



# Welcome

The formal Public Information Centre (PIC) for the Transportation Master Plan – **How We GO** – will be held in early 2017. At that time we will present the recommended transportation system for Niagara Region and supporting policies.

At tonight’s session, you can expect the following:

- ✓ An overview of the Region’s vision and how it relates to transportation.
- ✓ An overview of the challenges and the opportunities that face Niagara Region’s transportation system.
- ✓ A chance to provide your comments.

## 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

SPRING / SUMMER 2016

**Stage 2:**  
Identify the  
Opportunities



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

We are in Stage 3.  
SUMMER/FALL 2016

**Stage 3:**  
Develop Supporting  
Strategies



- Analyze opportunities
- Assess options
- Evaluate policies
- Public Information Centre Update

FALL 2016/WINTER 2017

**Stage 4:**  
Prepare Transportation  
Master Plan (TMP)



- Implementation plan
- Funding strategy
- Public Information Centre #3
- Develop TMP

## What we've heard to date

### 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.





# Needs and Opportunities

## Transportation as a catalyst for change

Transportation can support Niagara Region's objectives for land use, economic development, social equity and public health. Mobility can act as a leading catalyst for change.

Strategic moves include improving alternatives to car travel, using transit to connect people and jobs, creating walkable streets and influencing travel demand.

## Connecting the Region

Analysis and public input have shown that Niagara Region could benefit from more multimodal connections within and between its communities, as well as with its neighbours.

Strategic moves include better transit connections to the GTHA, more frequent and innovative internal transit services, selected increases in road capacity, compact and mixed-use development, heightened truck access to border crossings, and steps to shift freight movements from road to rail.

## Responding to demographic changes

Niagara will be home to many more seniors and young adults by 2041. Ensuring an attractive quality of life for those who cannot drive (or do not have access to a vehicle) is not just a matter of equity, but a pragmatic way to attract new businesses and the employees they seek.

Strategic moves include improving transit connections to employment and social destinations, building age-friendly infrastructure and services, building complete streets that enable walking and cycling, and making it easier to live without a car.

## Taking advantage of new technology

Emerging technologies could make mobility more cost-effective, and shift travel demand away from an over-reliance on private cars. Shared transportation services, real-time routing and autonomous vehicles could improve safety and efficiency while overcoming obstacles to transit access and equity.

Strategic moves include support for shared mobility, flexible transit services in low-density areas, technologies to reduce peak-period travel and car dependence, and proactive planning for autonomous vehicles.





# Tools and Strategies

## Walking

Travelling by foot is the most cost-efficient and environmentally-friendly mode of transportation. The TMP makes walking a more attractive alternative by:

- Ensuring Regional roads within urban areas have sidewalks
- Encouraging traffic calming measures to improve pedestrian safety

## Travel Demand Management (TDM)

TDM measures are aimed at reducing the need to travel—particularly the need to travel alone by car during peak hours. The TMP incorporates TDM measures by recommending :

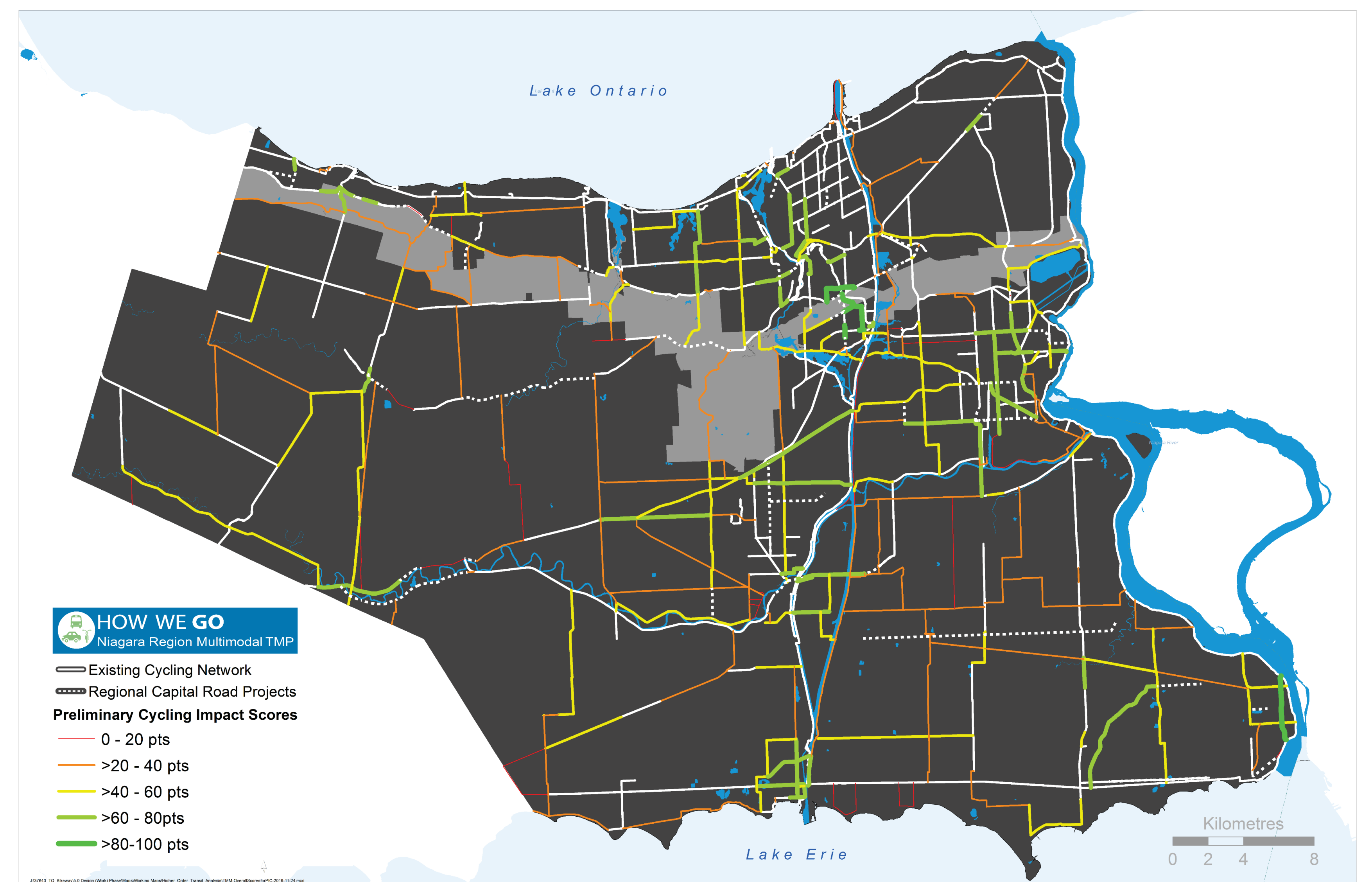
- Creating, staffing and funding a TDM program
- Making real-time travel information more accessible
- Embracing emerging car- and ride-sharing technologies

## Cycling

Niagara is already a cycling destination, but the TMP aims to make travel by bike a realistic option for the region's residents by:

- Creating a Strategic Cycling Network – which prioritizes a high-quality, connected network where it will most likely be used, to be built over a shorter-term horizon (10 years)
- Developing Regional wayfinding signage guidelines

Preliminary Cycling Impact Scores of Potential Infill Corridors



Potential infill corridors were evaluated on five key criteria: connectivity, population and employment density, short trip potential, crossing of barriers and access to major destinations.



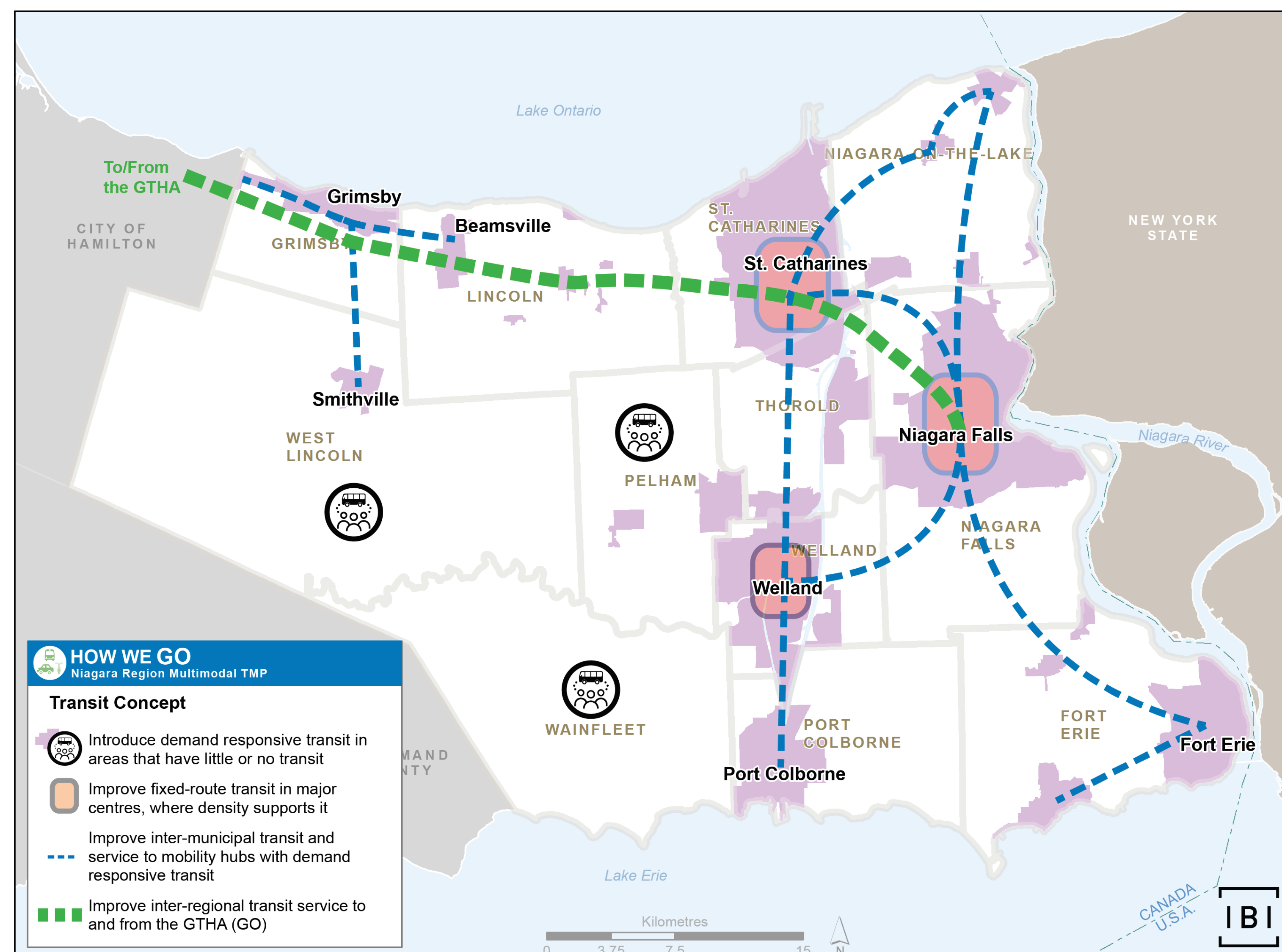


# Tools and Strategies

## Transit

People and jobs are dispersed across the Region's communities, and this makes it difficult to provide affordable, convenient, and efficient public transportation. The TMP hopes to overcome this challenge by:

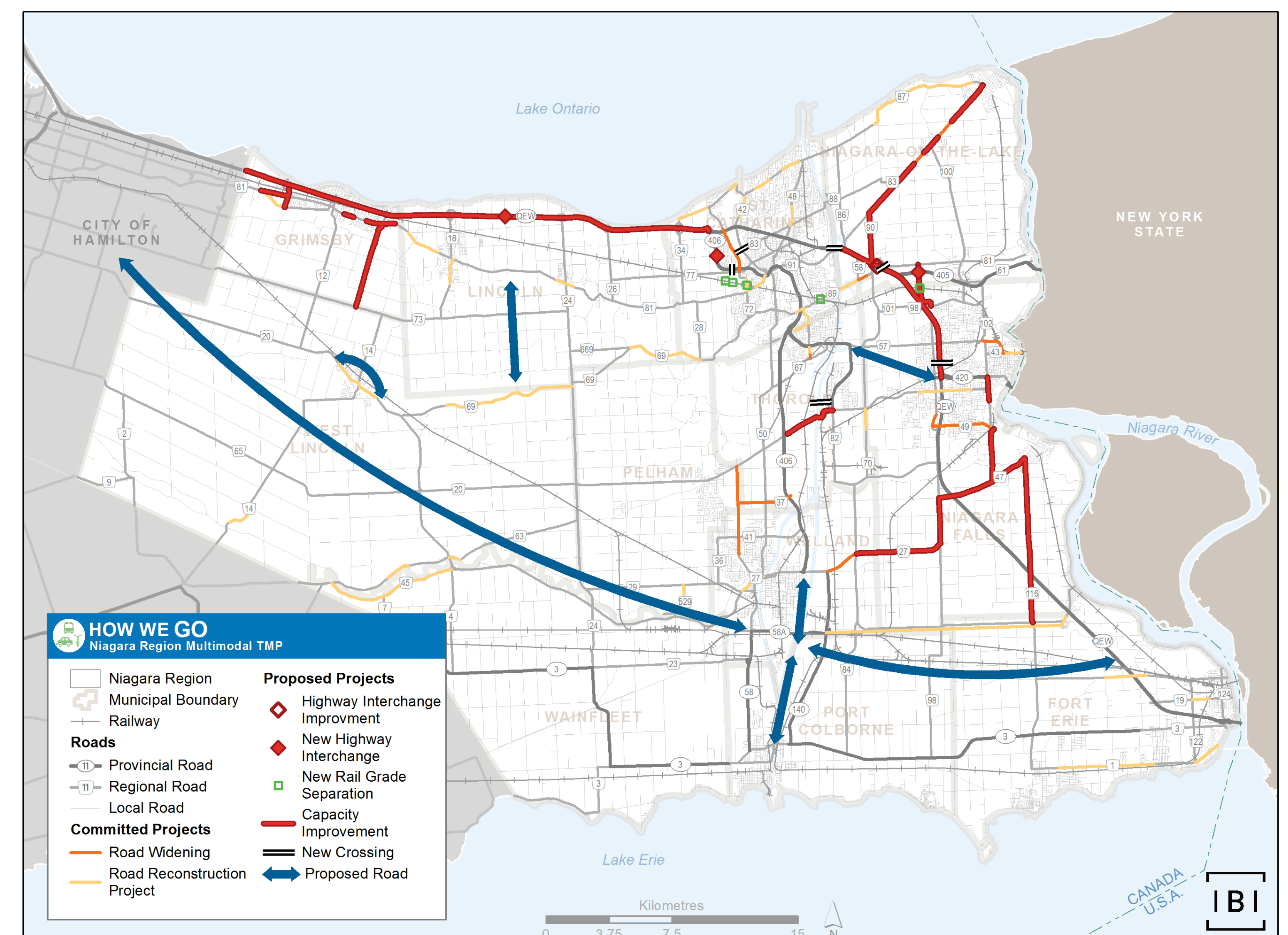
- Establishing a frequent transit network—routes that run frequently throughout the day
- Becoming a leader in implementing new models of public transportation, leveraging advances in ride-sourcing and new “flexible” transit modes
- Enacting land use policies that support development near GO Rail stations



## Roads

Roads are a critical component of Niagara's transportation system not only because most people travel by car, but because roads are the infrastructure used by cyclists, transit and commercial vehicles. The TMP seeks to improve the Region's road network by:

- Implementing “complete streets” policies
- Pursuing more resilient freeway system—focussing on connections to the GTHA
- Making strategic investments to improve safety
- Adding new capacity where warranted





# 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.





# Complete Streets

## Typologies: Niagara's Family of Complete Streets



Main Street



Urban General (Wide)



Urban General (Narrow)



Transitioning



Hamlet



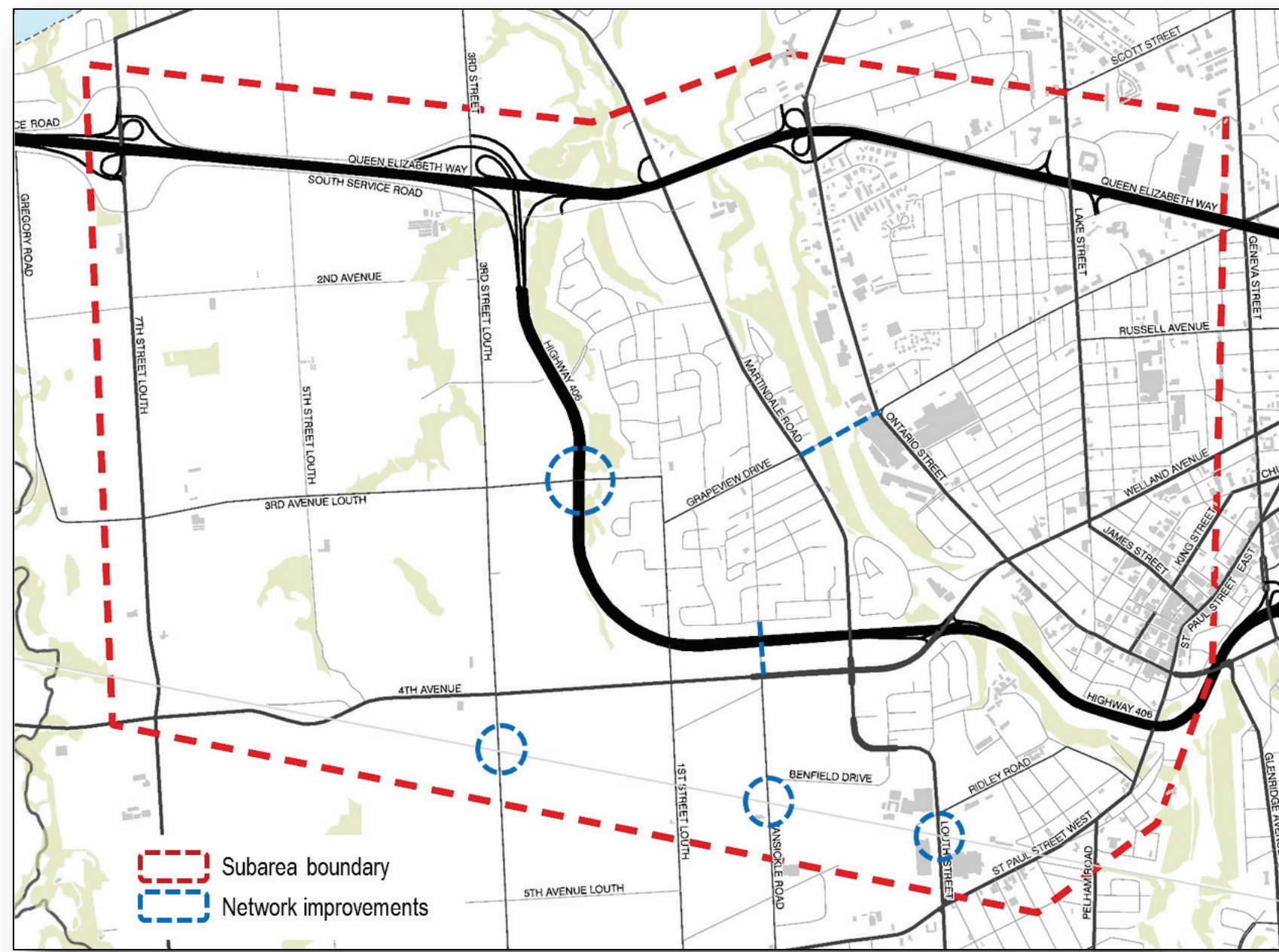
Rural





# Subarea Analysis

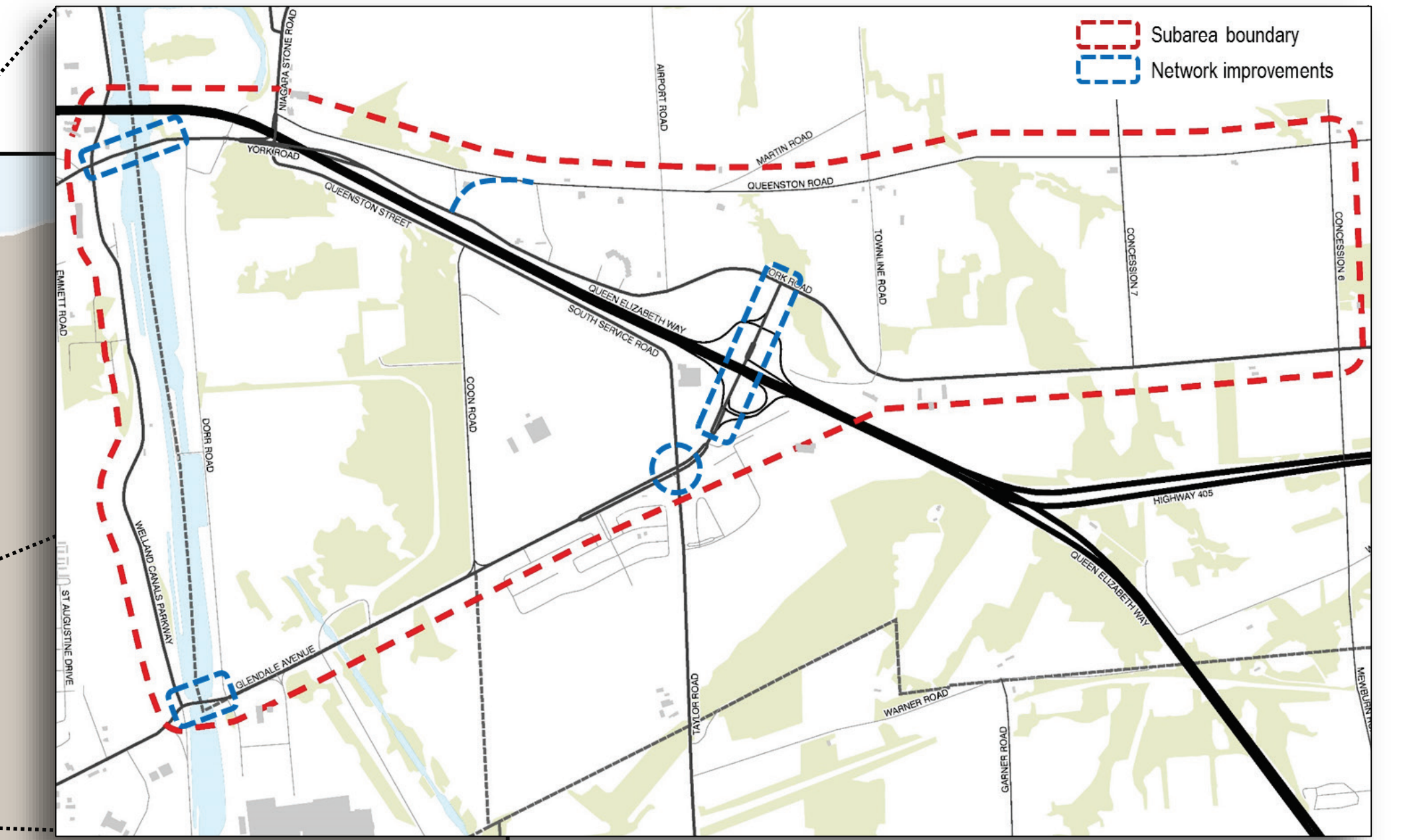
## West St. Catharines



### Potential Improvement Scenarios:

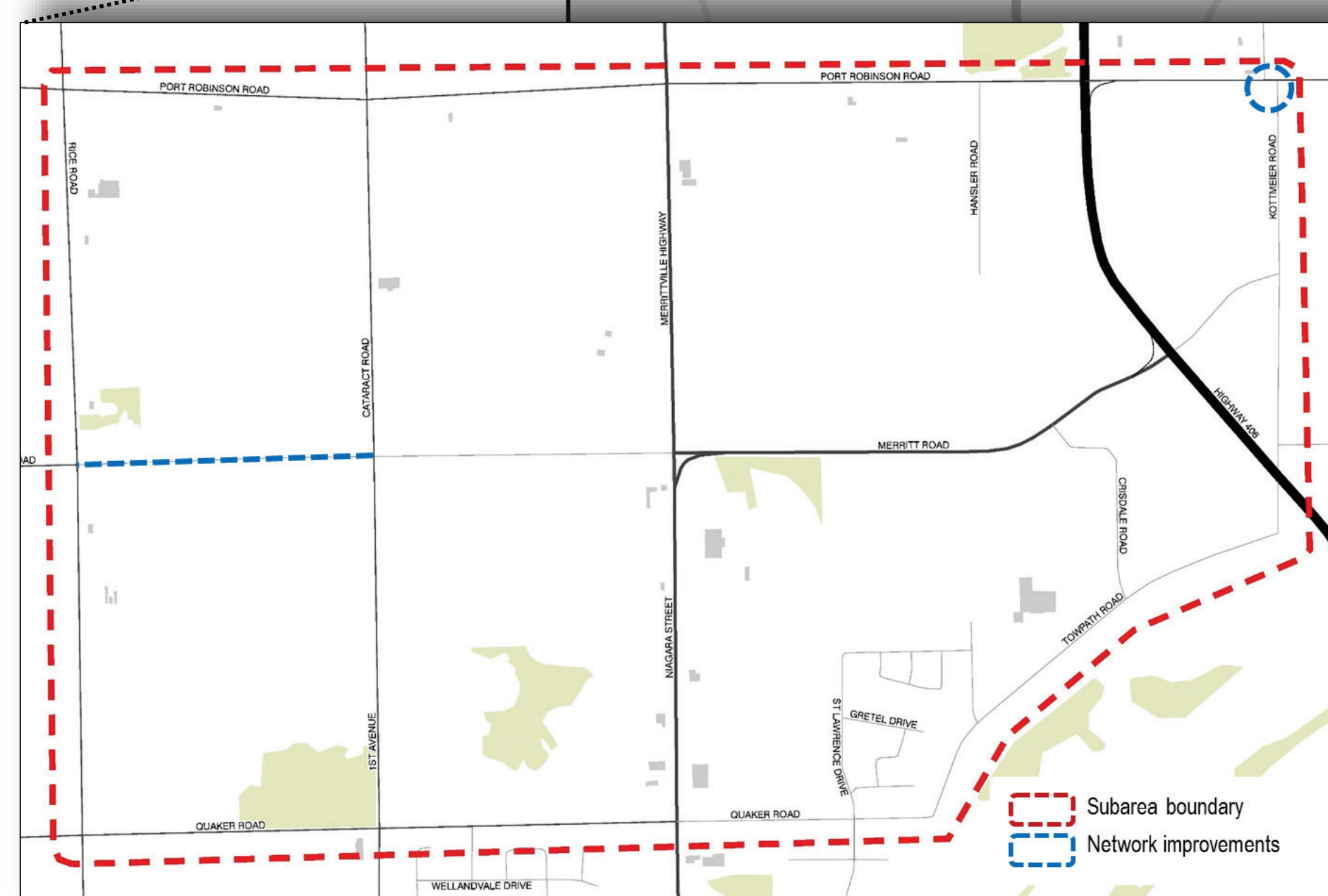
- New Hwy 406-Third Ave Louth interchange and connection to new hospital
- Grade separation at Third St Louth, Vansickle Rd or Louth St
- Vansickle Rd flyover crossing of Hwy 406
- New Twelve Mile Creek crossing at Carlton St
- Signal improvements / optimization

## QEW - Glendale - Hwy 405



### Potential Improvement Scenarios:

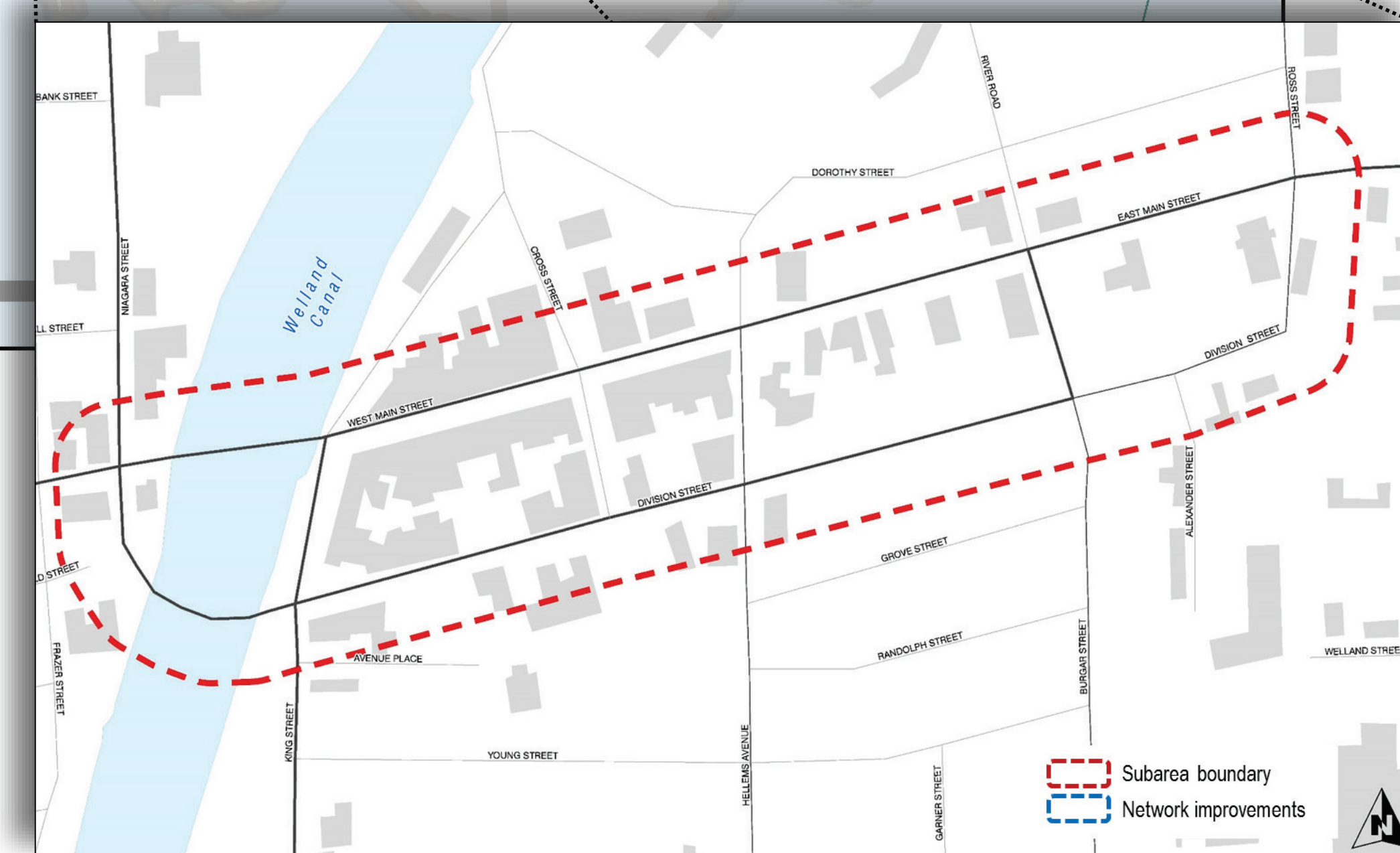
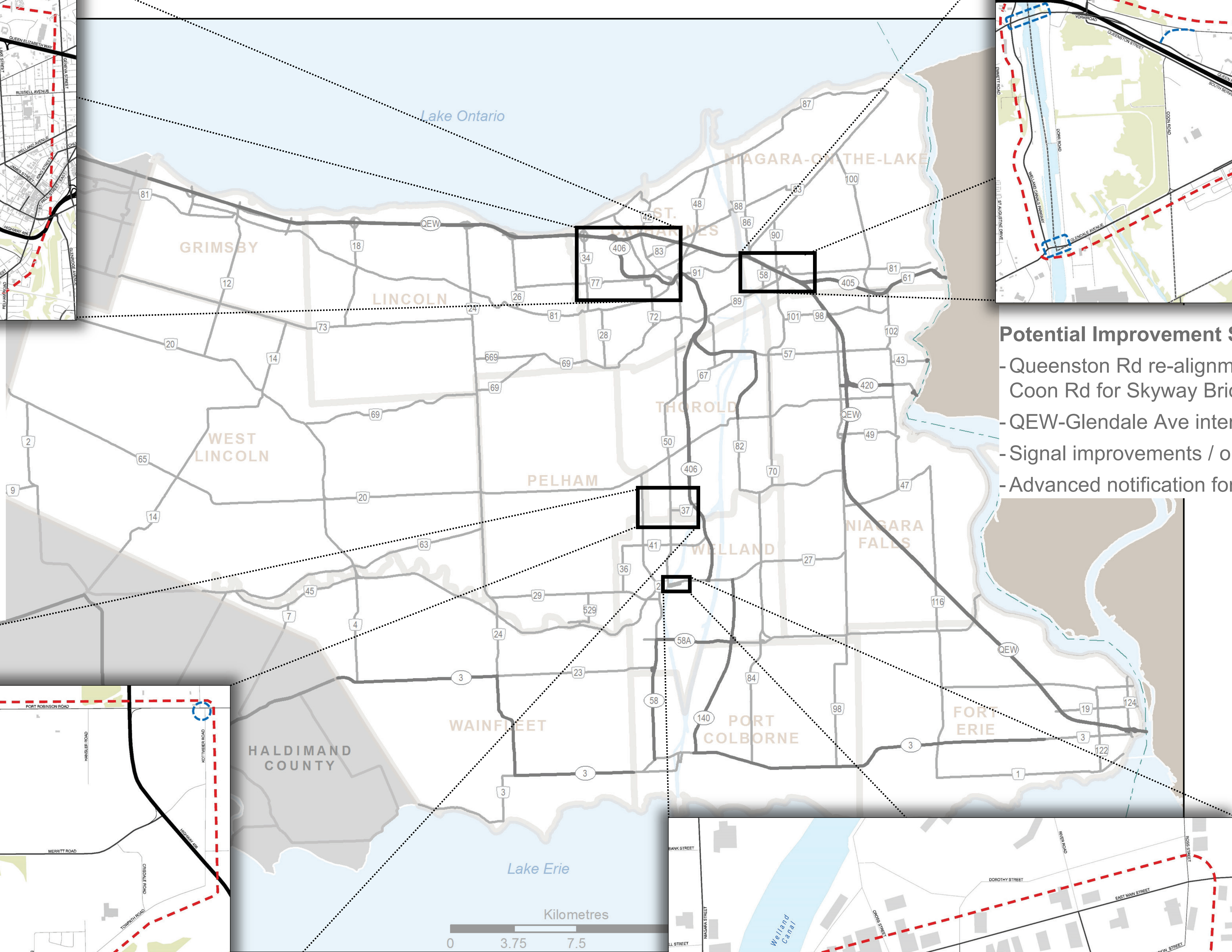
- Queenston Rd re-alignment / new terminus at York Rd / Coon Rd for Skyway Bridge twinning scenario
- QEW-Glendale Ave interchange operational improvements
- Signal improvements / optimization
- Advanced notification for lift bridge operation



## Port Robinson Road

### Potential Improvement Scenarios:

- Convert / re-align Kottmeier Rd / Port Robinson Rd intersection to roundabout
- Merritt Rd extension between Cataract Rd and Rice Rd



## Welland East Main and Division

### Potential Improvement Scenario:

- One-way to two-way street conversion





# Next Steps

Please come out to the  
**Niagara Transportation Master Plan – How We GO –**  
**Public Information Centre in early 2017!**

This material is available on the Region's website (in accessible format) at  
[niagararegion.ca/2041](http://niagararegion.ca/2041)

## After today, we will:

- 1 Develop recommendations for Niagara Region's transportation system.
- 2 Consult with technical agencies and local municipalities.
- 3 Present the draft Transportation Master Plan to the public at the next PIC.

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If you have questions, comments or ideas, please contact:

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***Thank you for your participation!***

