responsible for their vehicle and actions, will help reduce the number of cyclist fatalities. Drivers are not as aware of the conditions as cyclists are. Cyclists are more vulnerable to the environment, from drivers exiting parked cars without viewing side mirrors, to drivers attempting to turn at intersection without looking both ways. I feel revamping the cyclists code of operation may allow the cyclists and drivers to achieve a greater synergy within our municipalities.	A, R
151	More complete answer options.	G
152	GO in Niagara would be amazing. Connecting Welland to Fort Erie in a more direct way would be ideal if not difficult.	T
153	I want Go transit	T
154	Public transit needs to remain publicly versus privately owned in order to truly serve all residents of the region irrespective of income level.	T
155	Lived in major areas in the US and Canada and used transit NB in a regular basis. The connections and timing of the local system makes it far too impractical to use.	T

ID	Comment	Theme
156	The most important feature for me in regards to using my bike is bathroom facilities along the routes. These would include bike parking as well. If I ride to the library , no problem. However, if I ride the canal route its difficult. Also, in order to use my bike more often, the pathway needs to be available. This does not need to be a roadway. I can get from Glendale at Mountain all the way up to Geneva at Westchester, but the route is not always accessible as a transit link for bikes. We have great off road pathways that can be developed into cycle roads, so that I can be away from car exhaust and heavy traffic.	A
157	have services available on Sunday as well (Welland, Regional and local)	T
158	There was a huge focus on cycling which I don't think is the biggest issue in the Region. Public transit is the largest concern and issue and I would like to see more attention and focus on that, which I didn't get from this survey (as I was hoping to). Things such as more frequent buses to Niagara College from St. Catharines, more direct bus routes, better transit throughout the region, an LRT system connecting the region, train service from Niagara to the GTA are key issues for me; services I would use and need to use if they were available.	T
159	There are many unemployed people in Fort Erie that could work if they had reliable and regular bus transportation to Niagara Falls & St. Catharines. For example there are many jobs open at Minacs, but the bus they used to take there does not even stop at Niagara Square now, so there is no transportation for workers at that site, unless they want to ride to the old Walmart and transfer all the way back up, which takes a VERY long time; and please remember when setting bus schedules, that not everyone works 9-5. Thanks for asking!	T
160	Would love to have a transit system for my teens to access, in order to get them to sports, school and jobs. Something safe, easy, affordable.	T
161	Need public transport between Hamilton, Grimsby & Grimsby to St. Catharines. There is nothing available.	T
162	Bus drivers rush through the Port Weller area so they can sit at the grantham Lions club for more than 10 minutes. It is often inconvenient even when someone is out at the bus stop 5 minutes prior to when the bus is supposed to go by.	T
163	Please bring GO train to Niagara! Essential for growth of our community to be interconnected with the power house of our province, Toronto.	T
164	we neeeded the go transit year round like yesterday!!.....	T
165	We really do need GO train service through the niagara region and GO bus service along Hwy 20	T
166	Bus from Hamilton to Niagara Falls on hwy 20 once an hour!	T
167	That local bus have same schedule Monday to Friday so people can work any time	T
168	increase Paratransit and make it more efficient as the senior population is growing	T
169	Bike lanes!! Why are we paving new roads with no lanes? How does this encourage bike use!??	A
170	With the number of people moving to/from Niagara, it is imperative we have transportation such as GO Train to and from the GTA. It would improve housing market and substantially keep people in the Niagara area while allowing them to work in Toronto and surrounding areas. Its a MUST, we need to get connected.	T

ID	Comment	Theme
171	Bike lane barriers would increase the amount of bike users (many are afraid for safety) and frequent regional transit would increase the use of bus transit system -- if done properly.	A
172	I am very opposed to the proposed GO train service between Niagara & GTA. Our small cities & towns are becoming no longer that and that is one of the main reasons why people have settled here. Some people anticipate that those with Toronto-job incomes will bring more money to the region. Unfortunately the region will pay a bigger price by having more residents take on more debt in order to keep up with the inflation of prices that are based on those with Toronto-job incomes. The housing prices in Niagara right now are an excellent example. Residents employed in Niagara are finding it difficult to find affordable houses to buy. Toronto incomes are based on Toronto's cost of living; of course it goes further in Niagara, but only to an extent as soon after Niagara's prices begin inflating. Unfortunately the wages & salaries in Niagara do not follow. Some are excited to see these Toronto incomes pumping money into the region, but keep in mind that most people will keep their family doctor in Toronto, spend money doing lunch-time errands in Toronto, etc. It's convenient for them to do this. Why should Toronto-employed people have the best of both worlds? When will we as a region support our own residents with sustainable jobs? The GO train is a band-aid solution to bring money into the region but it doesn't help to form a steady economy, it just creates a bigger gap in Niagara residents' socioeconomic status.	T
173	This is a horrible study. Many questions about active transportation lacked answers related to safety, and the descriptions of many types of roads or improvements would go way over the typical persons head. Poorly done if you want opinions from people.	G
174	Thank you for doing this survey. I have enjoyed riding my bicycle in other cities in Canada and living in Welland I have not been riding as much. There are so few safe places to lock up my bike.	A
175	Bicycle lockers are the best way to go to encourage people to ride bikes to work. Bike lockers hinder bicycle theft, since the bikes are locked up out of sight. I know I will not lock my bike up anywhere Outdoors, because of the risk of having it stolen.	A
176	Bicycle lockers worth the investment. Most cyclists would be willing to pay a refundable deposit, or even a small fee, to assure their bicycle remain secure while they are on the job.	A
177	Yes, it's total crap. It forces people to decide priorities on things that they don't care about, in order to suit the Region's agenda (Spending taxpayers' money regardless of value). It's a disgrace.	G
178	I know of no public transportation system that connects people who do not live in St. Catharine's or Niagara Falls to the GO system. The region needs this and so does it citizens.	T
179	Would like to use GO more often. Cost and time efficient.	T
180	Traffic Light congestion at Geneva and Carleton/North/South Service Roads. Recent proposal is definitely not a fix!	R
181	More and different types of public transportation such as trains busses etc	T

ID	Comment	Theme
182	We have way too many traffic lights especially in St. Catharines. We could be better served by RoundABOUTs as in the UK. With obviously better signage, unlike the monstrosity located in Welland near the tunnel. They completely screwed that project up. The city/region needs quicker or a better flow for existing traffic instead of putting up traffic lights every 100m which seems to be the solution for everything in St. Catharines. Then you have the same issues when the city shrinks heavy use streets to accommodate bicycles I.e. Welland Avenue (from Grantham to Bunting). Another bungled attempt that increased traffic for the sake of one bike lane. Just try driving that stretch of road and see how long it takes to get passed the McDonalds or Walmart. I have travelled extensively throughout Europe, and I admire the bicycle system in the Netherlands. But we are not Europe, huddled close together, where you can cross the entire country by car in three hours. Unless, we can build smaller communities or neighbourhoods that encompass: work, home, play and commercial... I think it will be difficult to entice people to bike anywhere other than for pleasure.	R, A, V
183	Get the GO up and running!!!	T
184	Need to fix the QEW congestion. My 25 minute commute from Burlington to Beamsville in the afternoon, now takes 45 mins because of all the new subdivisions being built along the highways.	R
185	Regional buses that are faster and cheaper	T
186	The current transit system of Niagara Falls is a joke. I used to take the bus all around town, now it's not even worth the hassle of transferring 3 times and waiting an additional 1.5 hours to go the same distance as before.	T
187	I think a commuter rail system that links towns/cities such as Port Colborne, Welland, Thorold, St. Catharines, and Niagara Falls, would be useful, for employment opportunities for those of us that do not drive, and are not able to ride a bike that distance. Also the stations could help employ people as well.	T
188	Dedicated hourly bus service from Hamilton to Niagara along highway 20	T
189	The survey could be in more common language. It's obvious without a study there are not frequent buses in St. Catharines, there is only one QEW to Toronto. To live in Thorold and work in St. Catharines or Niagara Falls is ridiculous there is not a transit connection. Most people in Thorold don't have a car and/or any stores! and need a bus system connected to St. Catharines, Niagara Falls for instance.	G, T
190	The region should focus on improving inter-regional transit both within the region and to the GTA. Also bike routes should be improved within and regionally e.g. a safe stand alone bike route between St. Catharines and Niagara on the Lake that does not require biking along highways. Perhaps an expansion of the Niagara Parks trail system.	T, A
191	Ridgeway/Crystal Beach area has seen increased # of retirees moving into the area. With no local hospital and sparse transit service visiting loved ones becomes hard to impossible without a car. Improved service between smaller outlying communities and medical centers is crucial.	T
192	Please continue to make active transportation and public transit a priority.	A, T
193	special rates for disabled or aged as well as more comfortable seating. bus ticket or pass vending machines close to major bus stops in case no change. bus fare should be included monthly for ow and odsp recipients.	T

ID	Comment	Theme
194	Yes...There are poles in dead-centre of sidewalks on Tasker Street in St Catharines inhibiting wheelchairs and walkers from safely passing forcing people onto the street which is a major hazard...	A
195	Lack of bicycle parking is one barrier that keeps me from some utilitarian rides e.g. strip malls and grocery stores. Traffic lights need to be more responsive to pedestrian button - default favours cars esp at major intersections. Watch use of acronyms in survey, e.g. ROW and NGTA - as not everyone knows what they mean! Option to add in comments or other options not listed in the questions would have been useful.	A, N
196	There seems to be little awareness of an energy constrained near future.....we need to plan for a steep reduction in the use of the internal combustion engines and at least a 10 fold increase in the use of active transportation modes,	N, A
197	Transit is not readily available to all places in Niagara or have been scaled back so much they are useless. You need to have one transit system to support the entire region and it MUST service all areas of the region. Living in Thorold South where we have next to no public transit during the day and NO public transit past 6 at night, makes the need for a vehicle essential	T
198	Regional Transit is a waste of hard earned taxpayer money and try using smaller buses for the City transit system. It is quite routine to see busses with few or no passengers on them at all	T
199	the questions were hard, there was a lot of jargon	G
200	Please implement daily, regular GO train service from Niagara to Hamilton and Toronto!	T
201	What Niagara needs is proper GO service so that our residents can have access to the GTA. As there are no decent paying jobs in Niagara, opening up the GO to our Region would allow residents to work in the City and live in Niagara.	T
202	Would be nice if the GO train came to Niagara Falls or even Fort Erie, all year round.	T
203	As a pedestrian there are sections of the city that are extremely difficult to navigate, specifically in and around the Fairview mall, Costco, and the YMCA.	A
204	My greatest interest is in creating GO Train connection to Toronto. Thanks for asking.	T
205	We need more bike lanes on busy regional roads within cities like St. Catharines.	A
206	St. Catharines needs GO train connections to the GTA!	T
207	Put the money into sustainable transportation not more roads.	T, A, R
208	Make public transportation convenient, safe and affordable. Currently it's none of that. Create trucks only lane on QEW. Get cyclists to get a road permit, most of them have no clue how to behave in traffic. Consider utilizing water transportation to Toronto and Oakville.	T, A, O
209	In order for the GO to be really used, a regional transit system must be in place	T
210	bus routes to Niagara Parkway	T

ID	Comment	Theme
211	This study, is not well thought out. Nor, are the options available to make comments on. In particular. Re: transit: Scheduling and fares described, not an option for this service, yet an other one - promoting your current councillor, no doubt, was listed. Also, as far as bicycles, the corral idea - excellent idea for St. Paul street by the way, was listed, but not votable on. Corrals are far more utilitarian and efficient than sidewalk parking rings. This survey is clearly biased in favor of road construction, and road widening, limiting pedestrian and alternative forms of transportation. I drive everywhere when I need to go places (excepting 1-2 km jaunts then walking or biking is fine). This city is not user friendly for pedestrians or cyclists. Bike lanes are a good start, but if business is to return to the downtown core, accessibility should be #1 priority.	T, A
212	Better maintenance of the roads More roundabouts, less traffic lights	R
213	Go station in Grimsby.. Allow and promote Uber	T, O
214	Really need to connect the cities in Niagara	O
215	For those of us that do not drive, we need a better transit system for Port Colborne, the one here is ok, but we need more frequent travel to the surrounding areas, such as Welland, St. Catharines and Niagara Falls.	T
216	I do NOT understand why you are asking all these questions about bikes in an area where we have one of the highest populations of seniors. Working people need GO Trains so we can get safely out of here during the day or night and back. We need buses that traverse the region ALL DAY EVERY DAY and into the EVENING so that people can get to work without a car. Students live all over Niagara Region and work at the new outlet mall but NO ONE has given thought to how these students and people will get there unless their parents or someone else drives them safely to and from work - sometimes at 10 at night as there is NO way for them to get home. ESPECIALLY ON A SUNDAY. How about asking THOSE questions. No one is getting dressed up for work in retail and then climbing on a bike to ride 30 miles in the middle of the summer or the winter. Get with it folks. And how about parking downtown so I don't have to drive out to Casablanca to catch a tour bus to my own downtown. Can't even go to the library anymore because it is FULL.	T, R
217	The questions are poorly worded. The intent of what you are trying to achieve is not clear.	G
218	There is a need for better transit routes to Hamilton and not just Toronto. Currently it is a 4 plus hour time frame and multiple transfers through various local , regional and go bus service where there used to be a direct bus.	T
219	As a recent transplant from Toronto there is a need for more and larger signage of streets especially considering the aging population drawn to this area.	R
220	im not sure this would apply to this study but I will leave it anyway...transit buses do not start early enough in the morning for ppl to get to work on an early shift. there r buses that r on late at night however not early in am which means a lot of ppl have to take taxi to work which is very expensive wish someone would do something about this thanks	T
221	If the Region could figure out how to have ONE bus system throughout the Region, it would be so much easier for everyone. I know, I know, I know . . . that would require some people to give up some power and others to take taxes from people 'outside their jurisdiction' but for God sakes people, if Vancouver can do, we can do it here.	T
222	Thank you for asking for my thoughts on these issues!	G

ID	Comment	Theme
223	Who created this survey?....the wording and descriptions are poor. Try coming down a few levels with a clearer survey with questions people understand. Come off if the statistician. Vague questions.	G
224	Consider superbus idea used in china. You can google it. Great transport system.	T
225	Not impressed with this survey at all. There are some basic needs to improve traffic flow through the Region. Why don't we start by building a much needed 406 off/on ramp for the St. Catharines hospital. Secondly, another 12 Mile Creek road crossing is needed, perhaps by extending Carlton St... Thirdly, the Regional engineers need to fix the congestion problem at Geneva St. and QEW. .. Way over due!!!	R
226	People are speeding a great deal on the 406 highway in to St. Catharines and out to the QEW in the early morning hours (sometimes in excess of 40k over the limit!) and we never see the police out there -need more vigilant watch over early morning traffic...and 5pm traffic across the Niagara Region...	R
227	Niagara is the fruit belt of Canada and should not be destroyed with more housing to accommodate newcomers to the country. Instead, the historic and ecology of the area should be a priority. Better roads to other areas should release the pressure from Niagara Falls, diverting residential to other towns such as Welland.	E, V, R
228	Go Train service to and from Toronto with stops along the way is an absolute need	T
229	Whomever designed the questions for this survey basically wrote it so high level that most of the population without master degrees will not feel very comfortable to answer it, thereby biasing your survey sample. :(G
230	Niagara needs Via & GO Transit connections throughout the day and week.	T
231	we need to build better systems to be able to address the congestion on our highways and because there are no jobs in Niagara and people have to go elsewhere they need access to transportation and we also need to make it cost effective as it isn't right now	R, V
232	Integrating schedules is by far the highest priority. The deterrence to taking a Public Transit trip, when you discover that there are two-hour waits (because the previous bus left on schedule five minutes before), is fatal to the use of the system	T
233	I think bike travel needs to be much safer on many roads in the area. Taking a trip from St. Catharines to NOTL on Lakeshore Road is dangerous on those parts that have no bike lanes as yet. Please finish that stretch! Also, I believe that GO transit should have a rail option, in addition to the present bus system, that connects to Burlington, etc. There's been a lot of talk - let's get this done!	A, T
234	we need more transportation for smaller cities, and interconnections more often. we need the Go not only to NF, but even to FE. Fort Erie needs more in town buses, and most connections with NF, Saint Catharines.	R, T, O
235	Glad to see this being done! Thank you.	G
236	Transit in Niagara is completely inefficient and not reliable or usable for regular people. The cities all like no one uses Transit so they shouldn't improve it, but in reality no one uses it because it's so bad.	T
237	Make Niagara bike friendly!!! Plan and proceed with cyclists in mind! Encourage Niagara to be fit and healthy by planning and spending on cycle lanes and paths, walking paths, and ROLLERBLADING paths!!!	A

ID	Comment	Theme
238	Allow citizens to do greater activation for active transportation	A
239	Go train.	T
240	Please consider snow removal on streets and turning at intersections Regional snowplows dump all there snow to the passenger side supplying proper width curbs for plow and wings of Regional plows to clean roads curb to curb .Tur around spot a bottom of RR 420 near border very tight for plow and wing trucks curb to wall centre median really tight for equipment .This survey would be great for plow drivers to address concerns also East main st in welland downtown to do a good job plowing roads combination of good road design engineering input from plow drivers a collaborative ONE TEAM EFFORT	O
241	Further conversation and development of an integrated, reliable and frequent system between all municipalities needs to be developed. The only way we're going to grow and attract more people to the region is by having a reliable system. This will also help in conversations with GO transit. The fact that we do not have regular commuter service to the area at all anymore is sad.	T, R
242	I DO NOT believe that we need to improve commuting abilities to and from Niagara-Toronto. I DO believe that non-auto transport to Toronto is important for "occasional visits". Development must be redirected to South Niagara and away from tender fruit lands to areas of poorer soil and fewer economic options - Fort Erie, Port Colborne, Welland. DO NOT expand the QEW - expand routes via Hamilton to South Niagara. PRESERVE tender fruit lands. DO NOT try to attract new residential, try to attract NEW JOBS with sacrificing irreplaceable food lands. FARMS are important, even if they currently grow grapes. Agriculture is the "new factory" in Niagara and the # 1 employer. Build on that, and orient your traffic infrastructure to that end, not towards moving people en masse to and from Toronto. Who cares about Toronto? We have an opportunity to make the large city obsolescent and we should take it. Niagara is currently being hugely mismanaged and the focus on highway expansion to serve the commuter market is one symptom. Improve jobs in the south tier and improve communication so workers can move freely around Niagara, not necessarily with the car, so they can take advantage of Niagara jobs. GO trains and VIA Rail should be tourist opportunities, not job commutes to and from Toronto. Residential development without job development is an economic black hole.	R, T, V, O
243	Get the third rail installed along the Niagara to Hamilton corridor and get GO Transit out here. We can't keep approving housing without also investigating in transit.	T, V
244	I would gladly walk or cycle, however deep ditches, no sidewalks in my area and much of surrounding area. Why not take care of sidewalks first, bicycle and roadways second if you want people to exercise and not pollute and get around sustainably. Keep it smaller, local and less costly. We are not, and do not want to be a Toronto or Hamilton .	A
245	make one transit in niagara... region could offset cost by schools and other organizations paying only to one govt. (Niagara Regional govt.) create zones in Niagara... eg.. model after B.C. Transit in greater Vancouver area... their system is really efficient...1-also with focus on GO coming and... 2-the plans for the south Niagara hospital ... more public transit would be in greater demand...3- population growth... particularly with seniors and students ... 4- make it convenient for people that normally would drive throughout the region to encourage public transportation.... THE 3 MAJOR CITY'S IN NIAGARA ALONG WITH THE REGION HASN'T,, STILL ISN'T,,, AND WILL NEVER WORK EFFICIENT UNLESS THE SYSTEM IS UNDER ONE UMBRELLA.... NOW IS THE TIME WITH THE LIBERAL GOVT. IN POWER... there will NOT be an opportunity like this again for decades... DO IT NOW	T

ID	Comment	Theme
246	In Port Colborne we lost our hospital that we paid for, now they are going to take away Urgent Care and no transit, taking away Welland hospital, I hope they can get us old people to a hospital that takes us over an hour and from one lake to the other!!!!!!	T, O
247	Just because the Universities and schools are out for the summer doesn't mean that the hours of operations aren't needed. Maybe try just smaller buses.	T
248	Street signage ... larger point size and ability to see in darker ... aka: better glow in the headlight dark, and is there something that will make the snow fall off of them better? It's brutal finding your way after a snow/ice storm! Also, make sure there are street signs at EVERY intersection whether urban, rural or in between! Many rural roads do not have this and it's awful to figure out where you are! Improving the connectivity between Niagara and the Greater Horseshoe would be PHENOMENAL ... and make Niagara a more attractive choice for folks to move to! Let's grow Niagara, eh?!	O, V
249	Transportation needs to improve for those seeking employment. Not everyone can afford a car especially. With unemployment and only part time or contract work easy accessible transportation throughout all of Niagara is a must. Everyone seems to forget, Port Colborne, Wainfleet, Fort Erie as not being part of Niagara.	T
250	Go train service to Toronto would be fantastic. People from GTA could experience what the Niagara region has to offer	T
251	Repair of the roads is crucial. Too many of the roads are in poor condition	O
252	When looking accommodating AT on Regional Roads look for ways to prioritize pedestrian safety and convenience. EX. at intersections with lights that are near destinations like shops or schools eliminate the need for the pedestrian to press a button for crossing. Currently pedestrians have to press a button and often on both sides of the intersection. Also consider convenient crossings to parks and other locations. All school zones should have lit signage indicating cars are entering a school zone. Speed limits should be 40 or less with traffic calming features to reinforce slower driver behavior.	A, O
253	Looking forward to a GO train station in Grimsby and a local bus to get to the train station.	T
254	How about making more direct routes. Changing buses often is hard on Seniors and people with small children. The fares are also too high for Seniors and children from what people tell me.	T
255	Hamlets would not work in the middle of Vineland like the board shows	G
256	- establish by-pass routes NOW for growing towns - also fast-track escarpment access routes / trails etc. - Plan: Rail transport for future generations By pass routes for municipalities Plan for future transport by rail, less dependent on cars "Future Vi	V, T
257	Mid peninsula corridor and Go Transit a must for development of niagara region!!!	T, R, V
258	Travel between North and South communities in West Niagara is very important. Getting GO train service is a must for the future - we are 20 years behind other GTHA communities	O, T
259	Connectivity - Filling in missing links and community connections most important Ambitious approach to changing attitudes to transportation in this region	O
260	The building of the NGTA corridor is taking way to long and should be a priority of this government.	R

ID	Comment	Theme
261	Move the potential access point from 140/406 at East Main tunnel to an extension of 406 to Townline tunnel and a link to arterial corridor from Hwy 140 to new road.	R
262	We need to have daily train service to the region. NOW	T
263	Not very clear. Make transit cheaper to travel around the Region. Do not subsidize with taxpayer dollars.	T
264	Funding for complete street is very important and key to building complete communities. I hope there is the political will to fund this.	O
265	Public Transit is a key component our transportation system in Niagara. It needs to run more often, into the evening and early morning, be cost effective (cheaper) and be accessible to all area of a city and Niagara. We spend alot of money on Public transit but it barely meets anyones needs. It should be something everyone wants to use not just for people that have to use it because there is not option. Even if you have to Public Transit it is a horrible system.	T
266	Get the go train in niagara to toronto !	T
267	It seems that the questions are rather narrow. I realize that this improves rating from your end, but severely limits honest and comprehensive responses to questions that don't include the options you are offering.	G
268	Put in as many bike lanes as you want but when 90% of cyclists ride on the road whats the point? Example... Canal road from the north end of St. Catharines all the way to Thorold!	A
269	Intensification is important in planning so that transit is possible. With Niagara's aging population, alternatives to car travel are essential	V, T
270	Need to implement strategies sooner than later. Might be appropriate to start with smaller items that can be implemented quickly to get some results while larger items in process	O
271	I am opposed to Niagara-GTA corridor proposed expressway, Niagara region should accept conclusions of provincial study that this should not be developed. While street concepts should encourage bio-swales	R, O
272	Questions should reflect work vs. leisure travel. Many of us cannot use AIT for work but prefer AIT for leisure outings over using a car	G
273	Roller rink built in the top of the mall roof. More swimming pools. Subway. Trains going through parks; children. Drinking water stations. Hot dog stands, etc. More places to help people that are in property. More places open 24/7 (Business)	V
274	We need Midpen via Welland to new hospital, Niagara south to white pigeon to Netherby Rd. Close the cess pool down ASAP. Region defied O.M.B. rulings, allowed sewer extension, not allowed by Judge A.J. Chapman, 1981 ruling. Sewage was to be piped to Anger Rd. Stop dumping semi-raw sewage into Niagara River, Niagara Falls drinking water source	R, V
275	Would like to see GO train service to Niagara Falls on a regular basis with overnight parking. A tunnel should be constructed under the Welland Canal	T
276	How we go so slow?	G
277	Need more bicycle lanes and paved trails.	A
278	Make the transit and roads more people friendly, right now it is almost dangerous to walk anywhere because of the high volume of drivers that are not responsible for their vehicles and are a danger to anyone around them!	A

ID	Comment	Theme
279	Regional transit needs to be regional without being ridiculous. A west Niagara route that goes from Beamsville to Smithville to Grimsby makes zero sense; running out to Smithville adds likely over half an hour each direction to the route. It doesn't matter how desperate you are to get from Grimsby to St. Catharines, if the trip takes an hour and a half when it's only 20-25 by car, nobody will ever choose regional transit. Similarly, we need the system that Waterloo Region has. No more of this separate St. Catharines Transit, Niagara Falls Transit, and Welland Transit. Amalgamate all services into one regional service like Grand River Transit in Kitchener-Waterloo.	T
280	GO from niagara to Toronto please! All year round!	T
281	make cycling on regional roads safer.... ensure builders make cycle paths/ walking trails to local shopping and services from their subdivisions	A
282	The bus system needs to be looked at. Please ride the bus (to work) and not for just one day! Ride the bus to work everyday for a month.....see what people are saying and find out what needs to be changed. People need to be able to get to work on time and without taking 1-2hrs to cross town!!!!!! Please help!!! Think of the people that have to travel by bus every day and don't have the money to buy a car. Talk to and listen to the people that you serve.	T
283	Get GO to TO	T
284	More transportation connecting with other towns to and from Fort Erie	T, R
285	there should also buses that run on Sundays	T
286	I feel that we need more bike lanes and the bus needs to come more often and have more stops available.	A, T
287	I drive Region buses and have a complaint about fares. The 10 ride scratch ticket should be eliminated for smart card. Photo ID 30 day passes. Both these systems abused by passenger so easy to fake or have a family use one 30 day pass for entire family. Bus routes to long should be shortened to much circuitry.	T
288	Keep roads safe and less congested	R
289	With the increasing senior population, Sidewalks need to "smoothed" out so scooter stay off the road and on the sidewalk. Current sidewalks bounce and Tip scooter users dangerously.	A
290	Support Service provided by non profits, encourage more transportation programs to utilise non profit transportation services in rural areas Encourage make aware seniors or people living with a perm or temp disability of non profit transportation Encourage non profit to provide Sunday service. Support Local & do not give transportation bids to companies outside of Niagara. Such as the New NST service which is a waste of our local tax dollars to award outside of the Niagara area. KEEP IT REAL KEEP IT LOCAL SUPPORT /FUND LOCAL NON PROFIT TRANSPORTATION SERVICES. WE NEED THE WORK HERE!!	T, O
291	It is very important to me to dismantle the various lower tier transit authorities in favour of a single Niagara Region Transit Authority. Only then will you achieve cost effective and convenient transit across the region.	T
292	More of a comment to city roads, but paying attention to flow. There are plenty of areas with no or limited right hand turning lanes which unnecessarily back logs traffic. Also properly working sensors to stop unnecessary light changes and also having them work when there is traffic ready. If unnecessary stops are reduced people are using less gas and therefore would be a reduction in emissions	R, E

ID	Comment	Theme
293	Canal crossing areas tend to be very narrow leading up to bridges with rough sides leaving very little room for safe bicycle traffic crossing the bridges. (Use Homer/Carlton bridge on bicycle daily. I have been nearly clipped a few times due to congestion and avoiding bad road conditions along edges. As the homer crossing is as per your website a bicycle route and assuming easy as its a green path very unacceptable and would not use for a family ride with children)	A
294	I applaud your surveying of the public for input. There are some impactful methodological issues with this survey design that will impact the quality, reliability and usability of data obtained in this survey. In the future I encourage you explore resources to support research and survey design, ie: survey research support centres (at most universities), or even a research design consultant. I am a Niagara resident, Professor and PhD.	G
295	we need a GO train	T
296	Improving transit would be helpful such as GO	T
297	Make public transit free for residents. (proof of residence card renewable every 3 years for 20 dollars) Money goes to help support system and can get discounts with local business/ tourism places. This would increase use of transit, Increase movement for jobs and commerce, encourage people to invest locally in local business because of residency privileges. This would help lower our carbon footprint as fewer cars would be on the roadways. It would mean greater use of our transit systems and offer more mobility to everyone. My family has served this region in transit for 4 generations and we have spoken the benefits of this for years. It would be nice to see it actually happen.	T
298	more stops to go to niagara falls and st catharines an port colborne and you don't have to wait along time from those places transportation shouldn't stop at 6pm	T
299	Bike lane needed on Four Mile Creek/St. Paul in St. David's Niagara Falls. Bike lane needed on Niagara Townline (Niagara Falls/St. Davids). Bike lane needed on York Rd. (St. Davids/Queenston). These are streets that are frequently used by cyclists and it is dangerous.	A
300	We need a bicycle highway and law enforcement of by laws and road laws.	A
301	Travel in our region is one of the most fraught with dangerous or distracted drivers I have seen in North America. There need to be more consequences for these actions. Having safer roads will create an environment where cyclists and pedestrians feel safer. This survey didn't address concerns about how safe or unsafe residents feel while using the roads to travel by any means. As someone who was strictly a pedestrian or cyclist or patron of public transit in the core of the city for 6 full years - it is neither safe, NOR convenient to travel as a pedestrian (there are times too numerous to list that I or my child had very close calls) or on city transit (an hour to travel a distance 7 kilometers?!). Additionally, none of the improved road structure should come at the expense of our environment - or cause any further damage to our greenbelt growing areas, escarpment, wetlands, or wildlife. Plans to destroy what our region is known for - are not good plans. Plans that are sustainable and will help the current cities to thrive, grow our STC economy with local jobs that pay real wages, and refocus efforts in the downtown are what is needed for a successful future.	R, A, T, E
302	Get GO train	T
303	GO transit	T
304	I feel that roads are for the safe movement of all users and for the purpose of moving people and goods and not parking lots	R

ID	Comment	Theme
305	Need proper transit connecting us with hamilton toronto	T
306	put the GO train through Welland to relieve lakeshore crowding and improve local economy	T
307	Better transit systems to access smaller communities, eg. Beamsville, Grimsby, NOTL, Smithville, etc.	T
308	The ride of the road needs to be improved, not just meeting the minimum standards' that have been set out. Maybe spending more on resurfacing some areas to save from reconstructing maybe 7 years from now.	R, O
309	Get GO TRAINS throughout Niagara please!!!	T
310	A St. Catharines to Hamilton GO stop is incredibly necessary and also non-existent. You basically "can't get there from here" on public transit. There's a stop in so far east Hamilton it's basically Stony Creek and then a stop in Burlington so you have bus as additional 30 to 40 minutes into Hamilton on top of wherever it was that you actually wanted to go.	T
311	I want to talk about public transit. Where I live in chippewa, the bus only runs once per hour, and it stops much earlier than it should. When I worked near the casino until 11pm I inevitably had to taxi home. My son works until 1am and he too must taxi home to the tune of 20.00 a trip. For a kid who only works 2 days a week, this makes it difficult for him to build up his savings. Improve the public transit system.	T
312	Important to take the Getting There: Centrally-Dispatched access to health and human services for Niagara's most vulnerable people model, built by 30 Niagara organizations who serve vulnerable people in Niagara, into consideration in the overall mix for Niagara's transportation planning.	T, O
313	Right now, there is no transit in Grimsby and Smithville, where I live and work respectively. So anything is better than nothing! My husband commutes to Toronto everyday. He takes the GO and it takes him 2.5 hours each way. This would be much shorter if the GO train could come regularly to Grimsby.	T
314	This is a bad survey. It asks laypersons to make decisions that a professional should be making about deployment of resources. They don't have enough information or skills to make educated decisions. It should ask what are the impediments to travel, and what affects their decision to use modes of travel. Cars win because of comfort, but lose in terms of cost and sustainability. Bicycles will never win -- hot and sweaty or cold and snowy -- but they can help address the last mile problem, inter-regional connections are important, but you need the last mile without connection delays. Bike rental stations help.	G
315	i live in port colborne and the bus that goes from here to welland doesn't run enough during the day too long of wait time, would love to see more transportation ideas for little towns for people with no cars ! and are disabled.	T
316	It would be nice to start thinking of some larger scale mass transit systems. .. like GO... that can get you quickly across town and between towns. They need to be available. .. not running only every hour or so.	T
317	There need to be better routes not obstructed by canal and railways for people. Especially east-west; welland to nf	R, T
318	Stop wasting money and do something.	O

ID	Comment	Theme
319	there is so much to say,, living in a small town as I do,, we hardly have a transit system,, we need more of everything to be able to provide proper transit,, I have used our bus system many times but it is not always a good system we have here in my town,	T
320	The survey takes as a given that some of the proposals are a given, it is just a matter of tailoring how it is approached. A pertinent question that was omitted in every circumstance was do you think we need to do more of this? I do not think we need anything else added to Bicycle lanes because I do not see people bicycling. Not because of the absence of lanes, it is the absence of people wanting to bicycle. Even where there are bicycle Lanes there are not bicycle Travelers. As a representation of taxpayers and a car owner paying taxes for the maintenance of roads, I think it is an extremely foolish approach to spend money on bicycle Lanes in Canada when the population does not want to use bicycles. There may be a small number of young people who use it, but even then it is a seasonal affectation. I do not think we need to do more for the roads, I think we need to do more for the railroads. I do not think we need to approach redesigning major or roads in the Niagara region, I think we need to build barriers along the QEW so the population is not constantly assaulted with the noise of traffic and transport trucks. This region is never quiet. There should be sound barriers built along the entire QEW from St. Catharines through to the outskirts of Niagara Falls, and the speed should be reduced to 80 kilometres per hour. That is what I would like to see done to improve the quality of Transportation in Niagara Falls, a benefit that would be far-reaching for all people who have hearing. These are just a few of the basic questions that should have been posed in the survey with you entirely ignored, rendering the survey pretty much useless in my opinion.	A, R, G
321	In light of the fact that Niagara is amalgamating its hospital services, it is important to make sure our hospitals are accessible to people on limited incomes	O, T
322	Expanded GO rail transit to the Niagara region would be amazing.	T
323	The region would benefit from the bike rental program that is currently in operation in Hamilton. Combining these rental stations with bus routes, expand the options available to someone who would like to use the avenues of travel.	A
324	We need a regular go link	T
325	I have never been on a bus within the Niagara region. Where we live in wainfleet, no buses travel this way. Also there is no way most of us wainfleeter's will ever decide to use bikes as our main transportation, it's just not practical. This survey will have no real effect for the smaller communities, quite frankly not may in the government care what us small time folk do. This survey will only help the larger cities and mainly st. Catharines.	T, A, G
326	More roundabouts!! They are so wonderful to keep traffic flowing.	R
327	Why didn't this survey include the need for connections to Hamilton? We need connections to Hamilton as well.	G
328	A lot of the questions and answers were very subjective or unspecific. The use of language like "Infill corridors" is confusing and phrases like "Road efficiency" is too vague to mean anything. The improvements suggested about bicycle parking and improved on-ramps seem plain unnecessary. As an avid cyclist myself, the only thing I want is more bicycle lanes especially on busy roads with a lot of traffic. Cyclists also need to use these roads and it is very dangerous to have to compete with cars in order to get anywhere.	G, A
329	NGTA Corridor is needed for businesses, safety in growing towns with too much truck traffic and safety	R

ID	Comment	Theme
330	There is a great need for rural transportation connections -especially for students. Fonthill, Wainfleet, Port Colborne, Fort Erie and surrounding area. In addition, efficient access to trains to Hamilton and TO work hubs would be greatly appreciated. The distance is too far to coordinate transportation links without it taking 4 hours to get to work. (Speaking of TO) British or European passenger train model is a direction we should invest in. It would be a HUGE relief on traffic an the environment. I would happily use it if the run times coordinated with early starts.	T
331	Make the Ontario government stand by at least one of its commitments and bring daily go to niagara.	T
332	Regular seamless rail connectivity to Hamilton and Toronto... Take the example of other world class cities like Sydney Australia, and Stockholm, Sweden... Most of Europe in fact. Electric powered and reliable. It's a no brainer!	T
333	This survey I found rather odd- should have options for most questions when you don't know the answer. Most questions seemed out of the realm of regular citizens. My main transportation is walking and my city (St. Catharines) is so poorly designed for anyone not in a car. The most basic level of accessibility does not exist- I am luckily a mobile adult but anyone in a wheelchair, with other mobility device, or a child stroller, has to literally use the roads because there are no paths from bus stops to shopping plazas that don't require walking over curbs. Little things like that- considering the pedestrians getting around. This survey barely asked about pedestrians or cyclists so to me this just confirms my prior belief of Niagara not considering these modes of transport	G, A
334	Easier transition from one mode to another, i.e. parking to Go to subway	O
335	St Catharines transit NEEDS it increase runs on routes to every 15 minutes during peak times...ie 7-10 am and 3-6 pm. The also need to extend evening hours to every half hour until 9pm.	T
336	is there a plan to do something? do we have a high interest tourist destination and no sustainable way to access..is the old boy G. m. car culture so embedded without regard to environment that this will be studied for another 40 years?	O, R
337	Talk to the Regular Regional Transit Drivers and get feedback from them. They seem to be really on the ball especially for lost revenues not collected from bad fareboxes and scratch passes. SMART CARDS would be a great idea!!!!!!	T
338	I believe that a suitable mode to travel into and out of the Niagara region needs to exist. Myself and those I know cannot get employed in the region and therefore must travel to places like Hamilton and Toronto. The only option to get there during the work week is car. Other options should exist.	T
339	I can't get from where I live easily and in a reasonable time frame by public transportation . I would love to take the train to Toronto. It doesn't go all the time and where do I park. It would take me forever to get to the train by public transit and I find carrying an overnight bag too heavy. We would like access to the Walmart on Woodlawn from our development but it is fenced for two blocks. If you walk it is four blocks to get to something that is half a block away ...for 400plus seniors who would like to walk but not that far. Just poor planning! No one listens when we ask!	T, A
340	The region should also find ways to promote a greater shared understanding between cyclists, pedestrians, and drivers. There is unnecessary conflict among these groups and greater education is needed to improve road safety.	O, A, R

ID	Comment	Theme
341	We need GO.... fast.	T
342	We need the GO train full time in Niagara. It is embarrassing that we don't have it. You literally cannot get to Brock for morning classes from Hamilton or the GTA without it. Enough is enough.	T
343	Offer economical and faster transit to GTA	T
344	The bus routes are improving but the price is still to expensive!!	T
345	Congestion seems high in particular areas (down town to west end) and could be improved by doing all the work at once over a condensed period.	R
346	Improving safety for pedestrians, cyclers, walkers, handicapped. Unfortunately, cars rule the roads & pedestrians of all self generated modality are at RISK. Lighting for all routes should be a priority, even reflectors and solar powered, and glow in the dark lanes, three dimensional reminders/barriers can be helpful. People are more attentive when cued by such visual displays. St. Cath.'s Transit is not operating as efficiently as the 70's. Buses do not wait for Transfers, hence individuals are put at risk physically and missing a bus that was leaving. Despite waving, yelling, physically being seen. Shuttle service would fill transportation gaps. Vehicle rentals could aid with grocery shopping, since the bus does not support buggy.....	A, T
347	Build a toll bridge across Lake Ontario or have a car/passenger ferry. The QEW is becoming a choked bottleneck yet more development is springing up beside it. Cars are not the answer. Trains. Planes. Ferries. PLEASE find alternatives.	R, V, T, O
348	I'd like to see a bus system that allows quick travel from one part of the region to the other. It must have more than one every hour. Also transit available express to the new hospitals as many here do not drive & local hospitals are being closed	T
349	It was very informative, but I feel that more sustainable modes of transportation should be made the focus of new development. A water ferry system would be a wonderful way to connect communities and cities, with the capacity to carry large loads of people.	T, O
350	More rail to help with the traffic.	T, R
351	Band E-bikes	O
352	We need the GO train to and from GTA to niagara region! QEW does not handle the traffic sufficiently. The train would alleviate this burden on the roads and thereby eliminate increased spending to the road systems.	T
353	Go train	T
354	Consider Go train GTA TO NIAGARA	T
355	Quicker access to QEW, reduce timelines to get from /to north & south Niagara, bottlenecks eg Geneva St. is chronic , closing of on/off ramps to QEW Not coordinated eg 7th & martindale both closed at the same time,	R
356	It would be wonderful to have a go station in Grimsby to Niagara Falls. It would be very beneficial for those who do not drive & also cut down on emissions with people opting for transit.	T, E
357	Need transportation in Grimsby and other municipalities for seniors to get around town for groceries, medical appts etc because they no longer drive.	T

ID	Comment	Theme
358	Niagara Corridor or Niagara link hwy has been discussed for over 30 years up from Grimsby through West Lincoln, Welland port, then Welland to Fort Erie. This with increased rail traffic like our advance European countries is a must to continue to grow and rebuild the Niagara Region with much needed industry.	R, T
359	None, sorry. But if the data could be shown after that be nice	G
360	I think that improving the on-and-off ramps to the QEW must be a NUMBER ONE priority. The infrastructure along the QEW through Niagara Falls is so outdated that it is dangerous for both traffic both the merging traffic and the existing traffic on the QEW, especially at Dorchester and McLeod Roads. In addition, an incentive program and increased bike parking in popular shopping areas will increase ridership.	R, A
361	Bike lanes on more roads. Possibly using a barrier to prevent cars from driving in bike lanes or parking in them. Bike lanes on the rural routes to reduce risk of accident while cycling (currently have to cycle on the roads with cars driving 80 km /hr)	A
362	This survey does not touch on the issue with transportation in the region. We are in an aging population and the transportation for older adults is embarrassing. Dementia is here and the transportation for them is atrocious. People are no longer able to drive but are not eligible for paratransit. People cannot afford to take taxis or have to call 3 days ahead to pay for community support services. Do not spend money developing fancy integrated roads and community streets. fix the pot holes and improve accessibility of public transit. My mother has dementia and can't take the bus anymore because it's 3 connections to get to the mall and the doctors office. That is too confusing for her. She's not eligible for paratransit even though it states that it is for people who are not able to take regular transit. The LHIN blames the region for poor transportation for seniors. Wake up niagara region!!!!	T, O
363	Once I realized that this 'survey' was a put up job designed by anti-car Toronto centric A-holes I just answered randomly. Take your bus and shove it.	G
364	Although it may be difficult with weather in Canada why do we not use elevated rail connections to/from and around the Niagara peninsula. The 406 and QEW are prime for such development. Land travel with spotty bus schedules is not convenient. There must be models from other countries we could study and implement. Take Western Australia's Perth they run a long passenger train along a corridor with excellent community based bus routes all connecting to the train that connects to the next community.	T
365	Transportation is a major barrier in attracting and sustaining businesses. The integration of the Niagara Regional transit should be a top priority.	V, T
366	We need go trains here now not in 2021	T
367	I hope that the results of this study will be addressed right away as we are currently experiencing congestion. There is a significant increase in high density housing and future commercial development along the QEW between 50 point and Casablanca which has an impact to travel time to and from work along QEW.	R, V
368	Look at better traffic light coordination to improve traffic flow. Example McLeod Road by Niagara Square. Lots of lights, cars, pedestrians but no coordination. Also, hold cyclists and scooter riders accountable for following safety regulations. A high number do not follow road rules, i.e. stop signs, turning, riding on sidewalks.	R, N, A
369	Finding ways to reduce traffic on the QEW is important. A number of years ago there was a boat from Port Dalhousie to Toronto. I used it and it was wonderful! I regret that it didn't continue!	R, O

ID	Comment	Theme
370	Bring Go transit to Toronto sooner than 2021	T
371	Just learned that coach Canada has discontinued it's Regional route #8 (old Hwy 8) through Stoney Creek , Grimsby, Jordan, Beamsville and Vineland to St. Catharines and Niagara Falls, Perhaps the Niagara Regional Transportation Service should be expanded to include ALL of the Niagara Region. See if they can go to Hamilton Inter-city Bus Station. With transfer to city buses in St. Catharines, Niagara Falls and Welland. Might look into a stop at Brock University as well!	T
372	Free parking is a disincentive to public transit per studies. Why do employees down by the Falls have free parking? The buses are there but they don't take them there is a stigma that it is for poor people. When I lived in Ottawa the buses were part of compensation packages and ran double every ten minutes. Hotels need to do this because of the tight labour market and the low wages compared to the wineries. It would be nice if cafes were in parking spaces downtown like in Oakville. I have lived in many cities in Ontario and Niagara Falls certainly has the nicest bus drivers they always say good Morning, have a good evening and riders thank them as a result a few make racist comments to me because I am white and they think I will agree but the majority are friendly and helpful, but not creepy like St. Catharines where they try to talk to the young girls.	T, R
373	make one transit... under one management.. 3 city's running it isn't working.. and don't expect it ever will...amalgamating worked for the NHS... now do it with transit	T
374	GO train with weekday schedule would be beneficial. I noticed how QEW (Toronto bound) becomes more and more congested with every year.	T, R
375	Public transportation between the GTA and neighboring towns need to be improves. The public transportation system in Niagara is HORRIBLE and for someone like me who doesn't own a car it is very difficult to do basic things like go to work or enjoy anything Niagara has to offer. Since everyone is expecting the region to develop exponentially over the years, transportation between the GTA will be more than helpful. It will give opportunities for locals to work in the GTA since there is limited employment in Niagara but enable us to remain living here... The transportation efficiency NEED TO BE FIXED, IT IS UNACCEPTABLE. The biggest reason I am considering moving out of Niagara is just because it so difficult to do anything here. This is why there aren't a lot of youth in the area, there is hardly any means of transportation which means we have to move to find employment. Keep the youth in the area, we are your future and the majority of the job force.	T, O
376	As a person that has traveled extensively across niagara in the last few years the majority of complaints have to deal with rush hour traffic management in the larger cities. Also if Lake St. in St. Catharines could go two months without being ripped up again it would be welcome. Many connecting roads between cities/villages are fairly well maintained and usually snow free in an acceptable time. The main ones could use a wider, paved, shoulder to accommodate bicycle travel. Also a few dedicated bicycle routes around Pelham to reduce random locations of the large crowds on every road on the weekend would be a little safer. The increased frequency of bicycle lanes are nice, but when they randomly stop and restart a few blocks later it can be quite frustrating. The areas this happens in are usually high traffic. If the street cleaners could make sure the shoulders in those places are clear of glass and metal debris I'd have a few less flat tires. Especially the McLeod bridge over the QEW. Some sort of early warning system for the canal bridges at Glendale and HWY 20 before the alternate route turn offs would also be appreciated. As for transit, a web page where I can plan my entire trip and know all the times/transfers/costs ahead of time would make it much easier to choose. Especially if it includes popular locations and things to do. Unless somebody already uses it constantly, convincing people it's as convenient as a car isn't easy.	R, A, O, T

ID	Comment	Theme
377	The GO station in Grimsby is hard to get to from most of the town without driving, perhaps creating a "once you are in the car, you might as well keep going" attitude for some trips.	T
378	Welland needs to step up it's transit services to keep up with the times. The system has no buses running on a Sunday, and evenings and weekends are near impossible for any rider to transfer from the regional buses.	T
379	More accessibility for those of us that have mobility challenges please	A, O
380	Go Transit will take so many cars off the road!	T
381	Fix country roads that should have not been paved to begin with...stone roads are more manageable....if there stone leave them stone...since maintaining them does not happen	R, O