



HOW WE GO

Niagara Region Multi-Modal Transportation Master Plan **Online Consultation Survey #1 – Summary of Comments Received**



IBI Group in association with
Parsons and Brook McLroy

NIAGARA
2041

Fostering an environment for Economic Prosperity



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1 Introduction

As part of the Niagara Region Transportation Master Plan (TMP), an online survey was conducted in March 2016. The purpose of the survey was to gauge public opinion on the overall transportation vision for Niagara Region, and obtain input on the transportation priorities and strategies. Understanding the public's priorities early in the development of the TMP will ensure that the outcomes and recommendations reflect the needs of the community and that the plan is a truly *made-in-Niagara* solution.

Through the online engagement survey, users had the opportunity to provide comments. This report summarizes the comments received.

A total of 3,791 comments by 1110 respondents were received through the MetroQuest survey and Niagara Region's accessible online survey, organized in three groups:

- **Priority Ranking:** 332 comments were received on the six priorities presented.
- **Strategy Rating:** 902 comments were received on the strategies presented.
- **Opportunities:** 2,557 comments were received, with specific marked descriptions of problems and/or opportunities facing Niagara Region residents, and what category they fall under (driving, transit, walking/cycling, environment, development, or other). 28 of the comments were from the accessible online survey.

The comments are described in more detail in the following sections:

- **Section 2** summarizes the comments received with regards to Priorities and Strategies.
- **Section 3** summarizes the comments received with regards to Opportunities.

2 Priorities and Strategies

Respondents were asked to rank their top three transportation priorities from a list of six priorities. For each priority selected, respondents were then asked to rate the importance of potential strategies on a scale of one to five, with one being the least important and five being the most important. The results of this exercise are included in 'Online Consultation Survey #1 Summary: Shaping the Transportation Vision in Niagara Region' report. Users had the opportunity to provide a comment for any priority or strategy presented to them.

A total of 302 comments were received on the priorities (included in Appendix A) and a further 902 comments received on the strategies (included in Appendix B). These are summarized in the sub-sections below.

2.1 Travel to/from Niagara Region

There were 94 comments received on this priority area. Comments focused on expanding options for residents to travel to/from the Region especially for employment. In particular, many comments demanded GO Train service to access work in the GTHA.

“Large number of Niagara residents work in Toronto. There needs to be something done to provide good and frequent transportation”

“It takes so long to get with Go Bus and Go train to Toronto and not just that's it's not like real experience traveling only short with the train ... We need some also faster and full experience of the train”

“I travel to Hamilton and Toronto quite a bit. If the Go Train comes to Niagara it will help with my commute and make my life a lot easier...and quicker!”

Respondents also wanted to see more travel options, including a highway corridor, for travel to/from Niagara Region to places outside of the GTHA such as Guelph, Kitchener-Waterloo, London or Windsor.

“We need improvements to transportation to/from Niagara that does not need to go through Toronto. For example, going directly to Guelph, Kitchener/Waterloo, or London.”

“A mid-Niagara corridor would be very helpful. Travel to Kitchener, London and Windsor should not include a trip to Hamilton from Port Colborne.”

“Need to have easier ways to get from Niagara Region to other parts of Ontario.”

Some respondents suggested that external connections are required to provide residents access to jobs and opportunities in growing industries such as technology and are needed to retain young talent within the Region.

“Personally, I can't find a decent tech job in Niagara. I don't own a car, and my family lives in Niagara.”

I am not the only person in this situation, and it would help out younger generations, to help them stay in Niagara.”

There were 319 comments received for strategies within the Travel to/from Niagara Region priority area. Of these, the majority of comments were directed towards extending year-round daily GO Train service to/from the Greater Toronto and Hamilton area, and improving travel to and from Niagara Region by building a new Niagara to Greater Toronto Area corridor.

Strategy	Number of comments received	Percentage of travel to/from Niagara Region comments
Extend year-round daily GO Train service to/from the greater Toronto and Hamilton area	99	31%
Improve rail, road and water access to the United States	32	10%
Improve travel to and from Niagara by building a new Niagara to the Greater Toronto Area corridor.	90	28%
Develop transportation hubs in the Region that connect multiple transportation options like buses, trains, cycling, etc.	32	10%
Encourage air travel for the movement of people and cargo	52	16%
Suggest another item for future consideration	14	4%

Examples of comments include:

“As a daily commuter into the GTA I would love to have the opportunity to ride a go train into work.”

“This opens up more opportunities for our local people to find work elsewhere yet still call Niagara home.....and allows more tourists to come into Niagara.....this is a no-brainer.”

“Go transit to the GTA is less convenient than greyhound or megabus with the change over in Burlington so I avoid it when the train isn’t running.”

“This (mid-peninsula corridor) would benefit our economy greatly. By making commuting easier it will allow employment within the GTA and surrounding areas more attainable.”

Approximately half of the comments regarding the NGTA corridor voiced concerns over the impacts of such an undertaking and suggested alternatives, such as shifting private vehicle demand onto transit to make room on the QEW.

“The QEW has grown well beyond its intended (and appropriate) capacity, but unless a new mid-peninsula corridor initiative was accompanied by an equivalent attempt to reduce traffic flow in sensitive lands below the Escarpment, there is no need to invest so heavily in infrastructure which will degrade other areas on Niagara with auto-induced urban sprawl.”

“It will take years to build a new highway. Train should be the priority and work towards a new highway.”

“Don’t build more roads for people they won’t use public transportation. Get the cars off the road.”

“Where would this be and how much tender fruit land would be destroyed? To start with the QEW should have been above the escarpment not in the middle of some of the most fertile land in Canada!”

2.2 Travel within Niagara Region

There were 93 comments received on this priority area. Most of the comments focused on transit service within the Region, including cost, improvements to service in areas already served by existing transit, and new routes to areas and municipalities that currently lack connections to the rest of the Region via transit.

“Service should be the same 7 days a week. Sunday is just another work day just like any other day of the week. Especially here in the Falls.”

“There needs to be more buses in the evenings for local residences. Buses stopping at 11:00pm is too early especially when students are in town. For me, living in north end St. Catharines, I was never able to take a bus to school because the buses took longer than the actual drive.”

“Significant sections of the population are completely excluded from inter-Niagara transportation, such as Stevensville, Black Creek, almost all of Wainfleet and much of West Lincoln.”

“The Town of Lincoln needs to connect with other areas. Vineland is like an island with no bus service or taxi that is local. How can we access the Go if we can't get to the Go? A regional bus service would help young and old.”

“Niagara region really need to work on the transit. Without a car, I cannot work in any other Niagara towns. Only the one I live in. Example, St Catharine's students cannot work in Niagara Falls. Which is also the issue if staying after graduation. All of us leave, we cannot stay due to transportation...”

Though the majority of comments focused on transit, others focused on travel within Niagara Region by other means, such as active transportation and driving. Most of these focused on improving cycling connections.

“Options other than personal auto need to be improved. Cycling trails are a start but gaps in network need to be filled and safe crossings provided where trails meet roads”

“Safe biking should be a top priority, not just painting a picture of a bike on an already existing road. Make safe, separate bike lanes.”

A total of 252 comments were received on the strategy ranking for the Travel within Niagara Region priority. The table below summarizes the number of comments received per strategy for this priority:

Strategy	Number of comments received	Percentage of travel within Niagara Region comments
Improve connections between north and south Niagara	62	25%
Increase roads and transit service between Niagara Region municipalities	71	28%
Improve road designs for walking and cycling	44	17%
Improve rail crossing safety (for example separating roads from rails)	39	15%
Suggest another item for future consideration	36	14%

Examples of comments include:

“I use St Catherine's buses primarily and although useful for getting to school and back, they are too infrequent and switch to an even more delayed schedule too early in the evening. Waiting an hour for a bus on a Saturday seems pretty ridiculous for a highly populated place like the Niagara Region.”

“Instead of multiple transit agencies. Why not just have the region take over transit like York Region.”

“It should be possible to travel from one Niagara municipality to another without a car. This would be good for the local economy and encourage Niagara residents to spend their money locally.”

“Not only between north and south. Between south and south (Fort Erie - Port Colborne. Transit infrastructure to hospitals.”

“Again transit connections. People who drive can go anywhere they want. People who don't drive don't have a lot of options. “

“I'm a Brock student live on the north end of St Cath, would be great if there can be at least one shuttle to Brock that goes to North!”

“This (cycling infrastructure) seems like the single most obvious, affordable improvement that isn't being taken seriously even when new infrastructure is being built.”

2.3 Healthy Communities

There were 58 comments received on this priority area. Most comments focused on walking and cycling infrastructure in the Region, including where it is needed and where maintenance and/or upgrades can be made. Some comments also focused on the safety of pedestrians in the Region – how walking and cycling infrastructure would improve this, as well as education, better signage and road design.

“Better sidewalks, and / or, sidewalks would be great, as I am sometimes on the roads in my wheelchair, and believe me, it is not a very safe feeling for me as apparently I am invisible to many drivers.”

“Working on the existing bike path from Port Colborne to St. Catharines is a great way to do this. This path acts as a super highway for bicyclists. Solar lights, charging stations for phones, maybe a small overhang posts every mile or so just in case these people get caught in the rain. There is also an amazing program in every major city I know of that uses a Bicycle rental system. Maybe look into that. “

“Safer more accessible bike lanes would be helpful in all neighbourhoods especially if they are a priority in the new neighbourhoods and around schools.”

Another recurring theme in the comments for this priority is designing neighbourhoods to be more sustainable and friendlier to alternative modes of transportation, particularly active transportation.

“Need to plan our communities so there is enough density to provide a variety of services within close proximity to where people work and live.”

“I would like to believe this is a possibility but the reality is that in order for this to be effective, society would need to be redesigned around the "local community" structure at a micro level. All forms of amenities would need to be truly localized. Meaning they would need to be centralized to the majority of residential areas and easily accessible by foot / bike. It's unrealistic to believe the average person would be willing to walk or cycle more than 30 minutes to access such places.”

A total of 160 comments were received for strategy ranking under the Healthy Communities priority. The table below summarizes the number of comments received per strategy for this priority:

Strategy	Number of comments received	Percentage of healthy communities comments
Improve ways of moving around Niagara Region for residents of all ages by providing more walking, cycling pathways and trails	44	28%
Design roads for the convenience of everyone, without one type of transportation dominating the other	37	23%
Design roads that are safer for pedestrians and cyclists	31	19%
Establish public awareness and education campaigns to encourage walking, cycling and safe road use	31	19%
Suggest another item for future consideration	17	11%

Examples of comments include:

“Trails are great and all, but we should be more concerned about improving on-road infrastructure especially where no active transportation infrastructure currently exists...(which is to say the majority of regional roads which facilitate high traffic speeds). After all, since we're talking about safety, roads are where all the traffic collisions happen anyway. Pathways and trails are generally seen as recreation activities, and rarely a means of a direct route to work. Practical routes on arterial roads should take precedence over any off-road trail...unless such trail runs parallel to a road.”

“Aside from its recreational trails, Niagara is a terrible place for pedestrians and cyclists. The needs of the automobile have been given undue priority for far too long. It is time to correct this imbalance by making walking and cycling safe, convenient and viable.”

“Multi-use trails are great for transportation and recreation, but are not the entire answer. I will continue to need and use roadways as well.”

“Pedestrians and cyclists are more vulnerable than people in cars. They need extra attention.”

“Must decide if we are building roads (a fast easy connection between two places) or streets (platforms which we can create wealth.”

“Have the city clear sidewalks in the winter to make them usable.”

2.4 New Technology

There were 35 comments received on this priority area. Respondents wanted to see the Region embrace new technology that is being used in other areas such as transit apps, trip planners and fare payment systems.

“Better transit apps, please! The current 'Where's Your Bus' App is not user friendly compared with apps in other cities (and why are there two apps??).”

“Niagara regional transit page is a relic. Take hints from Uber.”

“... Presto card.”

“Is a pass with monthly billing considered new technology?”

Respondents also wanted to see new ways to use ridesharing/carpooling programs to help supplement the public transit system in the Region and provide an improved means of getting around for elderly citizens or persons with disabilities.

“Uber or Ride Share programs that encourage low costs for people to use only make sense with a poor transportation system. An aging population that could get around easily would benefit from safe and reliable transportation.”

“Focus on technology for people with disabilities, my mother is blind and there is barely anything out there accommodating (her transportation needs).”

In addition, respondents also wanted to see more investments in electric vehicle infrastructure.

“Electric car support”

“We need Electric Vehicle Supply Equipment (EVSE) near shopping and eating areas, throughout the region.”

A total of 70 comments for strategies under the New Technology priority area were received. Most comments focused on the strategy for having an easy transit fare payment system to promote more transit use in the Region, as well as the strategy to provide real-time transit and traffic condition information.

Strategy	Number of comments received	Percentage of New Technology comments
Have an easy transit fare payment system to promote more transit use in the Region	26	37%
Support ways of sharing rides through carpooling and car sharing	8	11%
Have policies that put Niagara Region on the leading edge of new transportation related technologies	10	14%
Provide real-time transit and traffic condition information	18	26%
Suggest another item for future consideration	8	11%

Examples of comments include:

“Presto should be brought here. It makes transit less stressful in terms of needing exact change. You can't always find somewhere to pull out cash or break a bill. Paying for transit shouldn't be stressful. We live in a largely cashless society and the systems need to better reflect that.”

“Must be shared between all transit providers.”

“Clipper/orca/octopus/etc. take your pick. There are so many existing quick, convenient payment systems that already exist, plus ongoing smart device technologies that make this a must for transit of any size or type.”

“Sometimes the buses are 10 minutes early and people miss their bus because of it.”

“Information at GO train stations are very poor, we can start by this.”

2.5 Business Transportation Needs

There were 30 comments received on this priority area. The main area of focus of the comments was improving trucking routes and infrastructure to support not only the movement of these commercial vehicles, but also ensure that they do so safely.

“Good mid-peninsula truck routes and escarpment routes are needed.”

“There is an urgent need to get the NGTA back on the MTO priority list.”

“We need to look at how the Ministry of Transportation is ensuring the commercial vehicles entering are safe to travel through and within Niagara. Why did they close the commercial inspection station in Fort Erie. The only one is when you are leaving the Region.”

A number of comments suggested looking at intermodal facilities for transporting goods between the Region and beyond.

“Business transportation can be done also by train and not only by road.”

“Not however by building more roads but rather other forms of transportation, ie. air and rail.”

New off-street parking facilities for local commercial goods deliveries were suggested as a way to avoid traffic conflicts with delivery vehicles.

“Maybe give them better drop off stations; always see them parked on streets interrupting traffic.”

A total of 57 comments were received for strategies under the Business Transportation Needs priority. The majority of comments were split between strategies to support tourism with more transportation options to popular area attractions and to support transportation policies that can help retain young people in Niagara. The strategy to design roads to support land development and economic investments also received a high number of comments.

Strategy	Number of comments received	Percentage of Business Transportation Needs comments
Design roads to support land development and economic investments	13	23%
Support tourism with more transportation options to popular area attractions	17	30%
Improve access to the United States to support border crossing and trade	7	12%
Support transportation policies that can help retain young people in Niagara.	17	30%
Suggest another item for future consideration	3	5%

Examples of comments include:

“If this means putting the focus on areas other than the falls and NOTL then yes. Let’s put some lime light on 20 Valley! Great wineries, beautiful hiking, and great restaurants!”

“There needs to be more focus on the community.”

“We’ve built some remarkable destinations - let’s make it easier for people to get there.”

“Some will say encouraging GO will make Niagara a GTA bedroom community. The reality is that GO will help keep young people here and prevent Niagara from becoming strictly a retirement community.”

“Give them transit opportunities and they will use them. Too many sixteen year olds on the roads due to necessity rather than choice.”

“As a recent resident of Niagara I had no idea the area had such poor transportation. I’m saddened to realize my child probably won’t be able to remain here when she enters the workforce.”

“Support development of integrated transportation options for goods. Cross docking and integration between road/rail/marine/air is critical to commercial development.”

2.6 Partnerships

There were 22 comments received on Partnerships. The comments varied, with some mentioning the adoption of an electronic region-wide fare payment system (such as Presto) in Niagara Region as a priority that would require collaboration between the municipal and provincial governments and agencies.

“Getting the Go Train and the Presto card in Niagara region will be exactly what we need for an alternative to employment solutions.”

Other comments mentioned that collaboration and consolidation between the individual transit agencies in the Region is a priority.

“Niagara needs one bus system for all of our communities. We are wasting huge tax payer dollars running multiple separate busing systems.”

Of the remaining comments, some focused on collaboration between the different levels of government to secure funding for transportation projects within the Region. Others suggested the idea of the Region working with the school board and educational institutes to provide education on transportation within the Region.

“There needs to be a partnership with public transit and local school boards for transit training programs for Special Needs / School to Community students.”

A total of 44 comments were received in the screen 3 strategy rankings for the Partnerships priority. The table below summarizes the number of comments received per strategy in this priority:

Strategy	Number of comments received	Percentage of partnerships comments
Involve residents more in transportation decisions	10	23%
Work with the private sector to deliver more transportation projects and services	10	23%
Continue to seek funding for transportation projects from the federal and provincial governments	7	16%
Improve coordination of services between the different transit providers in Niagara Region	13	30%
Suggest another item for future consideration	4	9%

Examples of comments include:

“Providing a service like this one for residents is more than enough if a delegates can be appointed on their behalf to speak for residents.”

“Take the burden off tax payer! Perhaps sell (or license) corporate naming rights of networks etc. to share burden of costly infrastructure maintenance fees etc.”

“Squeaky 'wheel' gets the oil. If you don't ask you don't get. Surely the collective governments, specifically provincial, must realize the benefits to the Niagara economy if transportation were more effective.”

“One reason inter-municipal public transit is so inefficient is the vastly differing transit schedules in each municipality. Having all municipalities work together for a more synchronized service throughout the region would hugely boost transit.”

“Work closely with partners in the tourism industry to promote cycling and walking alternatives to auto-based tourism. Work closely with schools and universities to ensure that safe, grade separated multipurpose walking / bike paths are installed to facilitate alternative ways for students to SAFELY commute to and from school...”

3 Opportunities

As part of the online survey, respondents were asked to show where they encounter problems, provide their ideas for improvements and thoughts for how transportation in Niagara Region can be improved, by dropping at least three markers onto a map and adding commentary.

A total of 2,557 geocoded markers with comments were received under one of the following categories:

- Driving;
- Transit;
- Walking/Cycling;
- Environment;
- Development; and,
- Other.

There were 28 comments from the accessible online survey. The full list of comments received with regards to opportunities through MetroQuest and the accessible online survey is included in Appendix C.

The consultant team read and reviewed all 2,557 individual comments received and classified every comment within each category. The sections below summarize the comments received for each category, with some representative examples of the comments received.

3.1 Transit

The Transit category received the most comments (835), representing 33% of the total received.

Comment markers on the transit map were concentrated in the central areas of the municipalities, specifically St. Catharines, Niagara Falls, Welland, Port Colborne and Grimsby. These were primarily related to:

- Gaps in local bus service;
- Connectivity issues between municipalities within the Region and to/from the surrounding areas; and,
- The desire for GO train service to be extended from Hamilton into Niagara Region, particularly to St. Catharines.

“Place all regional emphasis on getting Go transit to Toronto as a Provincial priority not just a brief mention. Improve bus connectivity from smaller towns to central stations in St. Catharines or Niagara.”

“Bus service between Port Colborne and St Catharines would help get people out of their cars for daily commuting.”

“Buses don't run late, employees at the mall usually work until 10 or 10:30 pm, and there are almost no buses to take. So people, many of them students, have to walk home in the dark and in unsafe places, making for a dangerous walk home.”

“Getting to Niagara-on-the-Lake and then getting around via transit is essentially impossible, limiting the options I have to visit the many lovely sights it has to offer.”

“Affordable, convenient daily service to and from Hamilton/GTA would make St. Catharines a more attractive city to live in! With more affordable housing prices, a slower pace of living, but with easy, hassle-free access to the big city, St. Catharines would be ideal.”

Other trends that the comments revealed were the desire to make transit in Niagara Region simpler by integrating transit agencies, services, and fares, as well as the wish to improve existing transit hubs and potentially build more in popular destinations.

“Transit should be region wide, one fare and have a coordinated, efficient and reliable way for people to get around. It should not just be designed for poor people, but for anybody ... so that some drivers will use it. Get a riders network set up with expert advice and develop it!”

“Ideal location for a transit hub. Room for parking, GO Train/Bus connections, should NF locations prove difficult to develop.”

“Transit to and from Niagara College is a major problem for the 10,000 students living all across Niagara Region. Opportunity exists to establish all higher educational institution campuses as hubs within the Region for transit because of the extremely high ridership.”

There were a variety of transit-related comments in other classifications, such as potential to integrate new technology with transit in the Region, accessibility and safety issues at bus stops, and opportunities for the Region to improve the number of people travelling by alternative means of transportation, and relieve congestion.

“Transit has improved a bit since I moved here and I really like the new app that gives bus departure/arrival times in “real time,” but I think there is much more that can be done here, in particular with the promise of GO trains.”

“Welland transit is not accessible for near-sighted passengers. The roads are not all marked with street signs and buses have no announcement system.”

The table below summarizes the classification of comments received for Transit.

Transit Classification	Summary	Number of comments received	Percentage of transit comments
Local Bus Service	Issues with service, schedules, fares and stops, and opportunities for new routes and service expansions within Niagara Region.	374	45%
Connectivity	Issues and opportunities with connectivity between Niagara Region municipalities and surrounding regions.	220	26%
GO Train Service	Desire to extend GO train service into Niagara Region.	72	9%
Transit Hubs	Opportunity to improve and develop transit hubs in the Region.	36	4%
Integration	Desire for transit in Niagara Region to be simplified by integrating agencies, services and fares.	31	4%
Mode Improvements	Opportunities to improve overall mode split within Niagara Region by promoting other modes to decrease single occupant vehicle travel.	30	4%
GO Service Other	Other issues faced and opportunities to improve GO service, other than rail.	28	3%
Other	Other miscellaneous comments.	13	2%
Accessibility & Safety	Accessibility and safety concerns on transit and at stops.	13	2%
Technology	Opportunities and issues with existing technology and potential to bring in new technology.	9	1%
Revenue	Potential for the Region to bring in revenue to spend on transportation.	5	1%
Traffic	Issues with traffic and congestion affecting transit.	4	1%

Total comments: 835

56% of the transit comments were identified as problems.

44% of the transit comments were identified as opportunities.

3.2 Driving

The Driving category received 692 comments, representing 27% of the total received.

Comment markers were more concentrated in the suburban areas of municipalities, as well as along the major highway corridors, such as the QEW and ON-406.

These were primarily related to:

- Congestion;
- Concerns such as traffic delays or high volumes of traffic; and,
- Safety concerns with intersection and road design geometry, as well as speed limits, highlighting the friction that transportation facilities face between users.

"Glendale and 406 near Pen Centre is always jammed with traffic. There isn't easy access to the 406 without interfering with the local traffic."

"The interchange of the QEW and 420 needs improvements. Turning left from the QEW off-ramp onto the 420 (80 km/h) is dangerous. In particular, turning left to travel east on the 420, from the QEW off-ramp, is extremely dangerous. Perhaps one solution would be to decrease speed limit on the 420 between Dorchester Road and Montrose."

Traffic Signals were another area of concern for respondents. Issues such as poor signal synchronization or long wait times are perceived as being an inhibitor to the movement of traffic, especially in high volume sections. A desire for new transportation infrastructure to link the municipalities within the Region and the GTHA were highlighted.

"There are TOO MANY stop lights on this street please synchronize the lights... It is such a hassle having to stop every 50 meters for another stoplight. It's bad for the cars as well."

"Better direct highways connections between cities in the region"

Respondents also indicated that there was a lack of information or coordination between drivers and the Welland Canal's Seaway System regarding raised bridges and the delays they cause.

"While quaint and historical, Allanberg Bridge is always up with no advanced warning."

"Improve communication on Welland Canal bridge openings. Online posted information is sometimes inaccurate causing delays. Include electronic signage a mile away on different roads to advise travelers of bridge status and imminent openings."

The table below summarizes the classification of comments received for Driving.

Driving Classification	Summary	Number of comments received	Percentage of driving comments
Congestion	Major concern about traffic congestion centered on the major highways and arterials.	237	34%
Safety	Concerns about the safety of intersection and roadways.	82	12%
New Infrastructure	Desire for new links to the GTHA and between municipalities within the region.	66	9%
Signal Timing	Movement of traffic is often hampered by poor light synchronization, lengthy waits for turning movements and an abundance of signalized intersections within a short distance of each other.	66	10%
Road Condition	A number of roads around the Region need to be repaired.	59	9%
Bridge Crossings	Information with regards to bridge raising, causing congestion and delays.	38	5%
Mode Choice	Lack of Mode choices for people to use as an alternative to the car.	29	4%
Access to Highway	Rural communities, especially in South Niagara find it difficult to get to the 400-series highways.	24	3%
Driver Information	Confusing wayfinding signage and lack of traffic information around the Region.	21	3%
Rail Crossings	Long delays at train crossings.	15	2%
Roundabout	Opportunity to implement roundabouts in areas to improve traffic flow and simplify intersections	15	2%
Access to Hospital	Difficult to access Regional Hospital due to Congestion and Location	13	2%
Commercial Vehicles	Concerns about Commercial Vehicle traffic on residential roads and the safety of roads being used by CVs	10	1%
Access	Some areas are difficult to get to, often constrained by congestion or lack of route options.	9	1%
Other	Other Miscellaneous Comments	8	1%

Total comments: 692

82% of the driving comments were identified as problems.

18% of the driving comments were identified as opportunities.

3.3 Walking/Cycling

The Walking/Cycling category received 627 comments, representing 24% of the total received.

The comments received for walking and cycling were concentrated in the central areas of the local municipalities and along the waterfront (Lake Ontario, Welland Canal and Niagara River). These were primarily related to:

- Safety;
- Corridors that would be improved with the installation of bike lanes and sidewalks; and,
- Connectivity issues between segments of the existing active transportation network, as well as opportunities to fill these gaps in the network.

“I walk a lot in St. Catharines, and most neighbourhoods have good sidewalks. It would be great if more of the trails hooked up with one another. I feel a little unsafe cycling on the roads here.”

“Implementing sidewalks and bike lanes between Brock University and Confederation Heights / Brock and St. David's Road area would make it safer for students and others to walk or bike. This is a necessity for some who don't have access to a car and are restricted by the limited bus service in these areas.”

Many comments described issues with the road and neighbourhood design in certain areas with high pedestrian and cycling traffic. Comments also included suggestions on how to improve design and promote more active transportation in the Region.

“Improving on-road cycling opportunities through safe bike lanes, reduced roadside parking and encouraging the behavior will increase the number of healthy cyclists, reduce road congestion and lower the city's environmental impact.”

“Money should be spent on turning port into a visitors' area for not only regional but also tourists. With cycle lanes, public benches and tables it can replicate NOTL as a place to spend time and enjoy the nature.”

Other trends in the comments included accessibility issues along specific routes, corridors in need of better road maintenance in the winter months, and a need for better wayfinding and signage along the existing cycling and trail network.

“There are difficult to reach buttons for crossing the road. The cross function should be automatic with a green light as in many other communities. Also, the sidewalks are not very good or non-existent when one is confined to a wheelchair.”

“The designated water front cycling route is extremely difficult to find and navigate through St. Catharines even for locals who are more familiar with the area. Would be used more if the route was clearer and had more flow.”

The table below summarizes the classification of comments received for Walking/Cycling.

Walking/Cycling Classification	Summary	Number of comments received	Percentage of walking/cycling comments
Bike Lanes	Opportunity to implement bike lanes on roads and corridors with high cyclist traffic, but no accompanying infrastructure.	127	20%
Safety	Need for better lighting along certain walking/cycling routes or roads; visibility issues on roads and trails; and other potential safety issues.	97	15%
Road Design	Some roads could be redesigned to be friendlier pedestrians and cyclists through lane diet, sidewalks, bike lanes, and speed limits.	90	14%
Connectivity	Opportunity to connect existing segments of the cycling network and municipalities with areas currently difficult to access as a cyclist or pedestrian.	75	12%
Trails	Opportunities to extend the existing trail network, and issues faced by trail users (e.g. trail condition, lighting).	58	9%
Sidewalks	Opportunity to install sidewalks on roads and corridors where there are currently none.	46	7%
Neighbourhood Design	Opportunity to design multiple streets or neighbourhoods and make them more pedestrian and cyclist-friendly.	42	7%
Road Maintenance	A number of roads around the Region need to be repaired and maintained, particularly in the winter months.	25	4%
Other	Other miscellaneous comments.	17	3%
Healthy Activity	Opportunity for the Region to promote and enable healthy activity such as walking or cycling.	14	2%
Accessibility	Lack of access on sidewalks, road crossings, and to specific destinations.	14	2%
Traffic	Areas with high pedestrian and cyclist traffic where congestion sometimes occurs.	13	2%
Wayfinding and Signage	Opportunity for gaps in signage to be filled and awareness of trails and bike lanes to be spread.	8	1%

Total comments: 627

60% of the walking/cycling comments were identified as problems.

40% of the walking/cycling comments were identified as opportunities.

3.4 Environment

The Environment category received 142 comments, representing 6% of the total received.

Comments indicated that Niagara Region residents strongly value the natural beauty that surrounds them. Between the abundance of natural features and environments, respondents want to ensure that the natural environment is maintained and preserved in light of growth occurring around the Region.

"Don't cut down what remains of our forests for development. Trees are carbon sinks, for one thing, and they shelter much wildlife."

"Not enough neighbourhood greenspaces protected with all of the planned developments."

"The proposed new Truck Route over the escarpment should not cross through sensitive lands in Lincoln that have been protected by the Greenbelt Act."

Concerns such as a lack of access to parks, beaches and trails were highlighted and respondents want to see these features opened up so that more people can enjoy them.

"St. Catharines has beautiful waterfronts that are inaccessible to the general public or poorly designed. We should be looking into making the water front accessible and enjoyable to the general public."

"Improve access and enhance waterfront trails as far as possible along the Lake Shore"

The table below summarizes the comments received for the Environment.

Environment Classification	Summary	Number of comments received	Percentage of environment comments
Public Realm	Improvements made to parks and greenery around built-up areas.	42	29%
Preservation	Preserve existing natural areas and ensure they are well maintained.	34	23%
Environmental Concerns	Concerns about environmental impacts of businesses and transportation.	28	19%
Accessibility	Lack of access to parks and other natural features.	17	12%
Environmental Policy	Ideas for new environmental policies to reduce the carbon footprint of the Region such as alternative transportation options and opportunities for eco-tourism industry.	14	10%
Active Transportation	A desire for more trails and paths and other facilities for people to enjoy nature through active transportation.	11	8%

Total comments: 142

33% of the environment comments were identified as problems.

67% of the environment comments were identified as opportunities.

3.5 Development

The Development category received 178 comments, representing 7% of the total received.

Respondents want to see the Region continue to promote growth and development throughout the various municipalities by pursuing new tourism opportunities and developing industry and employment with relation to the Region’s strategic position as a gateway to the United States.

"Develop the Fort Erie race track. Encourage community use of the track. Track days, driving schools, local exhibitionist racing. So much could be done with good road courses in Ontario."

"The Hwy 20/406 intersection is a natural central location for industrial and institutional development."

"Fort Erie is the gateway to Canada and to the United States, therefore it would be a great opportunity to bring more warehousing to this area. There is an abundance of land that could be used."

Comments also indicated a desire for development to progress in a sustainable manner, incorporating a mixture of land uses, density, and transit facilities to improve and invigorate built-up areas.

"Ideal spot for mixed use development to help animate the streets and promote social interaction and increase density."

Ensure all development provides for pedestrian connections and bicycle parking is required for all new developments."

"Build a comprehensive transit hub in downtown Niagara Falls where the Train Station and Bus Stations are and where there will be a connection to high speed rail in the US. Also build nearby affordable housing."

The table below summarizes the classification of comments received for Development.

Development Classification	Summary	Number of comments received	Percentage of development comments
Growth Opportunities	Niagara has the potential to leverage tourism and Regional highways for development and growth.	37	21%
Public Realm	Opportunities for new and existing developments to improve the public realm through urban design, and street design.	34	19%
Sustainable Development	Need more of a mixture of land uses and density to promote more sustainable and transit oriented communities.	31	17%
Transit	Developments have the opportunity to embrace public transit and build around it and promote it.	31	17%
Re-Development Opportunities	Opportunities to re-development and re-utilize existing buildings and lands.	16	9%
Access to Services	Services aren't available locally in some areas.	5	3%
Active Transportation	Lack of active transportation facilities and connections within developments.	9	5%
Infrastructure	More infrastructure for businesses is needed.	6	3%
Airport Utilization	Airport is underutilized.	3	2%
Affordable Housing	Affordable retirement and student housing that is well kept is needed.	2	1%
Development Friction	Friction between old and new development.	2	1%
Social Equity	Focus shared around the Region and its various cultures.	2	1%

Total Comments: 178

25% of the development comments were identified as problems.

75% of the development comments were identified as opportunities.

3.6 Other

The Other category received 83 comments, representing 3% of the total received.

The Other markers followed the overall trends of the other markers, with more concentrated in urban areas, but with no notable trends. The Other comments covered a number of categories and classifications, including partnerships, potential revenue, tourism opportunities, parking and road maintenance.

“We need public / private partnerships to provide affordable and cost effective, environmentally friendly neighborhood based car sharing (hopefully electric and self-driving eventually).”

“Extend WEGO to other areas outside of Niagara Falls in peak seasons to encourage easy transportation throughout the region for tourists.”

“Acquire land and building for go train terminal and go bus service loading point with catwalk crossing over rail system. Permill St. and Great Western St. Maybe a bit of a pill to cut off.”

“Terrible drainage implementations using urban techniques in a rural area has led to wash-outs and more water crossing the road than there was before "improvements". Engineering plans for projects like this should account for differences between rural and urban engineering requirements, i.e. no storm drains, shoulders needed for farm equipment, etc.”

“By having the Go Train only run seasonally, this essentially eliminates it as a reliable options those looking to commute daily to Toronto, GTA can use. The Go bus/ train option to GTA currently does not always match up and is lengthy.”

The table below summarizes the classification of comments received for the Other category.

Other Classification	Summary	Number of comments received	Percentage of other comments
Interregional Transit Service	More/better transit service is needed from Niagara Region to various external locations, particularly the Greater Toronto and Hamilton Area as well as the United States.	19	22%
Local Transit Service	More/better transit service is needed in specific areas within Niagara Region, specifically in the smaller municipalities and areas between.	12	15%
Tourism	Opportunities exist for development of tourist hubs and attractions, as well as transportation projects to enable tourism.	8	10%
Road Maintenance	A number of roads around the Region need to be repaired and maintained, particularly in the winter months.	7	9%
Parking	More secure, dedicated parking is required in Niagara Region for all road users, particularly around popular destinations and high-traffic areas.	7	9%
Revenue	Potential for the Region to bring in revenue to spend on transportation.	5	6%
Cycling	More active transportation infrastructure and policies are needed in the Region.	4	5%
Safety	Need for better lighting along certain walking/cycling routes or roads, and other potential safety issues such as ice and traffic signals.	4	5%
Congestion	Concern about traffic congestion on specific roads and railway/canal crossings.	4	5%
Commercial Vehicle	Problems with loud trucks driving on residential roads, and opportunities for potential truck routes.	3	4%
Partnerships	Niagara Region needs to collaborate more with public and private entities in order to ensure projects are completed well, on time and on budget.	3	4%
Other	Other miscellaneous comments.	3	4%
Technology	The Region needs to provide more up-to-date and easy-to-access information for all road users.	2	2%
Complete Streets	The Region needs to ensure that all roads and sidewalks are accessible and friendly for all users.	2	2%



HOW WE GO

Appendix A Comments received on Priorities through MetroQuest



IBI Group in association with
Parsons and Brook McIlroy

NIAGARA
2041

Fostering an environment for Economic Prosperity



Comment ID	Priority	Comment
P-001	Business Transportation Needs	Work in the niagara region is maining the customer service and we are expected to be at work on 24 hr shifts but our bus service only services white collar workers who already have cars. The service industry is 24 hrs a Minimum wage job wants us to work s
P-002	Business Transportation Needs	good mid penninsula truck routes and escarpment routes are needed
P-003	Business Transportation Needs	travelling to and from grimsby towards hamilton needs improvements
P-004	Business Transportation Needs	There needs to be a stronger infrastructure to promote employment rates for more lucrative jobs in other cities, like Hamilton or Toronto.
P-005	Business Transportation Needs	When the travel and transportation needs are met...naturally, the other 3 issues will be met because rider-user friendly transportation gives people more opportunities to improve their lives!
P-006	Business Transportation Needs	There is an urgent need to get the NGTA back on the MTO priority list
P-007	Business Transportation Needs	A lot of entry level positions require the need for a vehicle. As a student, I cannot afford that. It's become a situation where those who are of lower socioeconomic status are trapped within that bracket because they are unable to get a car in order to g
P-008	Business Transportation Needs	Not however by building more roads but rather other forms of transportation ie air and rail
P-009	Business Transportation Needs	Consolidation of existing Municipal Transportation services, Taxi Services to have provision to accept UBER services in Niagara
P-010	Business Transportation Needs	Economic growth WE need it to attract families, businesses and tourist!
P-011	Business Transportation Needs	There is not enough transportation in Niagara region for people to get to and from work and on Sundays there is next to no transportation and this is a tourist area people work Sundays and are not a 9 to 5 job with little to no way to get to and from work
P-012	Business Transportation Needs	business transportation can be done also by train and not only by road
P-013	Business Transportation Needs	Businesses need transportation to get their employees to work on time. We need to be able to travel to jobs in close cities if jobs are not available in our immediate cities.

P-014	Business Transportation Needs	Goods, services, businesses, in Niagara. Work in Niagara!
P-015	Business Transportation Needs	the commute to work is getting longer and longer and there are many high density houses being build in Grimsby area
P-016	Business Transportation Needs	24hour transportation system and cell phone based fares
P-017	Business Transportation Needs	Again, service needs to be more frequent. Not everyone works 9 to 5. Off hour service is pitiful at best!
P-018	Business Transportation Needs	Although I feel that extending the Go will also help this goal by making Niagara more accessible this is a obvious #2. Niagara needs a kick start to continue its progress towards a brighter future. However, I think this should concentrate more on specific
P-019	Business Transportation Needs	Proper signage for alternate routes. More service stations along 406 140 and hey 3
P-020	Business Transportation Needs	A must so that we can create employment opportunities for Niagara Residence!
P-021	Business Transportation Needs	Longer servies on Sundays
P-022	Business Transportation Needs	Well developed transportation system is needed to make people less dependent from high costs of gas and cars, will support healthier life style as people hopefully will walk/cycle more and the quality of air will be so much better too!
P-023	Business Transportation Needs	alowe transfers longer and alow 2 return the same route
P-024	Business Transportation Needs	It is essential that a coordinated, linked inter-city transportation system exists before GO can proceed.
P-025	Business Transportation Needs	Fort Erie is a struggling border town. It would be a perfect manufacturing and distribution hub for Niagara. Ontario gov, regional gov, and, the town of Fort Erie need to work together to bring industry there. Make it a transportation hub!
P-026	Business Transportation Needs	always a must roads need to be fixed not left with pot holes
P-027	Business Transportation Needs	We need to look at how tue Minisrtry of Transportation is ensuring the commercial vehicles entering are safe to travel through and within Niagara. Why did theu close the commercial inspection station in Fort Erie. The only one is when you are leaving the

P-028	Business Transportation Needs	Maybe give them better drop off stations, always see them parked on streets interrupting traffic.
P-029	Business Transportation Needs	Bring work to Niagara. No one wants to commute to work out of town.
P-030	Business Transportation Needs	Stop focusing on tourism there is a surrounding area of Niagara that needs attention too. Stop the tourist tax, better you go work as a server and see that those depending on gratuity are getting much less because they are paying up to 20% in taxes and 15
P-031	Healthy Communities	People should be able to use transit and get from one place to another in an effective, efficient manner and not take all afternoon to get to and from a destination it takes twenty minutes to drive to.
P-032	Healthy Communities	Safer more accessible bike lanes would be helpful in all neighbourhoods especially if they are a priority in the new neighbourhoods and around schools.
P-033	Healthy Communities	If you want a healthy community, bike lanes are key! Reduced emissions, healthier people and less traffic
P-034	Healthy Communities	The employees Not having transfer to our work It help us to reduce stress and time
P-035	Healthy Communities	Transportation to and from NOTL is terrible and so many seniors need it
P-036	Healthy Communities	travel with niagara region
P-037	Healthy Communities	Expanding a more regional public transportation system linking our many educational and medical institutes, while connecting with GO and therefore Hamilton and Toronto would be a great long term investment. With the regions projected growth over the next
P-038	Healthy Communities	MORE PEDESTRIAN AND CYCLING TRAILS.
P-039	Healthy Communities	Better sidewalks, and / or, sidewalks would be great, as I am sometimes on the roads in my wheelchair, and believe me, it is not a very safe feeling for me as apparently I am invisible to many drivers.
P-040	Healthy Communities	After living in Vancouver and Toronto I wanted to move back to a less urban city with access to nature. I thought the Niagara region, St. Catharines specifically might offer what I want. I am quite disappointed in the inconsistency and general lack of tran
P-041	Healthy Communities	We who bike need better maps and a lot more bike trails.
P-042	Healthy Communities	cycling lanes just hinder and slow auto traffic
P-043	Healthy Communities	I walk, bicycle and use public transit a lot.
P-044	Healthy Communities	Working on the existing bike path from Port Colborne to St. Catharines is a great way to do this. This path acts as a super highway for bicyclists. Solar lights, charging

		stations for phones, maybe a small overhang posts every mile or so just incase thes
P-045	Healthy Communities	I feel this is very important for the environment and for our communities
P-046	Healthy Communities	Louth st by TRW factory need sidewalks bothsides of road bike lanes widening
P-047	Healthy Communities	Please study bike paths from The Netherlands. They know how to do it right.
P-048	Healthy Communities	I am an avid cyclist and use a power assisted bicycle (not one of those large scooter things). I can't tell you how many times I've almost been smoked by a car. There needs to be more education for drivers and more bike lanes. Using urban planning design
P-049	Healthy Communities	I am an avid cyclist and use a power assisted bicycle (not one of those large scooter things). I can't tell you how many times I've almost been smoked by a car. There needs to be more education for drivers and more bike lanes. Using urban planning design
P-050	Healthy Communities	This should also include affordability, as even \$3.00 for a ride is expensive for low income families.
P-051	Healthy Communities	Small towns need public transit for seniors
P-052	Healthy Communities	This factor is very important for a high quality of life that attracts both employers and workers.
P-053	Healthy Communities	We need a lower fare rate for those on ODSP so that they can manage to get around the city.
P-054	Healthy Communities	I want to travel within city on bicycle as I want to stay health but there is no track.please visit the Umea a city of Sweden .A city size of St Catharines with excellent track fr cyclicts
P-055	Healthy Communities	Planning of all towns and cities is crucial to our overall health, it's a MUST do
P-056	Healthy Communities	It's important to me that all types of residents are happy with the transportation service, not just the 9-5 businesses.
P-057	Healthy Communities	More parks and trails are needed to improve health and improve community awareeness
P-058	Healthy Communities	I gave up my car to do just that,Welland is small enough to ride a bike all over the city
P-059	Healthy Communities	More consideration for cyclists and pedestrians.
P-060	Healthy Communities	Bike lanes!!
P-061	Healthy Communities	Fix the bridge on Mewburn rd.
P-062	Healthy Communities	I live in Fort Erie. I work in a hotel and we are always asked about getting to Niagara Falls or other areas of Niagara. Bike lanes and safe roads are also important
P-063	Healthy Communities	Again side walks between thorold and thorold south on highway 58 also on st davids rd to brock university need sidewalks

P-064	Healthy Communities	Decrease pollution on highways. Safer for our kids and seniors. Better opportunities for more business ,obtain jobs,educate, funds spent in area will increase,increase in tourists.
P-065	Healthy Communities	I am not prepared to ride a bike in unpredictable weather to work from Welland to st catharines- but the option may be welcomed by others
P-066	Healthy Communities	Cycling and walking possibilities are plenty in Niagara region. But if you want to improve look at safety. Designated cycle paths and driver awareness can be improved.
P-067	Healthy Communities	Since moving to St. Catharines in 2002 I have been frustrated as a pedestrian in the city. I feel that the pedestrian crossing signal at major intersections should always change with the lights, i.e. Welland Ave and Lake St.
P-068	Healthy Communities	Main streets should actually be 'shut down' to car traffic during July and August seasons and adopt the European way of life.. so many tourists.. they do NOT want to hear cars, smell cars, or weave between cars to risk their life getting across the street
P-069	Healthy Communities	People should not be allowed to cycle on gravel shoulder roads! I have practically had to follow a cyclist before at 10km per hour who was hogging up the lane. Then.. There's the people who jog in the bike lanes! I literally see people jogging (like runni
P-070	Healthy Communities	The busses need to be on time people have to get to work
P-071	Healthy Communities	I would like to believe this is a possibility but the reality is that in order for this to be effective, society would need to be redesigned around the "local community" structure at a micro level. All forms of amenities would need to be truly localized.
P-072	Healthy Communities	improve roads for bikes, and widen them for the safety of cycling commuters
P-073	Healthy Communities	I already use a lot of the bike lanes and trails in Niagara but there are definitely some places that need improvement especially to allow bikers to travel more safely.
P-074	Healthy Communities	Support cyclists
P-075	Healthy Communities	DO NOT EXPAND GO ALONG THE BOTTOM OF THE ESCARPMENT! IT WILL DESTROY OUR LAKE ONTARIO SHORELINE!
P-076	Healthy Communities	I want to start being healthy with my family would be nice if you could do something
P-077	Healthy Communities	Concentrate on GO Bus service first -- need parking in St. Catharines
P-078	Healthy Communities	Need to plan our communities so there is enough density to provide a variety of services within close proximity to where people work and live.
P-079	Healthy Communities	Cycling and walking paths would help allow people to get around more easily.

P-080	Healthy Communities	Strongly support GO Train and better multi modal connections between Niagara communities
P-081	Healthy Communities	Bikes sharing roads with cars is dangerous, I prefer dedicated bike/pedestrian routes
P-082	Healthy Communities	We need a bike connection from the Niagara River Trail to Allanburg not on highway 20
P-083	Healthy Communities	There is a huge lack of bike lanes in Niagara Falls. The ones that do exist typically don't connect to any other bike lanes. Dorchester road is a good example of street where you have bike lanes from Riall to Thorold Stone but then nothing for the rest of
P-084	Healthy Communities	This is my top priority
P-085	Healthy Communities	My biggest interest is the establishment of good, inexpensive public transportation. This won't happen if the frequency and times are based on present usage. More people would use the service if it was running all the time and more frequently.
P-086	Healthy Communities	Can't stress how important.
P-087	Healthy Communities	More bike lanes. Bicycles aren't safe on roads without bike lanes. No people, joggers, or motorcycles to use bike lanes. If you jog in the bike lane, where is the bikers supposed to go. Fine people for improper use of bike lane.
P-088	Healthy Communities	some of these make no sense
P-089	New Technology	That's a waste of time. This City is only 20.2 Sq.Miles. Fix the Tech you have and Stop Dreaming this is a Large Town. The Current Technology isn't being Used to it's Fullest Potential.
P-090	New Technology	Is a pass with monthly billing considered new technology? Or light rail? Changing your fuel isn't going to cut it.
P-091	New Technology	With the advancement of hydrogen fuel cells and the growing need to develop local electrical storage alternatives for solar and wind generation, the development of fuel cell electric trolleys would be a good fit of new transportation options and a real co
P-092	New Technology	ENCOURAGE WORKING FROM HOME FOR OFFICE WORKERS.
P-093	New Technology	It would be nice to have traffic lights that automatically turn on the 'walk' function when the light turns green. There are many places where you really have to struggle to use the cross button when you traverse through life in a wheelchair.
P-094	New Technology	Better transit apps, please! The current 'Where's Your Bus' App is not user friendly compared with apps in other cities (and why are there two apps??)
P-095	New Technology	Specifically, Niagara Falls has a terrible bussing system.
P-096	New Technology	Niagara regional transit page is a relic. Take hints from Uber

P-097	New Technology	Require Co-op programs with Secondary and Post Secondary institutions and industry. Brock and Niagara need to expand their offering in regards to technology based programs.
P-098	New Technology	put in a mid corridor highway revenue from this pay for road maintenance The snow plowing by the Region Employees is excellent should be more hired take over more from Contractors who do a unsatisfactory job
P-099	New Technology	one thing I would like to see is making the crosswalks activate all at once and making it so vehicles dont have to try and complete left or right turns at busy intersections between pedestrians. Tokyo has been doing this for years.
P-100	New Technology	Good to be up to date
P-101	New Technology	We new ways in the Niagara region
P-102	New Technology	We need to always have new technology
P-103	New Technology	we should do everything we can to get easy access to Burlington/Mississauga and Toronto regions as well as the airports
P-104	New Technology	Bicycle highways and Presto card
P-105	New Technology	All of these items are important, especially a Healthy Community
P-106	New Technology	more buses and drivers
P-107	New Technology	Focus on one single public transport planning app (Ontario coverage) for mobile phones. Even with that you get a lot of feedback for improvements. Where do people go? Which times are popular? When do they plan (one day or a week ahead)? Communication about
P-108	New Technology	We need a Community Car Share option in Niagara Falls and a year round connection with Niagara on the Lake.
P-109	New Technology	Uber or Ride Share programs that encourage low costs for people to use only make sense with a poor transportation system. An aging population that could get around easily would benefit from safe and reliable transportation.
P-110	New Technology	I will not buy or drive in a driverless vehicle. I'm considering turning off my traction control and anti lock breaks because they barely function and cause my car to have a mind of its own. I can't imagine a car that can stop itself any time it wants to
P-111	New Technology	It's no secret that our mother earth is suffering and the only way we can contribute to the healing process is to drastically lessen our dependency on fossil fuels and dirty power production systems. All vehicles on todays roads possess the ability to ada
P-112	New Technology	Electric car support
P-113	New Technology	Invest in a new, high speed electric rail line through Smithville, Welland then north to NF and south to Ft. Erie

P-114	New Technology	Presto system
P-115	New Technology	We need EVSE near shopping and eating areas, throughout the region.
P-116	New Technology	Strongly support GO train and better connections between Niagara communities
P-117	New Technology	Improve the bus times online schedule
P-118	New Technology	Lorrenz Force powered rail system for transporting Goods. Using magnetic railing techniques like dual lining tracks "=" is the track and what it looks like, "-" is the magnetic "wheel" of the train. So my model would look something like this =-[tra
P-119	New Technology	Lorrenz Force powered rail system for transporting Goods. Using magnetic railing techniques like dual lining tracks "=" is the track and what it looks like, "-" is the magnetic "wheel" of the train. So my model would look something like this =-[tra
P-120	New Technology	Must work with vision.
P-121	New Technology	I'm always interested in new technologies and how they can be employed to make our transportation needs become realities.
P-122	New Technology	Focus on technology for people with disabilities, my mother is blind and there is barely anything out there accommamdating.
P-123	New Technology	No driverless vehicles!
P-124	Partnerships	There needs to be a partnership with public transit and local school boards for transit training programs for Special Needs / School to Community students.
P-125	Partnerships	This survey isnt working on my tablet. Too bad i cant help
P-126	Partnerships	There are too many gaps in service and maintenance that result from the lack of fundamental partnerships between levels of government.
P-127	Partnerships	Please get the go train to toronto , so that people can commute for work
P-128	Partnerships	Getting the Go Train and the Presto card in Niagara region will be exactly what we need for an alternative to employment solutions.
P-129	Partnerships	tolls to fund Niagara roadways put the Garden city skyway underground to avoid delays at canal
P-130	Partnerships	Development of key transportation modes, roads/rail/marine/air is critical to growth in Niagara.
P-131	Partnerships	I'm assuming this is towards the GO Train option. If it's not... Then this is my third choice. Niagara needs the GO train big time. This place has no opportunities at all.
P-132	Partnerships	Kateryn Wynne said she had money for Ontario for transportation- Isn't Welland in Ontario?
P-133	Partnerships	To make the use of public transport a success it must be the cheaper alternative for travel and travel time should take around the same

		time as traveling by car. Also you can use the approach to communicate it as a more sustainable and environmental friend
P-134	Partnerships	We need a community car share option in Niagara Falls and a year round connection with Niagara on the Lake
P-135	Partnerships	Projects need to be completed in a timely manner. Some of the construction work has been going on for 2 years now.
P-136	Partnerships	Better than the average
P-137	Partnerships	If we can't save our L Ont shore and put GO on top of the Escarpment with Justin in Ottawa and Kathleen in Toronto, can it wver be done?
P-138	Partnerships	a bus route and train in Beamsville
P-139	Partnerships	Itnis of utmost importance that the current and future Provincial show more interest and action within this region!
P-140	Partnerships	Working collectively, cohesively and collaboratively.
P-141	Partnerships	get with the province presto
P-142	Partnerships	Niagara needs one bus system for all of our communities. We are wasting huge tax payer dollars running multiple separate busing systems.
P-143	Partnerships	Construction on roads take to long, hold up traffic and in the end it doesn't look any better.
P-144	Partnerships	Kalar road should have been a higher priority over the road way into the Gales Center.
P-145	Partnerships	People need ways to get to work between St. Catharines and Winona
P-146	Travel tofrom Niagara Region	Go train would save time
P-147	Travel tofrom Niagara Region	The need to be able tontravel for work and visiting family and friends is very important. Not everyone drives or can afford the cost of a car
P-148	Travel tofrom Niagara Region	What a Load?! You don't even have Decent Transportation In the City. Cleanup you own backyard before looking to others.
P-149	Travel tofrom Niagara Region	Not a big problem to me busing + train in Burlington... but it would make Niagara way more accessible if we could get GO down here
P-150	Travel tofrom Niagara Region	Allow people to live in their communities while having to commute to Toronto
P-151	Travel tofrom Niagara Region	That would hopefully get more cars off the QEW and give residents of niagara options for travel.
P-152	Travel tofrom Niagara Region	Welland community is need urgently a direct bus to Niagara Falls. Because A big group people are working in Niagara Falls and spent a long time waiting for buses to transfer
P-153	Travel tofrom Niagara Region	We need improvements to transportation to/from Niagara that does not need to go through Toronto. For example, going directly to Guelph, Kitchener/Waterloo, or London.
P-154	Travel tofrom Niagara Region	A mid-Niagara corridor would be very helpful. Travel to Kitchener, London and Windsor should not include a trip to Hamilton from Port Colborne.
P-155	Travel tofrom Niagara Region	Taxi / mini bus / car access around town. Once you get here there is NO way for seniors, disabled or aged to get around !

P-156	Travel to/from Niagara Region	Intra community transport ! Esp. For elderly, disabled etc, limited taxis. No buses. Forces reliance on cars
P-157	Travel to/from Niagara Region	This mode of transport is long overdue for the Niagara area residents. We need it now. Get moving on it.
P-158	Travel to/from Niagara Region	Better access to and from Buffalo would be extremely helpful. I accommodate many international bicycle travellers...it should be a lot easier for them to travel across the border by train with their bikes.
P-159	Travel to/from Niagara Region	Go Train is essential to a healthy, prosperous Niagara Region.
P-160	Travel to/from Niagara Region	It is becoming nearly impossible to travel to/from Niagara Region in a timely manner. We need to support car transportation with efficient GO service. However, infrastructure in St Catharines needs to be addressed before we dump commuters onto already full
P-161	Travel to/from Niagara Region	Full Go train service rather than bus to Burlington then train.
P-162	Travel to/from Niagara Region	It takes so long to get with Go Bus and Go train to Toronto and not just that's it's not like real experience traveling only short with the train ... We need some also faster and full experience of the train
P-163	Travel to/from Niagara Region	Large number of Niagara residents work in Toronto . There needs to be something done to provide good and frequent transportation
P-164	Travel to/from Niagara Region	Personally, I can't find a decent Tech job in Niagara. I don't own a car, and my family lives in Niagara. I am not the only person in this situation, and it would help out younger generations, to help them stay in Niagara. Yes there is nothing to do i
P-165	Travel to/from Niagara Region	Connect the go line. People already commute to Toronto. But people move out from Niagara cause we aren't connected on the line yet. Even just to move to Burlington which is. Same as internal transit, external need improvement for people to stay beyond g
P-166	Travel to/from Niagara Region	Need another FAST van
P-167	Travel to/from Niagara Region	This is the only way we can expand our job oportunatys
P-168	Travel to/from Niagara Region	There is an increased demand for GO train service. For this service to just break even will the fares be affordable. Go is essentially a business and must either break even or make a profit. What infrastructure costs are Niagara residents going to have
P-169	Travel to/from Niagara Region	Needed service.
P-170	Travel to/from Niagara Region	Daily GO service between Niagara Falls and Toronto is absolutely necessary, in my opinion. I've no doubt it will encourage new residents to live in the Falls and work in Toronto. It worked for Barrie. No reason it wouldn't work here.
P-171	Travel to/from Niagara Region	Make Great Western Street great again bring go train right there to St.Catharines

P-172	Travel to/from Niagara Region	Would like train travel to Toronto and Aldershot
P-173	Travel to/from Niagara Region	Bring back VIA rail
P-174	Travel to/from Niagara Region	I think it's really important that there are more travel options out of Niagara. Right now trying to get to Hamilton by bus is basically impossible or at the very least exceedingly unrealistic and time consuming. BUT I am extremely worried about the amount
P-175	Travel to/from Niagara Region	Most people in Niagara work in the GTA, we need easier access to at a more affordable cost
P-176	Travel to/from Niagara Region	I travel to Hamilton and Toronto quite a bit. If the Go Train comes to Niagara it will help with my commute and make my life a lot easier..and quicker!
P-177	Travel to/from Niagara Region	Need good rail service to Toronto
P-178	Travel to/from Niagara Region	This must be achieved in a timely fashion. It is already years delayed.
P-179	Travel to/from Niagara Region	I want VIA Rail service back. GO is a commuter service. We also need passenger rail, so that people can travel from Niagara to Toronto and from there to destinations across Canada.
P-180	Travel to/from Niagara Region	go train from Niagara or at least St Catharines to Toronto would be very nice
P-181	Travel to/from Niagara Region	Grimsby in particular needs a town transport system to make it the perfect place to live.
P-182	Travel to/from Niagara Region	daily GO transit is very important
P-183	Travel to/from Niagara Region	Looking forward to the go train and being able to easily get to Toronto
P-184	Travel to/from Niagara Region	GO service to Toronto is critical.
P-185	Travel to/from Niagara Region	So many reasons to be connected with our major city and all those along the way!
P-186	Travel to/from Niagara Region	I personally love to go to TO for the day, but often don't go because driving in is costly. Taking the GO from St.Cath directly in to TO would greatly increase my travel to the GTA for recreation and leisure activities (ie. Ripley's aquarium, Blue Jays game)
P-187	Travel to/from Niagara Region	We need the go train because we also need it to be affordable for working class people
P-188	Travel to/from Niagara Region	Have Go system will reduce cars on the road as many families are moving out to Niagara from the GTA
P-189	Travel to/from Niagara Region	This would greatly improve commutable opportunities and increase population.
P-190	Travel to/from Niagara Region	More people come to Niagara region by bus than the train
P-191	Travel to/from Niagara Region	Need to have easier ways to get from Niagara Region to other parts of Ontario.

P-192	Travel to/from Niagara Region	We need more GO Transit options!
P-193	Travel to/from Niagara Region	I am waiting for that from decades
P-194	Travel to/from Niagara Region	Traveling to and from the St. Catharines (unless it's Toronto) I have found to be quite difficult. It would be good if you could have a bus that took people to London or Waterloo directly rather than a transfer in another major city.
P-195	Travel to/from Niagara Region	We need a full convenient economical public transportation system serving ALL NIAGARA - not just the North Shore
P-196	Travel to/from Niagara Region	Not impressed that the first choice I tried to drag would not stay but the one the region is hoping folks will select magically stayed, bogus survey
P-197	Travel to/from Niagara Region	It takes too long and too many connections to get to Toronto and other cities we need reliable go transit connections to the stations from all cities. its a nightmare going from welland to Niagara falls Go station or even the St Catharines' Go station
P-198	Travel to/from Niagara Region	Beamsville needs a go bus stop. As someone who doesn't drive, leaving this town is impossible.
P-199	Travel to/from Niagara Region	start with getting good connections to and from the region with public transport. Getting around nearby is easier to arrange by people themselves then going from St Catherines to Burlington.
P-200	Travel to/from Niagara Region	The Brock University bus should come more often...
P-201	Travel to/from Niagara Region	Bus service to welland must be expanded to accommodate the late classes and better transfer options needed
P-202	Travel to/from Niagara Region	This I believe is extremely important and a must. We travel to the Hamilton 'GO Transit' system often to get into Toronto etc., but to offer the GO transit to come down into St.Catharines and Niagara Falls is beneficial for not only people in the Niagara
P-203	Travel to/from Niagara Region	need better bus access to Niagara on the lake and more buses generally at night time
P-204	Travel to/from Niagara Region	I walk and cycle. It is dangerous to be a pedestrian on a sidewalk and the rules of the road are not always followed by cyclists.
P-205	Travel to/from Niagara Region	Do you know how long it would take to get from Niagara to the GTA by train? Prob 1.5 hours. Even if it was 1 hour, then you would have to take ttc to get to work after. Prob another 30 min. That's 3 hours a day commute!! 15 hours a week, which is about 1
P-206	Travel to/from Niagara Region	Do you know how long it would take to get from Niagara to the GTA by train? Prob 1.5 hours. Even if it was 1 hour, then you would have to take ttc to get to work after. Prob another 30 min. That's 3 hours a day commute!! 15 hours a week, which is about 1
P-207	Travel to/from Niagara Region	All cities in the region should be connected by regular public transit . Fort Erie, Port Colborne etc have poor connections if any.
P-208	Travel to/from Niagara Region	I think it is very important to get GO train service to this area, making it easier to get to and from Toronto. The region has been ignored and under serviced for far too long.

		There should be train service from Niagara Falls, St. Catharines, Beamsvil
P-209	Travel tofrom Niagara Region	Daily GO Train service is a MUST for Niagara's future. Not only for growth as a region physically but more importantly economically.
P-210	Travel tofrom Niagara Region	Bring GO train to Niagara quickly
P-211	Travel tofrom Niagara Region	Getting the Go train extension has to be our #1 priority. There are so many benefits! Access to jobs which brings more income into Niagara, clears up the highway for commuters who aren't on the Go route, and cuts down on our emissions. I personally work i
P-212	Travel tofrom Niagara Region	Getting the Go train extension has to be our #1 priority. There are so many benefits! Access to jobs which brings more income into Niagara, clears up the highway for commuters who aren't on the Go route, and cuts down on our emissions. I personally work i
P-213	Travel tofrom Niagara Region	Niagara to Hamilton is an ignored corridor
P-214	Travel tofrom Niagara Region	I think the go bus from st catharines to the falls would bring in a lot of people me and my family being one
P-215	Travel tofrom Niagara Region	Priority with a bullet...all others are secondary. This theme is shared by the mayors of 12 communities and the region and has been in the works since the Flintstones were primetime television.
P-216	Travel tofrom Niagara Region	too bad you don't consider air travel to be transportation
P-217	Travel tofrom Niagara Region	too bad you don't consider air travel to be transportation. I'll probably be dead before any real improvement is made, if you are looking to get winning approval to kickstart this community... soon will be able to see the climate change of Niagara throug
P-218	Travel tofrom Niagara Region	Go transportation should be a priority it would bring a greater amount of people to and from the area
P-219	Travel tofrom Niagara Region	GO transit is necessary for Niagara region rsidents to acces cities, such as Hamilton, Toronto...the QEW IS A NIGHTMARE. Many jobs could be filled by those now unable to traveltoand from these areas without a vehicle.it would also openup the area for tour
P-220	Travel tofrom Niagara Region	A direct line to St Catharine's would be appreciated. The 1 hour long region bus doesn't really help going to and from the city
P-221	Travel tofrom Niagara Region	Create better Go so that people who work in the GTA will want to reside in Niagara
P-222	Travel tofrom Niagara Region	Agree with statement.
P-223	Travel tofrom Niagara Region	Yes! Very important!
P-224	Travel tofrom Niagara Region	There are no direct trains and that would be nicer to have.
P-225	Travel tofrom Niagara Region	Looking fwd to the go

P-226	Travel to/from Niagara Region	this 'task' confuses goals & methodology. of course new tech & partnerships are important & part of the means to achieve the goals
P-227	Travel to/from Niagara Region	I am a daily commuter from St. Catharines to Toronto. I drive to Burlington each day. I know from the volume of people on my trains there is definitely a desire for this in Niagara.
P-228	Travel to/from Niagara Region	Quit my Toronto job because of commute and cost!
P-229	Travel to/from Niagara Region	Should become a top priority.
P-230	Travel to/from Niagara Region	I would like to see regular GO train service from Niagara to Toronto, with a stop in Aldershot(?) for people who want to go west rather than east to Toronto or further.
P-231	Travel to/from Niagara Region	So important for commuting
P-232	Travel to/from Niagara Region	yes go system is good
P-233	Travel to/from Niagara Region	Less stress on people (families) and the environment if public transit to major cities was more readily available. Family time and costs made better....less carbon and road use would improve environment.
P-234	Travel to/from Niagara Region	need to improve st catharines Thorold and merritton transportation and be at a price people can afford
P-235	Travel to/from Niagara Region	Get the go train all the way down to niagara, even port colborne.
P-236	Travel to/from Niagara Region	Go direct to toronto
P-237	Travel to/from Niagara Region	Go train passing through Welland ending in Niagara falls.
P-238	Travel to/from Niagara Region	I was shocked to learn recently that both Coach Canada and Greyhound have cancelled their service to/from Hamilton. Many people travel there for health care, among other reasons. I almost had to cancel an essential medical appointment until I realized the
P-239	Travel to/from Niagara Region	We definitely need the go train coming to Niagara all year around or at least to Casablanca for now
P-240	Travel within Niagara Region	The option of saving \$\$\$\$ by taking a bus that actually takes unwhere you need to go. We need bus service until ay least 10 pm at night Regular not round about bus. Doing a 1-5 hrs roundabout bus trip is not an option. Thats why people dont use Oy
P-241	Travel within Niagara Region	Transit is great if you are traveling in the morning, but many people work jobs that end after many busses stop running(especially in welland)
P-242	Travel within Niagara Region	Try to keep public transportation going so families don't need 2 or 3 cars. There is no parking on the roads or in the people's f Driveways. Developers should be more responsible for making at lest double parking spaces by all new homes. Including tow

P-243	Travel within Niagara Region	Arrival at the bus terminal in Niagara Falls is less than welcoming the surrounding infrastructure is dated. Need to invest money to update terminal.
P-244	Travel within Niagara Region	It's expensive for low income families to purchase monthly passes for public transit.
P-245	Travel within Niagara Region	Buses from Welland to Niagara Falls (hotels) is not direct., Those leaves us in Niagara Square and we expect it to reach 101 workstations. In the evening when we go home, we fail to take the shuttle in Niagara Square and We wait 45 minutes for another b
P-246	Travel within Niagara Region	As I research the Niagara Regions past, I see the entire region was once covered by an extensive electric trolley system. The transportation corridor still exists between Stoney Creek and Niagara Falls, CN train tracks which will also be used by GO and th
P-247	Travel within Niagara Region	improve intercity transit
P-248	Travel within Niagara Region	Specifically, Stevensville/Black Creek is really being left out. I don't find it fair that for the Fort Erie - Niagara Falls link I have to go one way to get elsewhere.
P-249	Travel within Niagara Region	More Para Transit time is needed by the handicapped in the area. Hard to get times when needed. More people are dependent upon this mode of transportation with an aging population.
P-250	Travel within Niagara Region	Make Para Transit service available to areas in Niagara - example, St.Cath., NOL, N.F.,Welland, etc.
P-251	Travel within Niagara Region	Other cities around Niagara-on-the-Lake might be able to boost their tourism appeal if there was an intercity bus that would allow travellers the option of staying in another vibrant community while still experiencing the Shaw Festival. However it won't
P-252	Travel within Niagara Region	As a non driver, I find regional transit so awful that I would prefer to live somewhere else. I was recently excused from jury duty because I am in Niagara Falls, it is in Welland and it would have taken me an hour and a bit plus gotten me there 45 minu
P-253	Travel within Niagara Region	Please try to understand that low income families\people do not always have cars to get around or go to and from work. Please make sure that people can get to job sites and home again....day and night. We sometime do not understand what this is like if
P-254	Travel within Niagara Region	i live and work in rural niagara..buses and trains cant help me
P-255	Travel within Niagara Region	Needs less focus on cars and more on public transit, cycling and walking. Better for both the environment and the economy.
P-256	Travel within Niagara Region	More deals with some of the bigger business to bring them to work. Also, advertising campaigns for these busses on radio, TV, and incentives, such as promotions should be considered. Think about how car centric people are - get past that hurdle and off
P-257	Travel within Niagara Region	Niagara region really need to work on the transit. Without a car I cannot work in any other Niagara towns. Only the one I live in.

		Example, St Catharine's students cannot work in Niagara Falls. Which is also the issue if staying after graduation. All of u
P-258	Travel within Niagara Region	a challenge to link diverse communities over distances
P-259	Travel within Niagara Region	An improved regional transit system would help in getting the GO train service we need. What really needs improvement, in my view, is the Niagara Falls transit system, which is presently convoluted and does not meet the needs of public transit users in th
P-260	Travel within Niagara Region	The service we have is a good start but we need more regularity and more buses
P-261	Travel within Niagara Region	Improving travel within the region is very important for students and lower income individuals. How does one get out of poverty? A better job. However, these jobs require a vehicle because you need to be able to get to work on time, and often times they
P-262	Travel within Niagara Region	It would be nice to have a direct bus 3 times a day that goes from brock to the shopping outlet across white oaks resort
P-263	Travel within Niagara Region	Wheel chairs and scooters
P-264	Travel within Niagara Region	would like to see more buses / reduced time waits
P-265	Travel within Niagara Region	OMG it is absolutely impossible to travel within the region on the current bus system. I am extremely thankful to see that a bus system does exist but the last bus should go later AT LEAST 9 or even 10 on the weekends. It's also not affordable. I thought
P-266	Travel within Niagara Region	It is still difficult to travel within the region considering the cost of the regional transit buses
P-267	Travel within Niagara Region	Please make bike paths and safer bike routes a priority.
P-268	Travel within Niagara Region	Niagara Region will only attract economic development if it is served and linked to an effective, high tech and realiable transportation system.
P-269	Travel within Niagara Region	The Town of Lincoln needs to connect with other areas. Vineland is like an island with no bus service or taxi that is local. How can we access the Go if we can't get to the Go? A regional bus service would help young and old.
P-270	Travel within Niagara Region	Need transit in West Niagara. Something consistent and constant.
P-271	Travel within Niagara Region	Better road great idea.
P-272	Travel within Niagara Region	This must be cost effective, efficient and bring the Niagara region together.
P-273	Travel within Niagara Region	Needs to be integrated
P-274	Travel within Niagara Region	Bus fare to high it is better to keep a car.Gas price has gone down but fares are same making people use car.more CO2 emission sad but true
P-275	Travel within Niagara Region	Would be good to have good access to educational places like Marilyn I Walker

P-276	Travel within Niagara Region	many individuals with low-income that live in south Niagara have no desire to live outside of their hometown because that is where their support network is. Without reliable, frequent regional transportation, they have no hope of getting a job and improvi
P-277	Travel within Niagara Region	What need is a above ground rail system like they have in Scarborough have a above ground rail system that will cover all the Niagara region make it easier to travel and help people get to jobs we got the land so let's build it it would create lot's of jo
P-278	Travel within Niagara Region	Service should be the same 7 days a week. Sunday is just another work day just like any other day of the week. Especially here in the Falls.
P-279	Travel within Niagara Region	Options other than personal auto need to be improved. Cycling trails are a start but gaps in network need to be filled and safe crossings provided where trails meet roads
P-280	Travel within Niagara Region	More and more people are moving to Niagara from the GTA, road improvements, better access to health providers and road improvements are needed.
P-281	Travel within Niagara Region	Please start using the presto cards asap and especially when the new system is build. There is no use starting with old methods
P-282	Travel within Niagara Region	expand the route, and add more frequent buses in fort Erie to commute to niagara falls and St. catharines. niagara regional transit is way too expensive.
P-283	Travel within Niagara Region	we really need to support this and extend the hours and Sundays
P-284	Travel within Niagara Region	It takes 2 hours to get to my job in Niagara Falls from St. Catharines
P-285	Travel within Niagara Region	safe biking should be a top priority, not just painting a picture of a bike on an already existing road. Make safe separate bike lanes
P-286	Travel within Niagara Region	We need more quieter buses in residential areas. I live on a bus route.
P-287	Travel within Niagara Region	There needs to be more buses in the evenings for local residences. Buses stopping at 11:00pm is too early especially when students are in town. For me living in North End St. Catharines I was never able to take a bus to school because the buses took lo
P-288	Travel within Niagara Region	Public transit must be - for all residents of Niagara region - affordable, reliable, and practical.
P-289	Travel within Niagara Region	There needs to be side walks build from thorold on to thorold south on. This is on the 58 highway. Also st david rd to brock form thorold to st cathariens on. The buses need to start and end later so people can get to work
P-290	Travel within Niagara Region	Sunday bus transportation is a must; even if it is just a community bus. Life does not stop on Sunday. People still have to work. In Welland specifically a bus should be available from the terminal to the mall.
P-291	Travel within Niagara Region	Needs later service at night 6 pm is too early some are just getting off work and have to wait at least an hour for their bus and sometimes have to wait again at the terminal And also more on time for the most part missed my connection many times

P-292	Travel within Niagara Region	We need effective and available transit up to 11pm at nights- it doesn't make sense having Welland Transit ending at 6pm and the Niagara region transit at 8pm. it defeats the purpose.. the Welland night roundabout bus is useless - no one uses it because i
P-293	Travel within Niagara Region	Make sure that all forms of public transport in the region work together as one. So time schedules connect. Also work on one internet portal where people can plan there trip using the forms of transport in the most efficient way.
P-294	Travel within Niagara Region	Make sure that all forms of public transport in the region work together as one. So time schedules connect. Also work on one internet portal where people can plan there trip using the forms of transport in the most efficient way. This is an example from T
P-295	Travel within Niagara Region	during the school months, transportation is not the greatest but survivable. I would also love to take public transportation in the summer months however I am forced to use a car. I actually take my car off the road for the winter months (save in insuranc
P-296	Travel within Niagara Region	It'd be really nice if the 111 bus actually ran on Sundays, and past 6:45 every other day of the week. Like, really?
P-297	Travel within Niagara Region	Bus services to welland for niagara college students is at the best unreliable and under serviced.
P-298	Travel within Niagara Region	Regular bus routes from outer regions (example Fonthill) to Niagara College and Brock etc. so students may attend school.. there are many more aspects.. but making more busses available to more areas consistently will help tremendously.
P-299	Travel within Niagara Region	i take the bus every day to work and i think buses should be running more often instead of on the hour
P-300	Travel within Niagara Region	The Regional Transportation System needs to service the needs of its citizens.
P-301	Travel within Niagara Region	People must be able to get from one city or town to another city or town in a timely manner. Currently regional transit is adding 4 hours daily to an 8 hour work day and does not accommodate shift work. This leads to unemployment
P-302	Travel within Niagara Region	It will cost more to make public transit in Niagara than it will be worth to take transit. Not enough people, too high ticket prices, hour waits for bus rides. Go train would be nice to get to the bar or to Niagara Falls without drinking and driving thoug
P-303	Travel within Niagara Region	It takes to long to get to certain areas.
P-304	Travel within Niagara Region	Significant sections of the population are completely excluded from inter-Niagara transportation, such as Stevensville, Black Creek, almost all of Wainfleet and much of West Lincoln.
P-305	Travel within Niagara Region	I think we need to make public transit more readily available. Bus service in the evenings and weekends in St. Catharines is terrible. If it were easier to take and people did not have to wait an hour for a bus or connection, it would be far better.

P-306	Travel within Niagara Region	Niagara Region Transit needs to solidify support from St.Catharines, Welland, and Niagara Falls so that we can offer one comprehensive service similar to Grand River Transit in Waterloo Region
P-307	Travel within Niagara Region	Would be excellent if the Welland Buses ran past 645pm.. Yes there is the Community Bus but the last thing people want after each shift or late night classes is to be riding for over an hour on the Community Bus just to get home.
P-308	Travel within Niagara Region	Getting the Go train extension has to be our #1 priority. There are so many benefits! Access to jobs which brings more income into Niagara, clears up the highway for commuters who aren't on the Go route, and cuts down on our emissions. I personally work i
P-309	Travel within Niagara Region	When you live in Beamsville, you are completely dependent on a vehicle. We need local transportation and public transit.
P-310	Travel within Niagara Region	I would love to see the region bus run on sundays I work 6 days a week and sometimes the only day I have off is sundays :)
P-311	Travel within Niagara Region	Traveling with the limits of the Region needs to be the number one focus before any other plans to transportation outside of the region. A far more robust system is needed to get residence to jobs and activities in a reasonable from across the region.
P-312	Travel within Niagara Region	Sunday services for Welland, more consistent schedule times. Also, make the schedules line up with Niagara College class schedules and the Brock Link bus schedule, as the number 3 & 8 always end up missing the start of class time or the transfer by 5 mins
P-313	Travel within Niagara Region	There aren't enough transit possibilities available from Niagara Falls to St. Catharines. A great deal of seniors in the Niagara region, without vehicles, have a problem manoeuvring the current system!
P-314	Travel within Niagara Region	Create more roads with bike paths like they have in Germany and Holland
P-315	Travel within Niagara Region	Need good inter city transport in the Niagara Region.
P-316	Travel within Niagara Region	Travel is hard because there are not many buses that go to Niagara College on weekends or in the summer.
P-317	Travel within Niagara Region	Bus signs in areas where sometimes people are passed on routes
P-318	Travel within Niagara Region	I feel that well behaved dogs should be allowed to travel the transit system .
P-319	Travel within Niagara Region	Sincronize schedules
P-320	Travel within Niagara Region	I'm primarily concerned about the lack of transportation from Niagara-on-the-Lake to St. Catharines or Niagara Falls.
P-321	Travel within Niagara Region	There should be some buses that travel between major hubs with no stops during peak times (eg. The Pen Centre and Downtown, Downtown to Fairview Mall...etc from 7-9 and 5-7)
P-322	Travel within Niagara Region	I'm not sure what the other items are referencing
P-323	Travel within Niagara Region	Transportation to Toronto most important to me

P-324	Travel within Niagara Region	Key to a vital community
P-325	Travel within Niagara Region	Transportation/public transit from Niagara-On-The-Lake to the city (St. Catharines, Niagara Fall) would be extremely beneficial.
P-326	Travel within Niagara Region	the buses dont sart early enough to get me to work on time...saturday services starts even later and sunday ends too early as well...niagara street bus doesnt run on weekends nor does hartzel rd...people still go on those streets on the weekends trust me.
P-327	Travel within Niagara Region	Withoutthe ability to help people move easier between communities in Niagara we are never going to be able to deal with our poor employment rates. If yiyou can't get to a job how do you work. People continue to sit on unemployment and welfare
P-328	Travel within Niagara Region	Generation gaps here.....more retired people that probably shouldn't be driving need better transit. Teens that would make great use of public transit rather than drive cannot! New subdivision planning should include transit...it does in larger locals.
P-329	Travel within Niagara Region	I go to Niagara College and the bus routes are absolutely terrible for students, the time schedules are not accommendating, there are few routes, and you have to leave your house or class super early just to catch the bus. This needs improvements consider
P-330	Travel within Niagara Region	The bus times and routes are horrible. It's easier for me to walk 40 mins to wrk then it is to transfer three buses plus stil walk about 6 blocks due to your crappy route choices.
P-331	Travel within Niagara Region	There are many amenities in the region -- the wineries, the Shaw Festival, etc. -- that are inaccessible to people reliant on public transportation. It would be wonderful to be able to take advantage of these without having to rely on a car.
P-332	Travel within Niagara Region	Vineland has doubled in size over 20 years but service remains the same.One bus goes to Hamilton but does not connect with the GO train at Burlington. There is no way to get to the hospital by bus. There is no evidence of any plan.



HOW WE GO

Appendix B

Comments received on Strategies through MetroQuest



IBI Group in association with
Parsons and Brook McIlroy

NIAGARA
2041

Fostering an environment for Economic Prosperity



Comment ID	Strategy	Comment
T-001	Business Transportation Needs 1	widening QEW will not solve congestion problems expected by 2031
T-002	Business Transportation Needs 1	if you're looking to build more roadways maybe try maintaining the ones you have instead. Most are a disgrace and a patch job at best.
T-003	Business Transportation Needs 1	Maintain and enhance the existing roads but expensive new mid-corridor solutions are not required.
T-004	Business Transportation Needs 1	Cycle lanes please
T-005	Business Transportation Needs 1	Jobs are extremely important and the more access companies has to good roads and transportation for trucks and their employees, the more likely a business may consider the region as a place to do business
T-006	Business Transportation Needs 1	First we have to improve the actual mess on the QEW
T-007	Business Transportation Needs 1	open the mid pen corridor for quicker Business transportation to and from the States to Business centres - freeing up the QEW for personal and tourism traffic, and prevent expandind the QEW into the green spaces with some of the Provinces best land.
T-008	Business Transportation Needs 1	Mid peninsula corridor
T-009	Business Transportation Needs 1	Be prudent in developing networks on valuable agricultural land. Once the land is diminished the resource is virtually lost forever.
T-010	Business Transportation Needs 1	Fix existing roads first.
T-011	Business Transportation Needs 1	Maximizing current infrastructure without compromising farm land. Prudent tax spending on maintenance / safety/ construction costs.
T-012	Business Transportation Needs 1	Key to the success of Niagara! Whether we are to be the retirement capital, tourist destination, or future manufacturing/distribution hub of Ontario, we need this sooner than later!
T-013	Business Transportation Needs 1	Make enough parking. Neighbourhoods and streets get littered with cars when we cram single driveway homes too close together. It's an eyesore, it's inconvenient, and it's unsafe to have neighbourhood roads with too many parked cars. (Grimsby's new neighbo
T-014	Business Transportation Needs 2	Niagara tourism has all the modern transportation it needs.
T-015	Business Transportation Needs 2	Expanded GO from GTAH will help tourism
T-016	Business Transportation Needs 2	Keep this running year round for your local citizens.
T-017	Business Transportation Needs 2	Definitely - with a true linked, co-ordinated regional transit system. GO only works with a co-ordinated system.
T-018	Business Transportation Needs 2	We've built some remarkable destinations - let's make it easier for people to get there.
T-019	Business Transportation Needs 2	I agree 100%, we need more information ,what is available, where to go access possibility,

T-020	Business Transportation Needs 2	Uber needs to be a factor. It has proved to be a transportation game changer in north america
T-021	Business Transportation Needs 2	open the mid pen corridor for quicker Business transportation to and from the States to Business centres - freeing up the QEW for personal and tourism traffic, and prevent expandind the QEW into the green spaces with some of the Provinces best land.
T-022	Business Transportation Needs 2	All day GO service
T-023	Business Transportation Needs 2	Start a Ferry from Toronto to Port Dalhousie
T-024	Business Transportation Needs 2	Grimsby waterfront, Oakes Rd. Make s park!! BIG park like Spenser smith park Burlington. Make restaurants like port Dalhousie (old port Dalhousie) waterfront biking / walking trail. But you need wayy more parking than those ten spots at Oakes road and the
T-025	Business Transportation Needs 2	There needs to be more focus on the community.
T-026	Business Transportation Needs 2	More roads created to entertain motorcyclists and other enthusiasts would be excellent. Scenery, interesting curves taking advantage of the Escarpment in particular.
T-027	Business Transportation Needs 2	If this means putting the focus on areas other than the falls and NOTL then yes. Let's put some lime light on 20 Valley! Great winery's, beautiful hiking, and great restaurants!
T-028	Business Transportation Needs 2	This has already become WAY more advanced than regular transit in the area - bring regular transit up to participate with WEGO before advancing WEGO
T-029	Business Transportation Needs 2	We already have the reputation. Improved access can only make it better. Look at the Canadian Speedway...slow to stop because of a bridge improvement. Pushing businesses way instead of inviting by building good relationships doesn't work. Every other
T-030	Business Transportation Needs 2	Grimsby should gets waterfront park between Oakes and Kelson Rd. It should be a large park like Spenser smith park in Burlington. It should also have lots of free parking and a beach front.
T-031	Business Transportation Needs 3	see comment above re need for NGTA
T-032	Business Transportation Needs 3	Not within the region's purvue - this is the responsibility of the federal and provincial govts.
T-033	Business Transportation Needs 3	how it was working before 9/11?,US and Canada were very friend before that, is anything change ? is it from us or from the US?
T-034	Business Transportation Needs 3	I don't see this as a transportation department issue. You could build the widest bridge in the world and the same amount of vehicles would funnel through the same customs check booth
T-035	Business Transportation Needs 3	open the mid pen corridor for quicker Business transportation to and from the States to Business centres - freeing up the QEW for personal and tourism traffic, and prevent expandind the QEW into the green spaces with some of the Provinces best land.
T-036	Business Transportation Needs 3	Facilitating cross border trade and directly benefiting our tourism sector.

T-037	Business Transportation Needs 3	Provide access to businesses without ridiculous red tape to provide border services and it will happen with good roadways.
T-038	Business Transportation Needs 4	Jobs are what will retain young people.
T-039	Business Transportation Needs 4	Again, busses should run on the half-hour instead of hourly. This would increase safety, especially after dark.
T-040	Business Transportation Needs 4	I don't really think transportation is what is responsible for young people leaving the Niagara Region but more the lack of decent paying jobs. After incurring sometimes huge financial debt at school they are not willing to work for minimum wage
T-041	Business Transportation Needs 4	Transportation is the issue - Economic development of good jobs is required.
T-042	Business Transportation Needs 4	GO Transit
T-043	Business Transportation Needs 4	Encourage entrepreneurs to build businesses, more work from home or community hub opportunities
T-044	Business Transportation Needs 4	What do you mean by that?
T-045	Business Transportation Needs 4	Some will say encouraging GO will make Niagara a GTA bedroom community. The reality is that GO will help keep young people here and prevent Niagara from becoming strictly a retirement community.
T-046	Business Transportation Needs 4	Poor transit service which stops early evening when people actually want to go out is a big issue.
T-047	Business Transportation Needs 4	i dont know how this can be achieved.
T-048	Business Transportation Needs 4	I am an international Student studying International Business Management, I came here to start a Business in Niagara Falls ,but because of poor transportation system I am moving to Toronto , where at least I can get 24 hours bus service..... I can't affor
T-049	Business Transportation Needs 4	Does this mean anything?
T-050	Business Transportation Needs 4	As a recent resident of Niagara I had no idea the area had such poor transportation. I'm saddened to realize my child probably won't be able to remain here when she enters the workforce.
T-051	Business Transportation Needs 4	As a young person, I must state that many of my peers lack a dedicated vehicle.
T-052	Business Transportation Needs 4	They are going to go with jobs and opportunities. Stimulate business growth and the jobs will be here to retain talent and enhance net population migration.
T-053	Business Transportation Needs 4	Absolutely. As a young student at Brock university I have no interest to stay in Niagara Falls due to poor economic conditions.
T-054	Business Transportation Needs 4	Give them transit opportunities and they will use them. Too many sixteen year olds on the roads due to necessity rather than choice.
T-055	Healthy Communities 1	St. Catharines is the perfect size for the use of bicycle transportation but not with what they have established now. Look at what Hamilton is doing in term of real bike lanes

T-056	Healthy Communities 1	Trails are great and all, but we should be more concerned about improving on-road infrastructure especially where no active transportation infrastructure currently exists...(which is to say the majority of regional roads which facilitate high traffic speed)
T-057	Healthy Communities 1	safe biking is a priority for me- linking up communities with trails. A huge opportunity would have been bike lanes along Woodlawn linking to the mall, the trails directing cyclists to the downtown or to other communities along the trail.
T-058	Healthy Communities 1	There are plenty of beautiful places in our region. Respect what we already have.
T-059	Healthy Communities 1	Transportation by foot and bike creates a connected community that is healthy and creates ownership within the community
T-060	Healthy Communities 1	I gave this 3 stars only because I feel we are fortunate in Ft. Erie to have the Friendship Trail
T-061	Healthy Communities 1	When you can simply walk or ride a bike around the community safely not only does it encourage exercise but can benefit local businesses.
T-062	Healthy Communities 1	Absolute priority! Add bike lanes to major roads to encourage commuting by bike. It reduces traffic!
T-063	Healthy Communities 1	In the winter many are stuck inside because the sidewalks aren't usable
T-064	Healthy Communities 1	we live in a beautiful region and are a tourist destination from around the world. Make our cities more pedestrian / cyclist friendly.
T-065	Healthy Communities 1	It must be TOP priority presently no track
T-066	Healthy Communities 1	Reducing BIG BOX companies and encouraging smaller businesses with communities to promote health by walking to and from stores and businesses
T-067	Healthy Communities 1	increasing safety for cyclists should definitely be a priority!
T-068	Healthy Communities 1	We should be including cycling lanes on all reconditioned main streets. we should be encouraging the public to leave cars at home. Maybe more off road trails getting people from one end of the city to the other without cars might be the way. Like old rail
T-069	Healthy Communities 1	A busy happy community snowballs into a community that self-invests
T-070	Healthy Communities 1	As someone who uses a bike as my main mode of transportation, I would love more focus on safe bike lanes and paths throughout the region.
T-071	Healthy Communities 1	We need more bike paths throughout the city on major roads. They are here and there but not in many key places.
T-072	Healthy Communities 1	Separate trails are the safest and most appealing.
T-073	Healthy Communities 1	Aside from its recreational trails, Niagara is a terrible place for pedestrians and cyclists. The needs of the automobile have been given undue priority for far too long. It is time to correct this imbalance by making walking and cycling safe, convenient
T-074	Healthy Communities 1	Oops. In Cape Town, SA, there is a day pass for a bus service that takes you from downtown CT at Victoria Harbour Waterfront to Constantia, a suburb of CT, which is about 25 kms from downtown, where it has a vineyard. The bus schedule is on the hour and has

T-075	Healthy Communities 1	There should be more encouragement and ads to walk or cycle, a culture fostering these mode of transportation should be the norm. Accessible bike paths away from traffic and pedestrians to feel safe biking everywhere should be how streets look like everyw
T-076	Healthy Communities 1	connecting the already existing trail systems would be an AMAZING IDEA!!!
T-077	Healthy Communities 1	This is something that is definitely needed !
T-078	Healthy Communities 1	You didn't define whether - or 5 is the best ranking.
T-079	Healthy Communities 1	You didn't define whether - or 5 is the best ranking. Healthy community transit includes light rail, not just active transit.
T-080	Healthy Communities 1	Multi-use trails are great for transportation and recreation, but are not the entire answer. I will continue to need and use roadways as well.
T-081	Healthy Communities 1	This is a hallmark of many vibrant communities. The welfare and happiness of its citizens. Great idea!
T-082	Healthy Communities 1	I am an avid cyclist, but I never feel comfortable riding on the roads, I always ride the trails.
T-083	Healthy Communities 1	Niagara Region has and will have a very diverse population in terms of age. All must be considered for the benefit of all.
T-084	Healthy Communities 1	Not sure this is as important yet as there isn't any motorized or other type of transport for longer distances than walking or cycling for youth and people who are unable to drive
T-085	Healthy Communities 1	Brilliant
T-086	Healthy Communities 1	This concept also needs to be combined with restroom facilities accessible on the paths. I can walk or bike the canal route, however no bathroom are available on that route really. This has to be addressed. If we are creating a tourist area, we need comfo
T-087	Healthy Communities 1	Love the trails for walking our dog but would love to see more.
T-088	Healthy Communities 1	PLEASE PLEASE PLEASE build more bike lanes, especially inner city and some rural even, if possible.
T-089	Healthy Communities 1	There do not need to be any more bike lanes, especially on busy roads. Just incentives to ride a bike etc.
T-090	Healthy Communities 1	Need some massive road work done, so many pot holes... So many... Also, a lot of the roads need to be expanded to four lanes.
T-091	Healthy Communities 1	Seniors don't really need more walkways...we need a safe and convenient way to get to where we need to go in the event that we can no longer drive. We are prisoners between Hamilton and St. Catherine's. If you don't have family here to take you to a docto
T-092	Healthy Communities 1	Hard infrastructure is good, but if the length of the trip is too far, it does no good. Where is the part of healthy communities that talks about redeveloping into smaller knit communities.
T-093	Healthy Communities 1	Bike lanes should be on all new roads built and bike lanes need to be connected on major streets. Having 1km here and 1km there makes it dangerous for both cyclists and drivers.
T-094	Healthy Communities 1	There is no reason there can't be amazing path systems put in.
T-095	Healthy Communities 1	not just provide but upkeep and keeping them clean. Ton of garbage along all trails

T-096	Healthy Communities 1	Creating mutli use paths for cycling and walking. Also solve the gap between regional and local roads. Stop the " well that's a regional road" find a way to bridge this issue so paths can be build quickly. Incorporate a complete street. Building bike path
T-097	Healthy Communities 1	We have a number of these and they are well maintained
T-098	Healthy Communities 1	Add bike lanes along Lakeshore (west of Port Dalhousie) Develop a recreation trail around all or portions of Martindale Pond and extending up 12 Mile Creek (at waters edge)
T-099	Healthy Communities 2	they need to spend money on disability accessible stuff first
T-100	Healthy Communities 2	We should not accept the response engineers give that the roads will not "fit" bike lanes, therefore we don't install them. 2,3 or 4 lane roads which have 3.5m wide lanes are unnecessarily large and foster high speeds. Narrow the lane to at least 3.1m whi
T-101	Healthy Communities 2	Narrower road widths will slow traffic
T-102	Healthy Communities 2	Must decide if we are building roads (a fast easy connection between two places) or streets (platforms which we can create wealth.
T-103	Healthy Communities 2	This shouldn't be an issue for us.
T-104	Healthy Communities 2	Everyone needs to follow the rules of the road
T-105	Healthy Communities 2	no new h ighway!
T-106	Healthy Communities 2	Some roads should definitely be truck free....and the size of regular vehicles have become so large that they take over the road they are parked on...
T-107	Healthy Communities 2	The car is king. Even driverless, it's still a car. Few people walk/drive bicycle. Is there proof that more bike lanes will significantly increase bicycling(in our region)? We are not Holland
T-108	Healthy Communities 2	This is not the norm when designing ???
T-109	Healthy Communities 2	Changing the travel habits of Niagara-ins is going to be a challenge. There needs to be incentives to encourage more healthy/green initiatives such as carpooling, transit and walking/cycling (especially in downtown cores).
T-110	Healthy Communities 2	As a cyclist. Many times I break road laws for fear of being in the motorist way and being hit so I clear intersections when I should be waiting. Bike lanes stop before intersections leaving no clear area to keep cyclist a safe place to wait for lights.
T-111	Healthy Communities 2	I am tired of cycles riding 4 across and no way to get around them. Enforcement would be great. Give them a ticket for this kind of riding but up in West Lincoln area
T-112	Healthy Communities 2	Would be nice to reduce the dominance of the car in Niagara region and maybe people that don't drive will be able to get jobs.
T-113	Healthy Communities 2	Have a two sidewalk system like the do in Quebec city.... One sidewalk is for bikes/scooters etc the other is for walking people
T-114	Healthy Communities 2	Much more emphasis on cycling/walking. So much now it's all about cars (polluters).
T-115	Healthy Communities 2	Yes - with the proviso that everyone's "convenience" cannot be maximized simultaneously. Automobile drivers will need to get used to the "inconvenience" of sharing the road.

T-116	Healthy Communities 2	We have created a car driven society and in the Niagara Region we are the conduit from the US to the GTA and beyond and that means cars and trucks. So the scales are already tipped to vehicular transportation. What we can do is get the daily commuter and
T-117	Healthy Communities 2	More bike paths.
T-118	Healthy Communities 2	This is a good idea in theory but it requires a whole cultural behaviour change and that will not happen very easily!! So a bit of a wast of money... unless you actually build cycling designated paths that are separate from the road (but along all roads)
T-119	Healthy Communities 2	Drivers in Niagara are not pedestrian friendly. There should be more pedestrian crosswalks on busy streets, especially where transit stops are located.
T-120	Healthy Communities 2	Pedestrians and cyclists are more vulnerable than people in cars. They need extra attention.
T-121	Healthy Communities 2	Right now as it is....cars etc deliberately make it dangerous for ebikes ! Often deliberately trying to scare ebike drivers by making it appear they will drive the ebike off the road. My friend was pushed by a car into a curb where he fell off his ebike.
T-122	Healthy Communities 2	Pedestrians first. This survey appears to make too many presumptions for my preferences to be recognized let alone addressed.
T-123	Healthy Communities 2	Design roads where transit can move freely and not interfere with or be interfered with other vehicles
T-124	Healthy Communities 2	I don't mind if busses and bikes dominate cars
T-125	Healthy Communities 2	Designs should inhibit motor vehicle transportation. Otherwise, no significant change will occur with the local automobile culture.
T-126	Healthy Communities 2	As a driver and a cyclist, I believe it is important to make the roads safer for all -- drivers, cyclists, motor cyclists, pedestrians, etc.
T-127	Healthy Communities 2	Our roads are designed primarily for the convenience of transport trucks which make using roads dangerous (check Ministry accident & road statistics) for passenger cars & other forms of transportation. Either the trucking industry should be paying its fa
T-128	Healthy Communities 2	Design roads for cars rather than transport & other heavy trucks.
T-129	Healthy Communities 2	I'd like to see motorcycle filtering legalized and encouraged.
T-130	Healthy Communities 2	While expanding to four lanes add bike lanes. Much needed, also put a regulation on those scooters everyone is driving. They are becoming more and more of a hazard as they become popular.
T-131	Healthy Communities 2	Need to take volume into account, Also allowing for future changes.
T-132	Healthy Communities 2	Our current hierarchy is upside down. Most vulnerable road users should be given priority.
T-133	Healthy Communities 2	Work with law enforcement to find accommodations for cyclists on busy roads where there are no bike lanes (eg. By-law that allows bikes on sidewalks during peak hours)
T-134	Healthy Communities 2	not just design of roads but timing of lights...why turn red for 5 min on a busy road for traffic on a barely used road?
T-135	Healthy Communities 2	Bycicle lanes are nice but they make our roads to narrow.
T-136	Healthy Communities 3	Again Look at what Hamilton is doing in terms of bike lanes

T-137	Healthy Communities 3	There are alot of areas that cars cannot see the crosswalk when turning corners, making it very dangerous.
T-138	Healthy Communities 3	see above comment regarding an example of missed opportunity to link the Niagara College/ YMCA and the mall?downtown/other communities along the trail (Welland)
T-139	Healthy Communities 3	Including St. David's Road over the 406!!! It's ridiculously dangerous to be a pedestrian in this are, yet I've had to walk it more than once... and I know many people whom like to run or cycle in this area due to closeness of Brock...
T-140	Healthy Communities 3	All regional roada should have walkways not soft shoulder.
T-141	Healthy Communities 3	Allowing space for them without restricking and respecting vechile traffic
T-142	Healthy Communities 3	Neighbourhoods shouldn't feel like a prison to people without a vehicle.
T-143	Healthy Communities 3	Having wide enough sidewalks and walkways and crossing lights where heavier traffic is not only keeps pedestrians safer but drivers as well. I'd love to walk everywhere with my children. I find a lot of sidewalks are not family friendly.
T-144	Healthy Communities 3	I have been in neighbourhoods where the curbs are lower and cars can park partly on the road and partly on the boulevard ... Especially in already developed neighbourhoods where it is not possible to come through with a wider roadway.
T-145	Healthy Communities 3	And runners. There's not a current safe solution for road runners.
T-146	Healthy Communities 3	Absolute priority! Add bike lines to major roads to encourage commuting by bike. It reduces traffic!
T-147	Healthy Communities 3	it can be designed as presently there is none
T-148	Healthy Communities 3	I've spoken to pedestrians & cyclist. we are having problems crossing streets safely. Even when taking time waiting for crosswalk lights. Motorist lack of respect for our safety. Being afraid to cross the street for what ever reason is wrong.
T-149	Healthy Communities 3	intersection of Bowen road/ Thompson and Phipps st should have a traffic light.
T-150	Healthy Communities 3	We need more bike paths throughout the city on major roads. They are here and there but not in many key places.
T-151	Healthy Communities 3	Keep bikes off sidewalks. Pedestrians should not have to look over their shoulders to watch for speeding cyclists!
T-152	Healthy Communities 3	The new burgoyne bridge is mindblowing that it is considered safe for any one!
T-153	Healthy Communities 3	People using the road need to be liscenced and follow the traffic rules, sharing is awesome if everyone is following the same rules... But they don't all do that, also J-walkers need to be fined or otherwise disciplined
T-154	Healthy Communities 3	As we improve the existing infrastructure we can incorporate new designs however until the existing and future infrastructure is addressed it is a costly undertaking solely for the purpose of wooing cyclists in an ageing population like St Catharines. How

T-155	Healthy Communities 3	I am a cyclist and many of the country back roads which I use (Fenwick, Fonthill) are full of potholes, cracks etc. (E.g. Welland Ave). When cycling, motorists need to be aware that cyclists can not always stay close to the edge of road, as the road is
T-156	Healthy Communities 3	Right now as it is I have often almost been hit by cars because off the cross walks. Nit enough time to cross safely and cars that drive right over the line and often through the lights never stopping to allow us to cross !
T-157	Healthy Communities 3	Lighting trails at night such as the Merritt trail would make late night walking and biking safer
T-158	Healthy Communities 3	There have been way too many deaths of pedestrians being reported in the news. This needs to stop -- safer roads and better education for both drivers, cyclists and pedestrians.
T-159	Healthy Communities 3	It feels unsafe to cycle and even walk in the community sometimes, and Cycling is my main method of transit
T-160	Healthy Communities 3	This is a must. A lot of the trails lead right out into traffic
T-161	Healthy Communities 3	so far every road re-design that I've noticed is strictly for vehicle access (wider roads, roundabouts, turnarounds, etc) and usually larger vehicles such as trucks
T-162	Healthy Communities 3	Bike lanes and restrict scooters / require a license and insurance for them.
T-163	Healthy Communities 3	If cyclists and e bike riders simply adhered to the old ways of abiding by traffic laws there would be no issue of needing extra lanes. Most ebike riders abuse the liberties given to them
T-164	Healthy Communities 3	The largest proportion of potential cyclists are those that afraid to mix with traffic or to simply be separated by a painted line.
T-165	Healthy Communities 3	Educate drivers on road sharing. Regularly harassed by drivers while running.
T-166	Healthy Communities 3	the main problem with walkers an cyclists, they hardly follow the rules of the road.
T-167	Healthy Communities 4	creative ways can be used.
T-168	Healthy Communities 4	If you design a road well, we shouldn't need to advertise the campaign. Not that education isn't important, but our resources should be prioritized to designing safe streets before telling people how to navigate a busy/complex intersection without bike la
T-169	Healthy Communities 4	This is very important, educating people about the various forms of transportation and how to share the roads
T-170	Healthy Communities 4	If roads are designed properly they will be used by everyone, education will not be required.
T-171	Healthy Communities 4	I believe thisbis already in place. Waste of resources
T-172	Healthy Communities 4	Do we need to add more ckass room instruction on road rules and sharing. Mutual respect.
T-173	Healthy Communities 4	if you are going to make roads safer for cyclists then motorists need to be educated
T-174	Healthy Communities 4	Should be taught in the education system

T-175	Healthy Communities 4	with providing them track/pathways no use of awareness.currently it is discouraging to walk or cycle
T-176	Healthy Communities 4	This is definitely something that should be in the schools, but education for adults might be a challenge. As someone who does not subscribe to cable or the newspaper, I guess I would say social media and the radio are the only forums I would hear of regi
T-177	Healthy Communities 4	We have an aging population who believe cyclist & pedestrian belong luppued together on sidewalks & bike paths & have no right to be on the streets. Educating the public on changes to the laws need to be addressed.
T-178	Healthy Communities 4	More people living within the downtown core and walking to the shops, restaurants, grocery, market
T-179	Healthy Communities 4	Need to promote the options already available
T-180	Healthy Communities 4	This piece should come with enforcement and blitzes. I like Ottawa's style. They also have pathway patrol. An idea to consider and all volunteer based
T-181	Healthy Communities 4	I have lived in several different countries, but most drivers in the Niagara region do not know 1) that cyclists are part of traffic 2) how to deal with cyclists and 3) that cyclists reduce traffic
T-182	Healthy Communities 4	This approach is mostly useless, in my opinion. Public awareness campaigns, etc, are a way to seem to be doing something positive for active transportation without actually changing policy and infrastructure in meaningful ways.
T-183	Healthy Communities 4	Too much money has been spent on education for public awareness. Those that are aware don't need it and those who aren't will never listen!
T-184	Healthy Communities 4	This idea has been tried and tested and always fails... unless there is a top down approach that forces people to do so, it will not change peoples behaviour or it will not be significant enough for the tax dollars spent
T-185	Healthy Communities 4	I have never seen such terrible and dangerous driving until I moved to St C.
T-186	Healthy Communities 4	Quit wasting money on education. We already know that we should walk more. Too bad about subdivisions that take 10 minutes to get out of. Or commercial consisting of big box stores in the east or west ends. Or how about service roads that become no exit n
T-187	Healthy Communities 4	Enforcement of the rules of the road on both motorists and cyclists is needed, along with much better education.
T-188	Healthy Communities 4	Work with schools to support increased walking to and from school le establish "school walking routes", the walking school bus,
T-189	Healthy Communities 4	Hopefully education would reduce the amount of verbal abuse I resource while cycling safely / legally
T-190	Healthy Communities 4	It would fall on def ears. As I said in my general comment, the large scale design of society isn't condusive to healthy commuting options. Half of the population or more work 20+ km's from their primary place of residence and even if they were to cycle t

T-191	Healthy Communities 4	if roads are unsafe due to transports barrelling down country roads, then no amount of 'public awareness' is going to get people to change their behaviour. Our public roads are dangerous for walking, cycling, etc.
T-192	Healthy Communities 4	a waste of money...establish safe public roads & people would be happy to cycle & walk on those roads
T-193	Healthy Communities 4	When I moved here in 2010 it was the Fattest City in Canada! More cycling for health, community & environment. Car culture I'd over for Niagara
T-194	Healthy Communities 4	I feel this should already be common knowledge.
T-195	Healthy Communities 4	Have a huge campaign encouraging pedestrians and cyclists to wear bright clothes or reflective gear.
T-196	Healthy Communities 4	These soft infrastructure options are crucial as hard infrastructure is not enough to get the ball rolling.
T-197	Healthy Communities 4	If multiuse paths are build instead of separating sidewalks from bikes there will not be a great need for spending money on education. People will use it if its separate from cars
T-198	New Technology 1	There should be a single fare box system.
T-199	New Technology 1	In The Netherlands they use a sort of chip card which you can charge with money. Then with travelling it is used to pay your fees. See website: https://www.ov-chipkaart.nl/home-1.htm
T-200	New Technology 1	Yes most stores and hotel advise the travel options and prices
T-201	New Technology 1	This is desirable in any transit system, but it must be timely and affordable.
T-202	New Technology 1	It should all be swipe card from bank cards we already have. Never know rthe fare structure
T-203	New Technology 1	Lower cost, subsidies for low income riders.
T-204	New Technology 1	easy , how about affordable instead? Fund it with an ongoing lottery
T-205	New Technology 1	Clipper/orca/octopus/etc. take your pick. There are so many existing quick, convenient payment systems that already exist, plus ongoing smart device technologies that make this a must for transit of any size or type.
T-206	New Technology 1	if you want people coming in from the GTA then we have to start off with the presto cards because that is what they are used to
T-207	New Technology 1	Must be shared between all transit providers.
T-208	New Technology 1	Have payroll deductions to promote bus use
T-209	New Technology 1	Yes and cheaper than any body can use it
T-210	New Technology 1	Presto card
T-211	New Technology 1	I do not believe in public transit.
T-212	New Technology 1	Presto should be brought here. It makes transit less stressful in terms of needing exact change. You can't always find somewhere to pull out cash or break a bill. Paying for transit shouldn't be stressful. We live in a largely cashless society and the s
T-213	New Technology 1	Fare card system such as PRESTO.

T-214	New Technology 1	The fair is too expensive
T-215	New Technology 1	The fare is too expensive
T-216	New Technology 1	Reduce basic fare for Regional Transit: use pay as you go. Too many would avoid use for short hops only. To do otherwise fundamentally misunderstands the demographic of your user base, i.e. students, etc.
T-217	New Technology 1	The transit has to be able to take people where they want to go in a reasonable time frame
T-218	New Technology 1	The system we have now on buses is fairly good.
T-219	New Technology 1	Presto
T-220	New Technology 1	The reason the public struggles to use mass transit isn't because they don't understand or have access to a method of payment for such services. The reason is because it's considered an impersonal, grungy, uncomfortable form of transportation. People don'
T-221	New Technology 1	like always a fare fare
T-222	New Technology 1	Presto cards work wonders on transit
T-223	New Technology 1	More important that easy fare payment system is having a transit system that is WORTH paying the fare. At the moment it's not worth the money.
T-224	New Technology 2	Is this needed within the region. Isn't most carpooling currently done for daily trips to the GTA for work?
T-225	New Technology 2	that is not always easy because you have your own planing which is different than the peoples traveling with you
T-226	New Technology 2	Carpooling is great for reducing pollution, but realistically, who wants to ride with strangers?
T-227	New Technology 2	This is dangerous.
T-228	New Technology 2	You know we've put a man on the moon, right? Decades ago? Get a ride sharing app out there already.
T-229	New Technology 2	Region's policy on Uber is laughable.
T-230	New Technology 2	Make Uber level!
T-231	New Technology 2	Make Uber legal
T-232	New Technology 3	I have no idea on this one, hence the rating of 1
T-233	New Technology 3	Not a likely outcome
T-234	New Technology 3	The Niagara College Welland campus bus, is very dangerous. Especially when getting on. I have been pushed several times and nearly fell over. The bus driver doesn't or can't do anything about it. Somebody is going to get seriously hurt. It is disgust
T-235	New Technology 3	hardly worth our while... unless its teleportation it will always be some hard seat in a slow moving, frequent stop vehicle
T-236	New Technology 3	Waiting to read these policies
T-237	New Technology 3	Could be an opportunity to bring increased employment options to the region.
T-238	New Technology 3	Autonomous electric cars as a service (taxis cost way too much), and public (electric?) bike stations available throughout the city.
T-239	New Technology 3	Like what? Again too vague. I like the overarching idea, which is why I rated it a 5 but this could be a HUGE fumble if it's not pursued

		properly. Based on the previous two ratable ideas, I don't have confidence that this would be carried out the way I wo
T-240	New Technology 3	Hi speed electric rail mega-project putting rail ON TOP of the Escarpment thru Smithville and Welland
T-241	New Technology 3	This is so important as we have the most backward system. It is old and not being utilized anymore.
T-242	New Technology 4	Already available on Google so why duplicate????
T-243	New Technology 4	Most Niagara communities roadways are not bus friendly. Build them to accommodate bus lanes and easier access for buses
T-244	New Technology 4	I think the system is goo
T-245	New Technology 4	Sometimes the buses are 10 minutes early and people miss their bus because of it.
T-246	New Technology 4	leave that to the private sector
T-247	New Technology 4	The private sector is already crushing this. Nice, but worth doing if you can't compete with the level of Google/Apple/etc.? Better to focus on agnostic integration with widely available and well established services.
T-248	New Technology 4	We have pretty decent technology right now, we should focus on more options
T-249	New Technology 4	Information at GO train stations are very poor, we can start by this
T-250	New Technology 4	Information is always good.
T-251	New Technology 4	excellent idea to avoid driving in high congested areas
T-252	New Technology 4	Roll out 'Yourbus' location services region wide.
T-253	New Technology 4	Google maps does a great job at having up to date traffic, maybe working with them to incorporate when bridges will be up or down would be great. The website is great but not readily accessible when on a mobile device.
T-254	New Technology 4	i would love to see this to know how far the buss is and what time the transit is running
T-255	New Technology 4	Sure, it's good to do anyways, don't know why we aren't already... however, it's not "new tech" and it won't help transit necessarily. It will only help people route plan accordingly.
T-256	New Technology 4	Absolutely! While living in London ON I loved their live arrival ETAs. It made everything so much easier, especially during peak hours and bad weather. They had an automated voice service you could call at any time as well as a website.
T-257	New Technology 4	Google already does
T-258	New Technology 4	This is ESSENTIAL! The signs with the stop numbers and phone number to information are in some places WAY too high for the average user to be able to read or scan with a Qreader (which only leads to the website with no other purpose) and the phone number
T-259	New Technology 4	Google maps and the news already do this. No need
T-260	PartnershipsCollaboration 1	Fear that's it's an all about me society and decides would be about what's good for me and not what's good for all/future
T-261	PartnershipsCollaboration 1	Providing a service like this one for residents is more than enough if a delegate can be appointed on their behalf to speak for residents.

T-262	PartnershipsCollaboration 1	this survey, while useful, will not reach many vulnerable citizens in Niagara who rely on the enhancement of various forms of public transportation; must find different ways to engage in a meaningful way
T-263	PartnershipsCollaboration 1	Involved residents would most likely use the services. Currently I feel decisions are made "On High" without consultation with communities. For example, why does the Niagara Region bus between Fort Erie and Niagara Falls ignore the residents in Stevensv
T-264	PartnershipsCollaboration 1	Those that need the transit system for everyday life have the best grasp of what is required. With the amalgamation of health care in various sites, transportation to and from is important.
T-265	PartnershipsCollaboration 1	Tourists or Torontonians should not be involved in decisions. Only as a factor
T-266	PartnershipsCollaboration 1	I feel that you can ask our input but it should be left to the subject matter experts to implement
T-267	PartnershipsCollaboration 1	Survey the number of riders for the go train in Burlington that arrive from Niagara region by car,
T-268	PartnershipsCollaboration 1	Only if they are educated on the needs.
T-269	PartnershipsCollaboration 1	I think enough consultation with public has been done. Need action.
T-270	PartnershipsCollaboration 2	The private sector is only interested in generating profit and thus perpetuates the continuous overbuilding of roads and streets.
T-271	PartnershipsCollaboration 2	...as long as public-sector values and accessibility remain preeminent concerns, and accountability remains vested with elected officials.
T-272	PartnershipsCollaboration 2	As long as we don't get toll roads
T-273	PartnershipsCollaboration 2	Private sector takes profits before providing service. Why do the governments (all levels) not insist that the Bank of Canada provide interest free loans to the governments? It was that way until politicians changed to borrow from private banks that mus
T-274	PartnershipsCollaboration 2	Working with well-established organizations can reduce startup and running costs
T-275	PartnershipsCollaboration 2	The objective should be to deliver what we can afford
T-276	PartnershipsCollaboration 2	Allow ride sharing apps to pick n drop the passengers if you can't provide bus service on Sundays n Holidays
T-277	PartnershipsCollaboration 2	Take the burden off tax payer! Perhaps sell (or license) corporate naming rights of networks etc. to share burden of costly infrastructure maintenance fees etc.
T-278	PartnershipsCollaboration 2	Transportation should primarily be the responsibility of our government
T-279	PartnershipsCollaboration 2	User fees should be reasonable
T-280	PartnershipsCollaboration 3	This is a subsidy for capital road projects that will eventually bankrupt us when repairs and upgrades are needed.
T-281	PartnershipsCollaboration 3	Consolidate all of these small city councils and stop this duplication!!!! Let's become one City of Niagara with a population base of 400,000

		and we will get the attention we deserve for provincial and federal funding. There are WAY too many small agenda
T-282	PartnershipsCollaboration 3	squeaky 'wheel' gets the oil. If you don't ask you don't get. Surely the collective governments, specifically provincial, must realize the benefits to the Niagara economy if transportation were more effective.
T-283	PartnershipsCollaboration 3	All levels need to be involved. Again, get loans from the Bank of Canada.
T-284	PartnershipsCollaboration 3	Why build something that will put a strain on the regions budget that we cant afford?
T-285	PartnershipsCollaboration 3	You waste too much time on this GO nonsense, the trains will sit empty. MOver on. If you get it it'll be the largest waste of taxpayer money EVER.
T-286	PartnershipsCollaboration 3	Don't mind paying tolls to government rather than out of country
T-287	PartnershipsCollaboration 4	Must or we cannot stay in the region. We have to move due to the faulty and limited transit system that prevents the possibility to work here without a 24/7 access to a car
T-288	PartnershipsCollaboration 4	To move transportation forward in the public context an integrated transit system is a must.
T-289	PartnershipsCollaboration 4	Need mch mor Colan oration . Act as one region not 12 self serving
T-290	PartnershipsCollaboration 4	We should only be using taxpayer money to provide one niagara service. Get rid of each local town bus service. Regionalize it all.
T-291	PartnershipsCollaboration 4	public trasnit must be viewed as a public good/investment, not strictly as an expenditure/cost
T-292	PartnershipsCollaboration 4	Niagara region Transit is too expensive
T-293	PartnershipsCollaboration 4	A system like Metrolink where governments listen to and follow up on recommendations rather than interfere with recommendations for political purposes. For example, politicians interfered with the Sheppard Subway _ rather than have it ease traffic on the
T-294	PartnershipsCollaboration 4	One reason inter-municipal public transit is so inefficient is the vastly differing transit schedules in each municipality. Having all municipalities work together for a more synchronized service throughout the region would hugely boost transit
T-295	PartnershipsCollaboration 4	This would help to avoid duplication of funding requirements.
T-296	PartnershipsCollaboration 4	you are living in the dark times still as a region ther is no team work
T-297	PartnershipsCollaboration 4	include private transportation companies
T-298	PartnershipsCollaboration 4	Enough money has been spent on studies. One provider not 4 is needed.
T-299	PartnershipsCollaboration 4	We need to take advantage of the transit systems to link us all together

T-300	Travel to/from Niagara Region 1	This opens up more opportunities for our local people to find work elsewhere yet still call Niagara home.....and allows more tourists to come into Niagara.....this is a no-brainer.
T-301	Travel to/from Niagara Region 1	This would cut down on the traffic on the QEW, result in less car accidents, help the environment by saving on gas emission as well as increase tourism in Toronto
T-302	Travel to/from Niagara Region 1	Will encourage more visitors
T-303	Travel to/from Niagara Region 1	This must be achieved soon. All others will follow once we open this route.
T-304	Travel to/from Niagara Region 1	This opens up many more jobs and people moving out here.
T-305	Travel to/from Niagara Region 1	Extended Go transit is vital for Niagara college and Brock students
T-306	Travel to/from Niagara Region 1	Let's focus on regional transit before sending a commuter train down that can hold thousands of passengers when our buses are carrying 2-4 persons.
T-307	Travel to/from Niagara Region 1	Nice to have, demand and affordability are key. In a discussion it has been suggested that free transportation to the GTA could be paid for in road repair and construction costs. A pattern for all transportation systems seems to be less passengers = rat
T-308	Travel to/from Niagara Region 1	Go train should have been here long ago.
T-309	Travel to/from Niagara Region 1	This is ESSENTIAL! I would give it more than 5 stars if that were an option.
T-310	Travel to/from Niagara Region 1	It is SO difficult to get to Hamilton via Go so this should be made WAY EASIER
T-311	Travel to/from Niagara Region 1	Affordable travel should be a priority. As a student the cost to travel has become a large expense to travel back and forth. Other low income residents of the Niagara region would benefit from the ability to find work outside the region and save income wh
T-312	Travel to/from Niagara Region 1	This is very important, especially for students. The earliest possible time to arrive to St Catharines from Burlington is 9am, so I would not even be able to get to an 8am class, or take an 8am class due to this problem. I am forced to commute with a car
T-313	Travel to/from Niagara Region 1	Definitely the need to established this service
T-314	Travel to/from Niagara Region 1	Only if the total time to Union station can be under 90 minutes and is dependable
T-315	Travel to/from Niagara Region 1	Population density of Niagara today cannot support a business for regular GO Train Service. Go Bus is proven sufficient, and likely well into the future.
T-316	Travel to/from Niagara Region 1	Really trips to kitchener and back without going to Toronto.
T-317	Travel to/from Niagara Region 1	top priority

T-318	Travel to/from Niagara Region 1	run a lottery to help pay for it
T-319	Travel to/from Niagara Region 1	It needs to be affordable
T-320	Travel to/from Niagara Region 1	And this is not done already why?
T-321	Travel to/from Niagara Region 1	We have a distributed office with workers distributed around the GTA and Niagara Region, but our physical office is in St. Catharines. We want to grow and ease our ability to do business all along the golden horseshoe. GO service is the only way this will
T-322	Travel to/from Niagara Region 1	This must happen as soon as possible. So many commuters waste time and money driving on dangerous highways. This would also bring more people in to town
T-323	Travel to/from Niagara Region 1	This is an absolute must. Why is the Niagara Region still in the dark ages about transportation? High speed train service is critical to growth and economic viability.
T-324	Travel to/from Niagara Region 1	Planning should include a staggered introduction, i.e. Because of the problems of scheduling around the Welland canal, GO service just to St. Catharines should be a first priority. Service to Niagara Falls should only be a weekend consideration until it
T-325	Travel to/from Niagara Region 1	As someone attending McMaster who doesn't own a car, Go train would be extremely helpful
T-326	Travel to/from Niagara Region 1	As a McMaster student without a car, Go train would be extremely helpful
T-327	Travel to/from Niagara Region 1	This is extremely important to me. I'm a senior and need train service to Hamilton, Burlington and Toronto
T-328	Travel to/from Niagara Region 1	in order to discourage people use car for one person it should be promoted to reduce Carbon emission
T-329	Travel to/from Niagara Region 1	If Niagara could become a commutable area to Toronto our citizen base would increase, tax revenues increase, support of our arts/meridian/festivals etc, restaurants and local businesses.
T-330	Travel to/from Niagara Region 1	Essential first priority!
T-331	Travel to/from Niagara Region 1	as long as this is done with a broader plan to ensure housing affordability does not become an issue
T-332	Travel to/from Niagara Region 1	This is a must for us to be competitive in the tourism industry.
T-333	Travel to/from Niagara Region 1	I commute daily from NOTL to either Brampton, Toronto or Hamilton and would prefer to do so via GO not via my car
T-334	Travel to/from Niagara Region 1	Improve commuting and increase population
T-335	Travel to/from Niagara Region 1	Vital to access better paying work, though in reality good jobs are scarce throughout the Golden Horseshoe
T-336	Travel to/from Niagara Region 1	job opportunities are far greater outside of the Niagara region plus secondary education so being able to access this on a regular basis would be great

T-337	Travel to/from Niagara Region 1	This is a very strong need for the Niagara Region.
T-338	Travel to/from Niagara Region 1	You can have a look at what they have done in CHILI (Santiago) FRANCE (Paris) RUSSIA (Moscou) GB (London)
T-339	Travel to/from Niagara Region 1	It is astounding that Niagara Falls does not already have this. Perhaps one of the most well know attractions in the world and no train to get here.
T-340	Travel to/from Niagara Region 1	I suggest thee mid corridor rather than along Lake Ontario. As well Regional transit is essential to make GO service viable
T-341	Travel to/from Niagara Region 1	We are in desperate need of this!!
T-342	Travel to/from Niagara Region 1	It is paramount that the layover to compensate for canal traffic be diminished or taken out
T-343	Travel to/from Niagara Region 1	Critical to the growth of the region. Lessons QEW congestion. Allows commuters to get work done while on their way to and from work.
T-344	Travel to/from Niagara Region 1	I live in Smithville, I will always have to drive to get to any depot so I might as well just drive. I am sick and tired of having to drive for test and hospitals because there is nothing here and as I get older I will just not go
T-345	Travel to/from Niagara Region 1	I like the GO Transit ideas ... maybe could use it to look for work outside the region and eventually move away from Niagara.
T-346	Travel to/from Niagara Region 1	This service needs to have service on the same frequency as the train out of Burlington.. or else there is no point.
T-347	Travel to/from Niagara Region 1	I want to be able to get to the train at least in St Catharines, and transit from Port Colborne that will connect to the train in a timely manner.
T-348	Travel to/from Niagara Region 1	Been commuting for a decade and still waiting - retiring in 2 years - will still be waiting
T-349	Travel to/from Niagara Region 1	no need
T-350	Travel to/from Niagara Region 1	As a daily commuter into the GTA I would love to have the opportunity to ride a go train into work
T-351	Travel to/from Niagara Region 1	I would use transit much more if it were made available to places I actually want to go for a decent price.
T-352	Travel to/from Niagara Region 1	This would be a dream come true ... Just do it , it is a necessity !
T-353	Travel to/from Niagara Region 1	Increase the number of buses and forget about the train
T-354	Travel to/from Niagara Region 1	if there was a direct go train service from Grimsby to Union station i would visit Toronto more often to avoid traffic
T-355	Travel to/from Niagara Region 1	This would be great, as long as it is done in a way that is affordable to users and makes sense time-wise. A two or three hour train ride to Hamilton / Toronto is of little use. A poorly implemented GO system only serves to undercut the actual inter-munic
T-356	Travel to/from Niagara Region 1	There should be affordable fare, even if there is year round transportation if the fare is expensive, no one will use it. Like BC's translink where the have different zones and corresponding fees to it. Like \$3.75 for the farthest zone

T-357	Travel to/from Niagara Region 1	This is the most important to me. My family would like to take the Go train into Toronto, but it's not convenient driving 40 minutes to get to a crowded station.
T-358	Travel to/from Niagara Region 1	Unless this is significantly better than the current train and bit more expensive it seems like a waste of time
T-359	Travel to/from Niagara Region 1	This is a HUGE priority for Niagara, one thing to consider is morning and evening commute times for ex. 6-9am trains every 30 minutes and the same in the evening 4 pm to 7pm... with one mid day train this would allow for best efficiency perhaps... an
T-360	Travel to/from Niagara Region 1	the go train should be coming down to welland if not fort erie.. instead of expanding the highways get the train down to fort erie
T-361	Travel to/from Niagara Region 1	go train
T-362	Travel to/from Niagara Region 1	Our bid for Go extension into Niagara would likely be taken more seriously if we got our own transit house in order (see previous comments).
T-363	Travel to/from Niagara Region 1	I cannot express how important this is. We need it
T-364	Travel to/from Niagara Region 1	We've been hearing about this one since the 1960s. It was going to be all the way through to Niagara Falls.
T-365	Travel to/from Niagara Region 1	it is not just about having all in place . it i s all so listening to citizen and having a timetable in place that fits all . not just the ones that are coming and going to and frpm work
T-366	Travel to/from Niagara Region 1	This is honestly a horrible idea. It costs nearly 20 / way. This is not a commuter option by no means. I can drive to Toronto on a quarter of a tank of gas ... Which costs me 25 to fill.
T-367	Travel to/from Niagara Region 1	While I have no need to use it weekly, I would use it several times a year. I already use it frequently during the summer.
T-368	Travel to/from Niagara Region 1	Go transit should not have a monopoly on travel to Hamilton. To put it simply, taking the go bus sucks from Niagara to Hamilton
T-369	Travel to/from Niagara Region 1	We are so behind in this compared to other regions in Ontario. This should have been done years ago.
T-370	Travel to/from Niagara Region 1	Need to get the GO train to St.Catharines.
T-371	Travel to/from Niagara Region 1	If we could extent the go train system to full year the people in thus city would start to be able to get to other cities and gain proper incomes.
T-372	Travel to/from Niagara Region 1	GO train service into Niagara needs to be a priority!!
T-373	Travel to/from Niagara Region 1	I live in Port Colborne and work in St. Catharines. I am required to travel to Toronto for work. Closest GO Train station with a regular schedule in Burlington. Extend to St. Catharines with a similar schedule as Burlington and myself and many of my c
T-374	Travel to/from Niagara Region 1	This would be a great boon to the Niagara Region and also alleviate much of the population pressure in the GTA/GTHA area.

T-375	Travel to/from Niagara Region 1	Go transit to the gta is less convenient than greyhound or megabus with the change over in Burlington so I avoid it when the train isn't running
T-376	Travel to/from Niagara Region 1	We need it. It mat also keep people off big hwys
T-377	Travel to/from Niagara Region 1	then to St. Catharines and Niagara Falls, why can't this be done, It's needed.
T-378	Travel to/from Niagara Region 1	So essential to get to Hamilton or Toronto by 1 train
T-379	Travel to/from Niagara Region 1	GO, but only if about 75 minutes to Union
T-380	Travel to/from Niagara Region 1	I do not want to drive to other areas any longer. After pending time in Vancouver and using its joined transportation systems, I see so much potential in our area to do the same. Using weekday and weekend zone costs, being able to get almost anywhere via
T-381	Travel to/from Niagara Region 1	to be seen as a thriving international destination we must have daily transportation.
T-382	Travel to/from Niagara Region 1	As one who works in TO but lives in NF, I have always wanted to use GO to travel but limited service and starting travel times that are too late for me have prevented my use of GO.
T-383	Travel to/from Niagara Region 1	usually people have to drive all the way to hamilton or grimsby just to use the train, which is strange because im pretty the train tracks do in fact reach all the way to niagara falls
T-384	Travel to/from Niagara Region 1	Forget Train ... travel time far to long. Why not begin by increasing bus times and provide a parking area. In 10 years establish a terminal at Beamsville and a large Regional parking lot and start trains at this point and rum Regional transit buses into
T-385	Travel to/from Niagara Region 1	Trains are unnecessary. A coach bus provides more flexible routes with the same comfort as a train. However bus service to anywhere but the GTA is no longer available in the region. I used to be able to take one single Coach Canada bus from St. Catharines
T-386	Travel to/from Niagara Region 1	Strongly agree, it will allow Niagara to connect with services outside our region, it will also allow people to come to our communities from the gta
T-387	Travel to/from Niagara Region 1	Highways are horribly congested. Improve our economy by making it easier to get to Niagara and take advantage of the historical sites, shopping, The Falls etc
T-388	Travel to/from Niagara Region 1	All of our children live and work in the GTA. Visiting requires travelling congested highways or exorbitant toll fees
T-389	Travel to/from Niagara Region 1	And the speed of trains is so slow that I feel I should take another bus such as megabus
T-390	Travel to/from Niagara Region 1	Living in Niagara Region is like living in the land of the lost when it comes to relevant transit. There is a huge population here that could benefit from GO service. As the GTA expands and people are moving further away commuting becomes a way of life. T
T-391	Travel to/from Niagara Region 1	I am a daily commuter to Toronto from Niagara.

T-392	Travel to/from Niagara Region 1	For anyone who does not have their own transportation getting to the region outside of summer is hell. There is only the bus system and that system is slow, uncomfortable and often has problems.
T-393	Travel to/from Niagara Region 1	Look into additional and more direct GO Bus services to areas such as Brampton, Guelph, Kitchener.
T-394	Travel to/from Niagara Region 1	Only running GO Train service on a seasonal basis does not provide those looking for a short commute with a reasonable option to get to the GTA etc.
T-395	Travel to/from Niagara Region 1	this would be huge for less cars on road. and even better for people who don't have a license
T-396	Travel to/from Niagara Region 1	Is anybody really asking for this?
T-397	Travel to/from Niagara Region 1	This is hugely important. The GO buses are okay but hard to get to for those already dependent on public transportation (I'm thinking particularly of the GO stops in St. Catharines and in Hamilton). I would add connections to Windsor to this discussion. T
T-398	Travel to/from Niagara Region 1	This would make sense provided facilities were there for onward to travel along the peninsula.
T-399	Travel to/from Niagara Region 2	What we currently have works efficiently enough...and if Trump builds a wall...this is a non-issue anyway lol
T-400	Travel to/from Niagara Region 2	The more choices the public have they will extend their visit
T-401	Travel to/from Niagara Region 2	Niagara already has infrastructure for access to the US by these means. All that is needed is more efficient use of all if these.
T-402	Travel to/from Niagara Region 2	All the infrastructure we already need is there...4 vehicle bridges, and a railway bridge.
T-403	Travel to/from Niagara Region 2	It would be amazing to be able to have more trains or even a ferry going to the US than their currently are out of Niagara as it would less road traffic
T-404	Travel to/from Niagara Region 2	With the low dollar it may be time to assist our export markets to get their goods across the border easier. Easing travel may also boost tourism to Canada and the Niagara region.
T-405	Travel to/from Niagara Region 2	Equally important to provide improved mode of transportation to those south of the border.
T-406	Travel to/from Niagara Region 2	Make Nexus more accessible
T-407	Travel to/from Niagara Region 2	Access to the US is quite sufficient and reliable. Problematic is more the US Homeland Security Imposes.
T-408	Travel to/from Niagara Region 2	Yes please
T-409	Travel to/from Niagara Region 2	Not necessary!
T-410	Travel to/from Niagara Region 2	You are missing air. This is a serious error.
T-411	Travel to/from Niagara Region 2	This area doesn't affect me so much, but I can see that improving it would potentially bring more business to places like Fort Erie which is in desperate need of more job creation!

T-412	Travel to/from Niagara Region 2	we can start by improving rail and road access in Ontario before to think about the US
T-413	Travel to/from Niagara Region 2	Generally, Torontonians cross at Queenston, St. Catharines residents travel to Niagara Falls, trucks and South Niagara use Peace Bridge.
T-414	Travel to/from Niagara Region 2	This should be more of a provincial and federal improvement
T-415	Travel to/from Niagara Region 2	This is a federal responsibility. Business travellers mainly go to Toronto.
T-416	Travel to/from Niagara Region 2	I think this service is adequate, however the long wait times at border crossings is an issue
T-417	Travel to/from Niagara Region 2	Why is the Whirlpool Bridge closed to green modes of transportation like pedestrians and bicyclists?
T-418	Travel to/from Niagara Region 2	Rail and water access is needed far more than road, which already has great access.
T-419	Travel to/from Niagara Region 2	Water access is not a priority
T-420	Travel to/from Niagara Region 2	Rail travel should be improved throughout Canada
T-421	Travel to/from Niagara Region 2	I agree with this, as long as it is not at the expense of current road maintenance. There are a vast number of roads in Niagara that need attention/resurfacing. Many of our roads are full of potholes and uneven surfaces.
T-422	Travel to/from Niagara Region 2	May not matter after the federal election in the US in November... ;-)
T-423	Travel to/from Niagara Region 2	Why?
T-424	Travel to/from Niagara Region 2	no comment on this but I'm sure it helps
T-425	Travel to/from Niagara Region 2	One star only because travel to the US is N/A to me.
T-426	Travel to/from Niagara Region 2	including having a local lane/nothing to declare at border for regular travellers
T-427	Travel to/from Niagara Region 2	A ferry to Buffalo!
T-428	Travel to/from Niagara Region 2	This would tie into this next statement and would prove beneficial to all of Ontario!
T-429	Travel to/from Niagara Region 2	great idea
T-430	Travel to/from Niagara Region 2	Border facilities are archaic. It takes me two hours to reach Rochester but 25% of the time is wasted at the border. If going to Buffalo about half my travel time is wasted. This is mainly a U.S. problem.
T-431	Travel to/from Niagara Region 3	Niagarans need the opportunity to find work in Toronto and still live here.
T-432	Travel to/from Niagara Region 3	Building another highway to Toronto is a big mistake! Roads just fill up with more vehicles. We need better train service between Toronto and Niagara!!!!

T-433	Travel to/from Niagara Region 3	F*** no!
T-434	Travel to/from Niagara Region 3	The jobs are in the larger cities. Costs of living makes it near impossible to live there so we are left with smaller town (which I love anyways) and commuting. Last night it took me an hour and 45 min to get home from Mississauga. Stopped traffic from en
T-435	Travel to/from Niagara Region 3	if you mean from St. Catharines or Niagara Falls to Toronto and Hamilton then great/including to airports but NOT a new corridor through the whole Peninsula. People can somehow get to N.F. and St. Kitts. So many seniors want ways to T.O. independantly.
T-436	Travel to/from Niagara Region 3	May be a water taxi if not all year summer months only
T-437	Travel to/from Niagara Region 3	If you focus on this and the go train access for travellers and economic growth will follow.
T-438	Travel to/from Niagara Region 3	More highways will only lead to more development and congestion. We need express trains to toronto
T-439	Travel to/from Niagara Region 3	If this has anything to do with the long discussed and antiquated Niagara-GTA West corridor.....we should dismiss that ideal because it will destroy the natural environment, exacerbate urban sprawl, and promote driving. Not to mention be prohibitively exp
T-440	Travel to/from Niagara Region 3	Build a road and they will come. How long will such a road improve traffic flows?
T-441	Travel to/from Niagara Region 3	This isn't necessary, if we have better transit it would reduce the number of cars on the road
T-442	Travel to/from Niagara Region 3	for public transit/ cycling only- out with the car culture
T-443	Travel to/from Niagara Region 3	Long overdue.
T-444	Travel to/from Niagara Region 3	What kind of corridor? Another highway? If so, no thanks. Think beyond car culture -- a boat or train system would be great here!
T-445	Travel to/from Niagara Region 3	And not widen the QEW further. It already impacts the tender fruit industry to the point of extinction
T-446	Travel to/from Niagara Region 3	Please do this responsibly.
T-447	Travel to/from Niagara Region 3	easy and quick ways to get from mississauga to niagara
T-448	Travel to/from Niagara Region 3	This is very important, especially for students. The earliest possible time to arrive to St Catharines from Burlington is 9am, so I would not even be able to get to an 8am class, or take an 8am class due to this problem. I am forced to commute with a car
T-449	Travel to/from Niagara Region 3	We have enough highways
T-450	Travel to/from Niagara Region 3	Building more highways will impact the quality of living in Niagara, create further congestion, have impact the health of citizens. Promote transportation strategies to reduce vehicle traffic at peak hours.
T-451	Travel to/from Niagara Region 3	no new highway!

T-452	Travel to/from Niagara Region 3	Not only is taking a train a great experience for kids. But it gives parents options on activities to do with their children whether they have a car or not. It creates less of a carbon footprint. It will give us more freedom.
T-453	Travel to/from Niagara Region 3	If by this you mean a new highway, then I totally disagree.
T-454	Travel to/from Niagara Region 3	The QEW has grown well beyond its intended (and appropriate) capacity, but unless a new mid-peninsula corridor initiative was accompanied by an equivalent attempt to reduce traffic flow in sensitive lands below the Escarpment, there is no need to invest s
T-455	Travel to/from Niagara Region 3	Why would we do that and take away more farm land? Fix and work with what we already have
T-456	Travel to/from Niagara Region 3	This would benefit our economy greatly. By making commuting easier it will allow employment withing the GTA and surrounding areas more attainable.
T-457	Travel to/from Niagara Region 3	Ridiculously expensive to consider and not in our lifetime!
T-458	Travel to/from Niagara Region 3	it need to improve as i don't want to leave region but i have job/study in GTA and there no proper connection so i have rent out a costly place
T-459	Travel to/from Niagara Region 3	Most important factor for economic growth.
T-460	Travel to/from Niagara Region 3	Bringing GO train travel makes more sense all around the traffic corridor is good and would only improve if we utilize our existing rails
T-461	Travel to/from Niagara Region 3	Explore options for enhancing existing corridors.
T-462	Travel to/from Niagara Region 3	I'm not exactly sure what is meant by a corridor, but it sounds like a positive thing so I'm in favour!
T-463	Travel to/from Niagara Region 3	We need to find away of reducing carbon footprint. Finding a means to transport people safely in & out of the area. Reducing congestion on highways.
T-464	Travel to/from Niagara Region 3	Again - let's get Torontonians to consider Niagara as a home base. It's the same distance from Barrie to TO as St. Catharines to TO.
T-465	Travel to/from Niagara Region 3	Complimentary (not alternative to) Go Train service. Needed for goods transport, and to provide access to mid-Penn development lands.
T-466	Travel to/from Niagara Region 3	Focus on alternative corridors, rail, water. Not more hwys
T-467	Travel to/from Niagara Region 3	Have dedicated Goods and Cargo lanes.
T-468	Travel to/from Niagara Region 3	If more jobs were brought to the Region the travel issues between Niagara and Toronto might lessen.
T-469	Travel to/from Niagara Region 3	Improve commuting and increase population
T-470	Travel to/from Niagara Region 3	We can start by improving the existing system
T-471	Travel to/from Niagara Region 3	Badly needed

T-472	Travel tofrom Niagara Region 3	With expansion of the QEW and current plans for GO train along the north shore, it is only a matter of time before the wineries will have to import all grapes _ the end of VQA as we know it. A reliable public transit system could decrease the need for ro
T-473	Travel tofrom Niagara Region 3	Expensive, but likely necessary for more efficient transit
T-474	Travel tofrom Niagara Region 3	Affordable, accessible, convenient rail is much better for the environment.
T-475	Travel tofrom Niagara Region 3	Don't want to pay for more highways I can't use
T-476	Travel tofrom Niagara Region 3	This should be more of a provincial and federal improvment
T-477	Travel tofrom Niagara Region 3	This project will never come to fruition. I worked on it at the Region in the mid 2000s. Don't waste anymore time/money.
T-478	Travel tofrom Niagara Region 3	Only if it is for public transit.
T-479	Travel tofrom Niagara Region 3	We have enough roads going to T.O. - Make some better roads to the rest of Ontario!!!!
T-480	Travel tofrom Niagara Region 3	YES YES YES!!!
T-481	Travel tofrom Niagara Region 3	We have this, the QEW. More roads wont solve traffic. Better alternatives to cars will.
T-482	Travel tofrom Niagara Region 3	Nooooo!!!! This is a terrible idea, and completely out of alignment with the goal of a more efficient and sustainable transportation system. Given problems like climate change, it would be incredibly short-sighted to start building new highways. The funds
T-483	Travel tofrom Niagara Region 3	Water travel from NOTL to Toronto has been tried and failed. Air travel isn't an option. Rail or GO is the preferred 'corridor' of my choice. Even if Niagara Region could be hooked up to the GO system how do you address the already full parking lots avail
T-484	Travel tofrom Niagara Region 3	The mid peninsula corridor began in planning stages approximately 15 yrs ago. The routing was brilliant initially connecting to the 401 near Woodstock and the Qew between netherby rd and Chippawa! This would take so much traffic off the Qew that goes intr
T-485	Travel tofrom Niagara Region 3	this is an interesting idea but the proposed question is very vague and perhaps very costly ... or maybe I miss understood the statement???
T-486	Travel tofrom Niagara Region 3	Toll it and keep all the money to improve the city. Don't industrialize.... Make beautiful without making anything. Clean up Silvertown before you do anything
T-487	Travel tofrom Niagara Region 3	This will keep me and many others who commute to work and school living in niagara!
T-488	Travel tofrom Niagara Region 3	Any such link must include high-speed rail. Follow China's example here, not the US.
T-489	Travel tofrom Niagara Region 3	I don't care about Toronto or Hamilton.. What about Kitchener or london
T-490	Travel tofrom Niagara Region 3	If Go service is hourly or several times per day then corridors become less important

T-491	Travel to/from Niagara Region 3	Seriously?
T-492	Travel to/from Niagara Region 3	Water travel..TO to notl/ St cath
T-493	Travel to/from Niagara Region 3	We don't need more roads. A new rail corridor yes, but no more roads. Too costly environmentally, energy-wise and financially. A drain on the economy.
T-494	Travel to/from Niagara Region 3	Unless you plan on building a bridge directly across Lake Ontario from Niagara to to the CN Tower, then no.
T-495	Travel to/from Niagara Region 3	Last year it was accessible for transportation to Niagara from Hamilton. So for students/employees who are in Hamilton and want to return to their home in Niagara, it was only an hour bus ride. Now, this year coach buses have gotten rid of this short tran
T-496	Travel to/from Niagara Region 3	Or a long bridge?
T-497	Travel to/from Niagara Region 3	Not exactly sure what this means.
T-498	Travel to/from Niagara Region 3	We need something to help alleviate traffic on the QEW. Perhaps a highway up on the escarpment connecting to the 407?
T-499	Travel to/from Niagara Region 3	I love to drive, but I hate driving in congestion. These days, there doesn't seem to be a time of day where the roads are not moving very slowly due to congestion. It is only going to get worse.
T-500	Travel to/from Niagara Region 3	This won't do anything to really add any economic benefits to Niagara, save for maybe move some Niagara-North businesses to Niagara-South along such a new corridor. Lateral move at best.
T-501	Travel to/from Niagara Region 3	This is by far the most important improvement needed to the Niagara Region.
T-502	Travel to/from Niagara Region 3	We already have the 407 and 403, plus HOV lanes on the QEW
T-503	Travel to/from Niagara Region 3	No, lets not add more vehicles to the roads and add more roads to a greenbelt area. Green will be our future for tourism and sustainability
T-504	Travel to/from Niagara Region 3	it will take years to build a new highway. Train should be the priority and work towards a new highway
T-505	Travel to/from Niagara Region 3	An interesting notion, but does Niagara region have the power to make this happen?
T-506	Travel to/from Niagara Region 3	We have to stop relying on automobiles and destroying land solely for the purpose of adding more cars on the road, particularly in the age of moving away from fossil fuels.
T-507	Travel to/from Niagara Region 3	not prudent allocation of tax payer resources.
T-508	Travel to/from Niagara Region 3	where would this be? how much longer would it take for travellers?
T-509	Travel to/from Niagara Region 3	im not sure what this corridor is.
T-510	Travel to/from Niagara Region 3	There are already multiple options for travel to the GTA. What about the rest of the province? K-W, Guelph and London are completely inaccessible

T-511	Travel tofrom Niagara Region 3	I should be able to travel from smithville to Ottawa by train.
T-512	Travel tofrom Niagara Region 3	Too expensive/environmentally costly.
T-513	Travel tofrom Niagara Region 3	do not want the crime fom Toronto to come to Niagara
T-514	Travel tofrom Niagara Region 3	No!Do it by improving services for for multi passenger vehicles
T-515	Travel tofrom Niagara Region 3	The worst thing the Mike Harris government did was sell the 407
T-516	Travel tofrom Niagara Region 3	Where would this be and how much tender fruit land would be destroyed? To start with the QEW should have been above the escarpment not in the middle of some of the most fertile land in Canada!
T-517	Travel tofrom Niagara Region 3	Don't build more roads for people they won't use public transporation. Get the cars off the road.
T-518	Travel tofrom Niagara Region 3	I don't know how this could be achieved but the section from Grimsby to St. Catharines needs an overhaul. Only one way in or out could prove catastrophic.
T-519	Travel tofrom Niagara Region 3	I don't know what this means, so it's difficult to answer appropriately.
T-520	Travel tofrom Niagara Region 3	The existing QEW/rail corridor is likely adequate if better managed and provided with improved public transport.
T-521	Travel tofrom Niagara Region 4	There should be one hub in each city. Take many people to a few places instead of a few people many places!
T-522	Travel tofrom Niagara Region 4	Incredibly important to create hubs like that.....give people ample opportunities to go and do what they need to do in this Region.
T-523	Travel tofrom Niagara Region 4	These hubs would need good parking and Electric Vehicle Charging Stations...
T-524	Travel tofrom Niagara Region 4	May be cycles more rental places
T-525	Travel tofrom Niagara Region 4	This needs to be highlighted and have binding language in the Official Plan policy documents.
T-526	Travel tofrom Niagara Region 4	The current VIA station doesn't seem to be the best location for this due to it's less than easy accessibility from other transportation modes. The Fourth Avenue corridor is already heavily congested and is not fully developed which will make accessing th
T-527	Travel tofrom Niagara Region 4	This is an excellent idea. As a Brock student that lives in Chatham-Kent it is notoriously difficult getting home without having a care. 40 minute bus ride from Thorold to Fairview, hour bus ride from Fairview to Burlington, 5 minute Go Train Burlington
T-528	Travel tofrom Niagara Region 4	Now we are talking!
T-529	Travel tofrom Niagara Region 4	This should be taken into consideration to ease traffic burdens. A single hub will allow for passengers to easily transition from the hub to their homes and to businesses.

T-530	Travel to/from Niagara Region 4	Niagara must think about the impact traffic will have within the Green Belt, Transportation Hubs must be suitable for Green Belt sustainability.
T-531	Travel to/from Niagara Region 4	Integrated multimodal transportation hubs that also treat cycling as a legitimate utilitarian and tourism transportation option is critical to the success of an integrated transportation master plan. Transportation hubs should include provisions for multi
T-532	Travel to/from Niagara Region 4	its already inconvenient, why make transfers even worse
T-533	Travel to/from Niagara Region 4	Yes please
T-534	Travel to/from Niagara Region 4	Focus on developing inter-city transit. No one, especially seniors are looking to ride a bike in February to a hub - get real. That said consider seeking a pilot project with Google to utilize driver-less cars to expand a unique mass transit solution.
T-535	Travel to/from Niagara Region 4	That sounds very convenient!
T-536	Travel to/from Niagara Region 4	Vital as a lot of families can no longer afford two cars.
T-537	Travel to/from Niagara Region 4	100% agree, Niagara cannot improve because transportation system looks like 80 years old technologie
T-538	Travel to/from Niagara Region 4	Currently, to travel from Fort Erie to Port Colborne, I must take a bus to Niagara Falls (HUB) I then take another bus to Welland (HUB) [I may have to take the bus from FE to St. Catharines (HUB) to Welland] I then take another bus from Welland to Port Co
T-539	Travel to/from Niagara Region 4	We need a seamless interlinked and reliable inter city transit service before we can even begin to arrange for GO Transit or people leaving Niagara will have to park in a huge parking lot that we don't have room or money for, or visitors to the region hav
T-540	Travel to/from Niagara Region 4	Not enough population to be investing in this type of transportation
T-541	Travel to/from Niagara Region 4	Again, ensure all Welland buses are equipped with bike racks.
T-542	Travel to/from Niagara Region 4	Yes yes. It should be easier for tourists and people coming home to get transfers to other bus / train systems.
T-543	Travel to/from Niagara Region 4	Also should have been done years ago. Public transportation is so important especially for the Niagara region considering we are a university/college area and not to mention we have some of the highest unemployment rates in Canada yet the absolute worst p
T-544	Travel to/from Niagara Region 4	Niagara Region is a tourist area. Provide some alternative ways for people to see the region without the use of a car would make the roads less congested.
T-545	Travel to/from Niagara Region 4	Don't need to buil just expand on what we have already
T-546	Travel to/from Niagara Region 4	they would have to be proven to be efficient for users, none of this all day to travel nonsense

T-547	Travel to/from Niagara Region 4	i would imagine this would be important if you were not using a car
T-548	Travel to/from Niagara Region 4	Especially bus service in Grimsby just to go on Main Street from Casablanca to Beamsville and back during working hrs
T-549	Travel to/from Niagara Region 4	Expand the economy to other areas.
T-550	Travel to/from Niagara Region 4	The local transportation needs to be drastically improved and extended. The system in place now ends too early for a tourism oriented town and for people who work late this puts a stress on them as they need to find alternate transportation when working l
T-551	Travel to/from Niagara Region 4	This would be awesome.
T-552	Travel to/from Niagara Region 4	This would make sense. Especially for buses. At present all we have is a system of disconnected routes.
T-553	Travel to/from Niagara Region 5	Encourage rail use for business transport purposes instead of flooding highways with trucks (from smaller inefficient trucks to large obstructive lorries)
T-554	Travel to/from Niagara Region 5	Air travel is not good for the environment. Water travel like a ferry or hovercraft to and from Toronto is a better solution.
T-555	Travel to/from Niagara Region 5	Why! For what distances???
T-556	Travel to/from Niagara Region 5	Work with airports in Niagara Falls, USA and Hamilton Ontario, rather than building a Niagara airport. Maintain agricultural land.
T-557	Travel to/from Niagara Region 5	More air travel would be great but it comes down to costs
T-558	Travel to/from Niagara Region 5	A small regional airport in Niagara is useless to the majority of people in region and would be a poor investment
T-559	Travel to/from Niagara Region 5	Is there a need. Is trucking and rail incapable of handling cargo.
T-560	Travel to/from Niagara Region 5	big challenge with Buffalo next door. Its airlines that decide where they go, not airports
T-561	Travel to/from Niagara Region 5	Air travel is rather expensive within Canada and may not provide enough returns for the investment. The GO train would be a more effective solution.
T-562	Travel to/from Niagara Region 5	Niagara District Airport offers substantial opportunities, although the municipality structured management make its prohibitive for serious operators or investors.
T-563	Travel to/from Niagara Region 5	Air travel contributes to GHG more than any other form of transportation, and should be discouraged for cargo.
T-564	Travel to/from Niagara Region 5	boats for bulk shipments
T-565	Travel to/from Niagara Region 5	I think improved use of Hamilton airport would be helpful. With Red Hill Valley P there is easier access, parking is fast and easy. Let's use infrastructure already there.
T-566	Travel to/from Niagara Region 5	Toronto (YYZ), Hamilton, and Buffalo (BUF) meet the regions needs. This is an unrealistic question and a waste of thought question.

T-567	Travel to/from Niagara Region 5	Everything within reasonable reach of Niagara (<309km) would be more efficiently serviced by faster, more modern rail transit.
T-568	Travel to/from Niagara Region 5	Niagara Airport to Toronto Island may work if costs were competitive. I don't know how that would work for cargo unless we truly invested in becoming an international distribution hub (Fort Erie). I know in terms of business insurance costs, it used to
T-569	Travel to/from Niagara Region 5	As a commercial pilot I have never understood why the Niagara District Airport isn't a major hub of aviation activity and a gateway to the Toronto market. We need to spend money and improve and modernized the airport in order to make it appealing to all t
T-570	Travel to/from Niagara Region 5	in Niagara region it is very important to have airport of good quality to promote tourist which can be double by providing better way communication
T-571	Travel to/from Niagara Region 5	Would prefer to fly from this region rather than going to Buffalo, Hamilton or Toronto, this would increase \$\$\$\$ in our region
T-572	Travel to/from Niagara Region 5	This sounds like a good idea, but if it's expensive, then it may be a waste of resources.
T-573	Travel to/from Niagara Region 5	How realistic is this not everyone can afford it. Would cause inflation ??
T-574	Travel to/from Niagara Region 5	We have an airport that should offer flights to major airports or offer international flights direct to and from popular destinations.
T-575	Travel to/from Niagara Region 5	I think that will be difficult for the Niagara region , we should first improve our roads system and rail system
T-576	Travel to/from Niagara Region 5	air travel is expensive
T-577	Travel to/from Niagara Region 5	If you wanted air travel, how do you get to the airports? Airports will not be established in every community.
T-578	Travel to/from Niagara Region 5	A small regional airport with flights to Toronto, Ottawa, Montreal would be an asset.
T-579	Travel to/from Niagara Region 5	This would be too costly for people living with low income but it would be a great idea for people that can afford it.
T-580	Travel to/from Niagara Region 5	There's an airport in Hamilton that handles cargo. Let's not duplicate efforts.
T-581	Travel to/from Niagara Region 5	If there was travel service from Welland or St. Catharines to Toronto and Northern Ontario I would use it much more. Having to drive to T.O., pay to park and fly somewhere is very expensive.
T-582	Travel to/from Niagara Region 5	i dont think the encouragement is needed, this is dictated by costs,
T-583	Travel to/from Niagara Region 5	This should not be a priority. Sustainability needs to be the focus of any transportation master plan, and ramping up air travel is in no way compatible with sustainability.
T-584	Travel to/from Niagara Region 5	A very costly suggestion that doesn't meet day to day traffic congestion and flow.
T-585	Travel to/from Niagara Region 5	Welland Airport has considerable potential in this regard.
T-586	Travel to/from Niagara Region 5	No. Green ideas are more important

T-587	Travel to/from Niagara Region 5	Carbon anyone?
T-588	Travel to/from Niagara Region 5	Not needed in Niagara. We're close enough to Toronto, Hamilton and Buffalo.
T-589	Travel to/from Niagara Region 5	We need more rail. Air travel is very bad for the environment, and can not compare to trains for speed, cost and efficiency.
T-590	Travel to/from Niagara Region 5	This is an awful idea
T-591	Travel to/from Niagara Region 5	only if the carbon footprint is reduced
T-592	Travel to/from Niagara Region 5	Improvement/expansion of the Hamilton airport would be a good idea. This would make getting goods and people in and out of Niagara far easier than having to travel to Pearson.
T-593	Travel to/from Niagara Region 5	For cargo, maybe, but air travel is not inexpensive. It would not work for everyone -- price and/or fear of flying.
T-594	Travel to/from Niagara Region 5	This is far too vague to be considered ratable... Must be elaborated upon for me to truly understand your thought process here?
T-595	Travel to/from Niagara Region 5	This is far too vague to be considered ratable... Must be elaborated upon for me to truly understand your thought process here? Air travel for what purpose? Within the Niagara Area? Commuting to Toronto? If this is for the purpose of recreational travel o
T-596	Travel to/from Niagara Region 5	We are already within a one hour drive of Pearson, Toronto Island, John C. Munro in Hamilton, and Buffalo-Niagara in the US in terms of airports. Trying to force a Niagara Region air connection to happen is a ridiculously unnecessary quadruplication of s
T-597	Travel to/from Niagara Region 5	Air travel is terrible for pollution/ co2 levels. We should move to find better alternatives
T-598	Travel to/from Niagara Region 5	Again N/A to me. Don't travel by air.
T-599	Travel to/from Niagara Region 5	Doesn't make sense at this time. Three airports within relatively easy commute of the area.
T-600	Travel to/from Niagara Region 5	including getting new management to ensure safe environment for landings, take off, and taxiing, as well as driveway & parking lot maintenance. would be nice to have some grass cutting more than once a year as well
T-601	Travel to/from Niagara Region 5	This is already a private sector opportunity that is well represented in the current blend of airports and carriers.
T-602	Travel to/from Niagara Region 5	rails for cargo
T-603	Travel to/from Niagara Region 5	this does not really apply to our area....
T-604	Travel to/from Niagara Region 5	No need for this. Why not a hovercraft service from St. Catharines/NOL direct to Toronto?
T-605	Travel within Niagara Region 1	The super hospital is a prime reason why the connection needs to improve between N & S.

T-606	Travel within Niagara Region 1	Improve the schedules of travel too...so that someone in Port Colborne can continue to live in PC and work in St. Catharines and have their travel time be less than 45mins and more frequent arrival and departure times.....any one with children or other re
T-607	Travel within Niagara Region 1	Being disabled & do not drive I need a reliable transportation system that can take me easily from one city to the next.
T-608	Travel within Niagara Region 1	If you don't own a car in this area, you are basically unable to work in my industry. It's ridiculous.
T-609	Travel within Niagara Region 1	As a person who lives in West Niagara, I am not concerned with North South routes
T-610	Travel within Niagara Region 1	Bus fares are ridiculous. Ad a low income, carless parent of 2, it can cost upwards of \$20 a day to ride with my kids. We should convert to something similar as Welland, where kids under 12 are free with a paying adult, and adult fares/ monthly passes are
T-611	Travel within Niagara Region 1	Busses every 30 minutes. Drivers who actually respect the rules of the road AND their passengers. Return buses to side streets instead of only on main roads.
T-612	Travel within Niagara Region 1	I attend Brock, but took some courses at Niagara College last term. I had to drive (thankfully I have a vehicle) to class every week because the bus would get me to campus an hour before my class, and the last bus would leave 15 minutes before my class wa
T-613	Travel within Niagara Region 1	Think of the old trolley cats that connect all the communities in the region
T-614	Travel within Niagara Region 1	It should be possible to get from grimsby to fort erie with the regional transit so all residents are able to access the region
T-615	Travel within Niagara Region 1	Particularly by public transit. Hubs should be university, colleges and hospitals
T-616	Travel within Niagara Region 1	A light rail system along 406 corridor would be great
T-617	Travel within Niagara Region 1	need buses to route more into the west end
T-618	Travel within Niagara Region 1	The # 60 Regional needs to be changed so it hits Minacs on the 15 and 45 to match work schedules and lead to less wait time on the way from the Welland terminal to connect with local buses. Need an extra hour our two, and need Sunday service on all routes
T-619	Travel within Niagara Region 1	I would like it if my bus ride wasn't a 2 hour ride for what takes 20 minutes to drive.
T-620	Travel within Niagara Region 1	"Connections" is a vague term. Do you mean Roads, Sidewalks, Canals or Transit?
T-621	Travel within Niagara Region 1	This has been needed to be worked on for more then 30 years. Do the math on how long ones day would be if they lived in port weller area and worked at the pen centre ?
T-622	Travel within Niagara Region 1	Definite
T-623	Travel within Niagara Region 1	Again without transportation people can't get to jobs.

T-624	Travel within Niagara Region 1	As someone who lives in St.Cath, but works in Fort Erie and Port Colborne, I hear often that southern residents are not happy with the regional system and would be more likely to use it if it didn't take so long to get from point A to point B and if the t
T-625	Travel within Niagara Region 1	As health services are becoming more centralized rather than community based, it is growing more important for improved bus services between cities.
T-626	Travel within Niagara Region 1	Not just north and south but also east to west
T-627	Travel within Niagara Region 1	It should not take 45 minutes to travel across town.
T-628	Travel within Niagara Region 1	Presto card
T-629	Travel within Niagara Region 1	Not only between north and south. Between south and south (Fort Erie - Port Colborne. Transit infrastructure to hospitals.
T-630	Travel within Niagara Region 1	While inter-municipal transit exists (which is good!), it's relatively expensive (compared to the individual municipalities' fares and to better established companies like GO), runs relatively infrequently (hourly until mid evening between northern municipi
T-631	Travel within Niagara Region 1	in England (on a visit) I never needed to drive, buses ran all the time and there were no transfers. this would help music down town, I could go see my fav bands and not have to leave at 9:30 half an hour before they start
T-632	Travel within Niagara Region 1	Again transit connections. People who drive can go anywhere they want. People who don't drive don't have a lot of options.
T-633	Travel within Niagara Region 1	South Niagara is the size of Halton Region. Greater connectivity between N & S Niagara will open the south for economic development.
T-634	Travel within Niagara Region 1	Living in Port Colborne makes it difficult to go anywhere unless you drive.
T-635	Travel within Niagara Region 1	IMPROVE TRANSIT
T-636	Travel within Niagara Region 1	Yes, there is no direct connection between lake ontario and lake erie in the west end of the region.
T-637	Travel within Niagara Region 1	I'm not sure how this differs from "Increase roads and transit service between Niagara Region municipalities"
T-638	Travel within Niagara Region 1	Have all transportation suppliers work together. One system
T-639	Travel within Niagara Region 1	Terrible system. No idea how anything works
T-640	Travel within Niagara Region 1	Mid peninsula corridor
T-641	Travel within Niagara Region 1	Priorities: 1. Increase service by reducing redundancies: too many routes link south to north during regular hours, only to lapse entirely evenings and weekends. 2. Service 6 am to midnight 7 days a week, even if bi-hourly: people must be able to get back

T-642	Travel within Niagara Region 1	I think of the aging population and my 80 year old mother, who will be housebound as there is no public transportation available in Fonthill. She is not alone. I see many school buses for children, with parents who have transportation, but nothing for t
T-643	Travel within Niagara Region 1	Too long of waits, too many transfers on the bus. Not enough buses to connect onto.
T-644	Travel within Niagara Region 1	They is no regional bus service on Sundays n Holidays ,
T-645	Travel within Niagara Region 1	Being a former student at Niagara, it should not have taken me 1.5 hrs to get to Welland via the bus. St Catharines should start "evening" service after 7. My route home would up to 2+ because of evening buses.
T-646	Travel within Niagara Region 1	E/W connections equally if not more important for cyclist consideration
T-647	Travel within Niagara Region 1	East west connections are badly needed as well. We need transit to Niagara-On-The-lake, Vineland, Beamsville, Grimsby and Smithville.
T-648	Travel within Niagara Region 1	there is do direct/easy access between the lakes
T-649	Travel within Niagara Region 1	If the GO train can't be extended to St. Catharines, than a better bus schedule between all the communities between St. Catharines and Burlington might get people taking the GO. Better bus schedule from Port Colborne to St. Catharines might even get me t
T-650	Travel within Niagara Region 1	West (of the qew) to east is important too
T-651	Travel within Niagara Region 1	North-to-South connection is less important than ensuring the connections that already exist are better served.
T-652	Travel within Niagara Region 1	Public trans wasn't bad 50 + years ago, but it hasn't caught up with Niagara growth and is very time consuming and cumbersome.
T-653	Travel within Niagara Region 1	restore rail access between north & south Niagara
T-654	Travel within Niagara Region 1	I'm a Brock student live on the north end of St Cath, would be great if there can be at least one shuttle to Brock that goes to North!
T-655	Travel within Niagara Region 1	the bus needs to come more frequently rather than every hour
T-656	Travel within Niagara Region 1	The Niagara Regional Transit should be expanded to make for easier travel within the niagara region
T-657	Travel within Niagara Region 1	we also need to connect east and west Niagara. Possibility of a Niagara/Hamilton corridor.
T-658	Travel within Niagara Region 1	I have never had an issue with this.
T-659	Travel within Niagara Region 1	I don't want to drive to busy city centres. My parents are elderly, they can't drive anymore. Public transit takes all day or just isn't available.
T-660	Travel within Niagara Region 1	This will help to link people with business as well as bringing families together. Will provide greater healthcare options to Seniors
T-661	Travel within Niagara Region 1	More direct non stop routes to major hubs during peak weekday hours.

T-662	Travel within Niagara Region 1	Must be more frequent, more affordable and more accessible.
T-663	Travel within Niagara Region 1	We have to get beyond petty jurisdictional issues, e.g. St. Catharines is not paying for Pelham to move people. This is a regional and this is why we have regional government. The region must recognize that is not just Welland or Grimsby but rather like
T-664	Travel within Niagara Region 1	wider roads will make is easier to get around the many slow vehicles that frequent the "back" roads
T-665	Travel within Niagara Region 1	We need to increase service. Allowing students and works to commute. Through out the day. Shift work, after school events
T-666	Travel within Niagara Region 1	what about east and west connections. West Niagara is still part of the Niagara Region.
T-667	Travel within Niagara Region 2	An efficient timely system is needed so that people can make work on time in another community than where they live.
T-668	Travel within Niagara Region 2	Grimsby needs public transit, if you dont have s car you are pretty much out of luck getting to work in town
T-669	Travel within Niagara Region 2	Now I commute fro Welland to the Pen Centre.the only method available goes from Niagara to Brock to the Pen Centre.
T-670	Travel within Niagara Region 2	Public transportation should be limited to St. Catharines, Welland, Thorold and Niagara falls
T-671	Travel within Niagara Region 2	Affordability and demand are the priorities here.
T-672	Travel within Niagara Region 2	very challenging proposition given the topography
T-673	Travel within Niagara Region 2	Queenstown Street (near the old hospital) is a terrible road to drive down! It is soo damaged, and is too bumpy to drive down, especially with the cracked pavement and pot holes. It's almost unsafe, definitely uncomfortable.
T-674	Travel within Niagara Region 2	More cycling paths. Fine those who drive their electric scooters on the sidewalks.
T-675	Travel within Niagara Region 2	Fort Erie needs better transit options.
T-676	Travel within Niagara Region 2	Transit service
T-677	Travel within Niagara Region 2	Transit service
T-678	Travel within Niagara Region 2	Same as above
T-679	Travel within Niagara Region 2	there are really no jobs in Ft. Erie and people are struggling. By providing public transportation to neighbouring communities perhaps people can look for jobs out of town to say NF
T-680	Travel within Niagara Region 2	It should be possible to travel from one Niagara municipality to another without a car. This would be good for the local economy and encourage Niagara residents to spend their money locally.
T-681	Travel within Niagara Region 2	"Roads" implies Cars abd "Transit" implies busses. I care not for the improvement (over maintainece) of Roads but care very much for the improvement of transit/

T-682	Travel within Niagara Region 2	Again Take a trip or do the math. Try to be on time for class at the niagara college at the welland campus and live and work in st.catharines. Not realistic again
T-683	Travel within Niagara Region 2	Like Pt Colborne to Ft Erie direct
T-684	Travel within Niagara Region 2	Inter-city transit planning will be essential in the future as see more retirees living in this region. This must also be linked into the health care/hospital plans of the future.
T-685	Travel within Niagara Region 2	not so much increase roads, but increase transit service...
T-686	Travel within Niagara Region 2	Transit service, not roads. Why are these lumped together?
T-687	Travel within Niagara Region 2	include smaller communities like Stevensville, Crystal Beach if they have an attraction that people may want to get to.
T-688	Travel within Niagara Region 2	This would help people who do not have personal transportation.
T-689	Travel within Niagara Region 2	We have enough roads dedicated lanes would be fine or mix taxi bus lanes.
T-690	Travel within Niagara Region 2	GO train would serve Niagara Region better if it were built along the original TH&B line rather than along Laker Ontario. The mid corridor service would force a linking between north and south as well as neighbouring communities
T-691	Travel within Niagara Region 2	Transit qualms stated above. Increasing highways between municipalities greatly helps commuters, transit, and businesses
T-692	Travel within Niagara Region 2	Not more roads. Better traffic flow with existing roads. Spend more on road maintenance and more efficient transit routes.
T-693	Travel within Niagara Region 2	particularly transit service ... we should be increasing bus transit and eventually bringing in light rail
T-694	Travel within Niagara Region 2	transit between Niagara municipalities is a must in order to capitalize on any new GO infrastructure (rail or train).
T-695	Travel within Niagara Region 2	More "grid like" routes with connection that drivers are COMMITED to make and Les weaving.... For example in Niagara falls on bus could run Dorchester and Stanley from end to end , another would do Thoraldstone to Stanley to McLeod.... Just a thought
T-696	Travel within Niagara Region 2	reduce the number of traffic lights/ped crossing on Major arterial that connect municipalities.
T-697	Travel within Niagara Region 2	Road's
T-698	Travel within Niagara Region 2	All my appointments are in st catherines and having more frequent trips between Niagara falls and there would be great
T-699	Travel within Niagara Region 2	You have so many Brock students living in Niagara. Why isn't it better??
T-700	Travel within Niagara Region 2	Mid peninsula corridor, all day GO service and proper truck routes up and down the escarpment that do not traverse residential areas
T-701	Travel within Niagara Region 2	Connect Niagara Fairgrounds in Welland, to Brock University, and on to Food Basics in N. Falls. Round trip: 1 hour. Running an hourly schedule,

		a single bus can thus do the work of 6 buses. 2 buses on the same route would provide 1/2 hourly service, servi
T-702	Travel within Niagara Region 2	I'm not sure about the need for more roads, but there is certainly a need for more public transportation. If you don't own a car, it is very difficult to get around within the smaller communities in the Niagara Region, and the options for travel between d
T-703	Travel within Niagara Region 2	Here's anothe one that can't accurately be answered. Increase public transit but not roads.
T-704	Travel within Niagara Region 2	Transit means both bus and train
T-705	Travel within Niagara Region 2	Please provide a bus service on Sundays n Holidays between St Catherines n Falls
T-706	Travel within Niagara Region 2	I use St Catherine's buses primarily and although useful for getting to school and back, they are too infrequent and switch to an even more delayed schedule too early in the evening. Waiting an hour for a bus on a Saturday seems pretty ridiculous for a h
T-707	Travel within Niagara Region 2	We certainly DO NOT need more roads.. just more busses.. stop cutting down trees and forests that made Niagara beautiful and just clean up the roads you have and improve them.
T-708	Travel within Niagara Region 2	Worst public transportation I have seen in all my travels all over Canada. Needs to change drastically and immediately.
T-709	Travel within Niagara Region 2	why are roads and transit under the same bullet?
T-710	Travel within Niagara Region 2	People cant get a job because we cant get anywhere usefull
T-711	Travel within Niagara Region 2	Unsure of why the GO train doesn't go all the way to St. Catharines.
T-712	Travel within Niagara Region 2	Instead of multiple transit agencies. Why not just have the region take over transit like York Region.
T-713	Travel within Niagara Region 2	Just transit. No need for new roads.
T-714	Travel within Niagara Region 2	transit yes, roads no. I want the greater view to be that taking the bus is not for those who cannot afford a car, that transit is affordable, easy and the future of travel for the area. If you cant bike, you bus.
T-715	Travel within Niagara Region 2	transit especially
T-716	Travel within Niagara Region 2	All the bus systems within the Niagara region should be merged into 1 regional transit system with longer operating hours (even 24 hours would be best)
T-717	Travel within Niagara Region 2	very important
T-718	Travel within Niagara Region 2	To the extent that I would be willing to see my taxes increase to pay for better services.
T-719	Travel within Niagara Region 2	Transit service, not roads
T-720	Travel within Niagara Region 2	would love for you guys to go to NOTL that would be amazing in the summer

T-721	Travel within Niagara Region 2	the bus needs to come more frequently rather than every hour
T-722	Travel within Niagara Region 2	As an HR professional, it is very difficult to recruit candidates outside of Niagara Falls that don't have a vehicle. It simply takes far too long for them to travel to and from Welland/St. Catharines and Niagara. Better transportation would mean more job
T-723	Travel within Niagara Region 2	Roads are better than average but if you don't own a car you can't get around niagara.
T-724	Travel within Niagara Region 2	Agree strongly, also connect Niagara to hamilton, many health services are connected to hamilton.
T-725	Travel within Niagara Region 2	Transit, not roads. That seems counter-intuitive
T-726	Travel within Niagara Region 2	Increase transit service.
T-727	Travel within Niagara Region 2	We don't always want to travel on the QEW, especially Seniors. If it is easier to reach other communities small business will benefit.
T-728	Travel within Niagara Region 2	Transit services should be the #1 priority.
T-729	Travel within Niagara Region 2	Provide more effective and affordable solutions for commuters similar to a presto card (discounts for number of rides taken).
T-730	Travel within Niagara Region 2	It currently can take me multiple hours to get from my house to a random destination in welland.
T-731	Travel within Niagara Region 2	so many of us can only afford cheap housing, thos areas have no to little jobs..
T-732	Travel within Niagara Region 2	Yes but small roads that also encourage walking and cycling with paths. The narrower the road the slower the traffic. Makes it walking and biking friendly
T-733	Travel within Niagara Region 2	Use the rail system that runs throughout the region. Port Colburne, Fort Erie, Welland and othet out areas
T-734	Travel within Niagara Region 2	focus here for my 5 stars is on transit not roads
T-735	Travel within Niagara Region 2	these are two different things and shouldn't be lumped together
T-736	Travel within Niagara Region 2	Emphasis on increasing transit service on existing roads.
T-737	Travel within Niagara Region 2	At least every half an hour rather than just the hourly service
T-738	Travel within Niagara Region 3	The region has greatly improved on this when re-doing roads. All road resurfacing jobs should look at having a wider paved shoulder/edge to make cycling safe. The reason should not just be whether the road is part of the Niagara Region supported cycling
T-739	Travel within Niagara Region 3	For both regular daily transportation needs as well as recreational use we need to have that experience to travel about the region in ways other than using gasoline.
T-740	Travel within Niagara Region 3	More cycling lanes!!!

T-741	Travel within Niagara Region 3	try walking on the sidewalks in the winter, pretty much impossible and very dangerous. roadways are clear sidewalks are deplorable! during the summer months I see several elderly people making there way to the local grocery store however, during the wint
T-742	Travel within Niagara Region 3	For many years I could have and wanted to ride a bicycle from the north end to downtown. I didn't because there wasn't any designation. Now I am commuting from Welland to the Pen Centre for work...
T-743	Travel within Niagara Region 3	Cars and Bicycles a dangerous combination, another hazard on the road
T-744	Travel within Niagara Region 3	So they are safe and vechile traffic isn't challenged. Find it hard in that in driving there is a responsibility for others safety and sometimes the lack of respect for the size / weight and manuvorability of a vehicle.
T-745	Travel within Niagara Region 3	We need paved shoulders, bicycle lanes averywhere. Enforcment to keep motorized vehicles off bike trails
T-746	Travel within Niagara Region 3	I feel like I have no problem getting around parts of Niagara on foot or on a bike.
T-747	Travel within Niagara Region 3	When looking at what the City of Hamilton has done in a very short time. Niagara is far behind when it comes to walking and cycling. If people felt safe on the roads more would ride their bikes.
T-748	Travel within Niagara Region 3	Other than persons who have lost their license, cycling is niche activity. Due to weather conditions cycling is a fair weather activity
T-749	Travel within Niagara Region 3	Winters are long. Few people use them. Wonder about overall value. Are we spending a lot of money doing this to change culture because it's healthy or is it a real demand? If you build it will they come? Not sure
T-750	Travel within Niagara Region 3	After living in Toronto for years I came to live here and try to keep the same lifestyle as much as possible by walking and biking places often. I am one of few that do and have noticed drivers are never expecting pedestrians or cyclists which is dangerou
T-751	Travel within Niagara Region 3	Very helpful for students, great exercise,and very cost efficient
T-752	Travel within Niagara Region 3	This seems like the single most obvious, affordable improvement that isn't being taken seriously even when new infrastructure is being built.
T-753	Travel within Niagara Region 3	Bicycle Highways, Lighting Wayfinding.
T-754	Travel within Niagara Region 3	It is important but public transit needs to be a priority
T-755	Travel within Niagara Region 3	Get the death scooters off the roads. Or regulate them. These people need some sort of testing. They are extremely dangerous.
T-756	Travel within Niagara Region 3	separated bike lanes with safety consideration and enforce bikes OFF the sidewalk
T-757	Travel within Niagara Region 3	Far too many roads are unsafe (cars too fast) for cycling, with bike lanes that start/stop, and a lot of debris in those lanes/on the curbs
T-758	Travel within Niagara Region 3	Improved cycling infrastructure is needed, especially on country roads.
T-759	Travel within Niagara Region 3	Safety for cyclists. Bicycles and cars should be separated.

T-760	Travel within Niagara Region 3	We already have bicycle lanes and sidewalks. Make people use them to reduce congestion and accidents. Pedestrians need to stop jaywalking and be more aware of their surroundings. Teach kids how to do it right. Start early.
T-761	Travel within Niagara Region 3	Provide more off road cycling infrastructure. Promote showers/bikeracks at workplaces.
T-762	Travel within Niagara Region 3	I cycle to work daily , having clear bike lanes and les pot holes would improve three safety of my commute
T-763	Travel within Niagara Region 3	I cycle to work daily , having clear bike lanes and less pot holes would improve the safety of my commute
T-764	Travel within Niagara Region 3	Would love more bike lanes so it is safe to ride to work and around the community
T-765	Travel within Niagara Region 3	I want to ride my bike and not worry about getting hit. Take on the task to improve the public transit system and it will benefit you
T-766	Travel within Niagara Region 3	Why is Welland Transit the only transit system within the region without bicycle carriers on all of their buses? Even Ft. Erie's transit is fully equipped. A break in this link of the chain means that transit users cannot be guaranteed of getting their b
T-767	Travel within Niagara Region 3	It is actually not safe to be a cyclist in this city.
T-768	Travel within Niagara Region 3	Walking and cycling are dangerous in St Catharines! I walk a lot and and regularly almost hit by cars turning right and not looking at the crosswalk signal. At the very least more signage is needed.
T-769	Travel within Niagara Region 3	There should a lane made just for e bikes, and cyclists that car etc cannot go onto. Right now it is dangerous !
T-770	Travel within Niagara Region 3	Decew Road
T-771	Travel within Niagara Region 3	It's hard to drive/bike around when there are no designated areas for bicycles. They can't be on the sidewalk, but it's dangerous for cyclists to be on the roads as well. We need to create designated biking lanes for everyone's safety
T-772	Travel within Niagara Region 3	Making room for cyclists is fine, but it should not be at the expense of traffic/transit flow.
T-773	Travel within Niagara Region 3	it's just wasteful & frustrating to partially improve cycling access - either do it or don't.
T-774	Travel within Niagara Region 3	we already have sidewalks and people bike wherever anyways.
T-775	Travel within Niagara Region 3	St. Catharines is the perfect size city for cycling. Every destination is within biking distance. We should learn from the Dutch on how to make our bike paths. I keep seeing the city spend millions of dollars on wide roads with bike lanes on the side. Thi
T-776	Travel within Niagara Region 3	Right now Hwy 8 is a disaster for walkers and bikers. Actually not so great for cars either as it is full of trucks who are trying to avoid the scales.
T-777	Travel within Niagara Region 3	I would like hydro parks turned into large oval paths.. Great for running and walking and relatively cheap to do.

T-778	Travel within Niagara Region 3	Enough! Niagara already has a very good system with the bikeways on the Welland canal and the Bauer trail for example. Let's move on!
T-779	Travel within Niagara Region 3	Sidewalks for safety.
T-780	Travel within Niagara Region 3	many have turned to mopeds an bikes an both use the trails to get around
T-781	Travel within Niagara Region 3	Make multiuse path the standard. It's only needed on one side of the road because people can travel in both directions on it. Plus it is separate from traffic. Everyone will use them. Putting bikes on the side of roads in traffic is a waste. Not safe so p
T-782	Travel within Niagara Region 4	I think using the rails lines again to link people to communities needs to return.
T-783	Travel within Niagara Region 4	Has there ever been a train collision in Niagara at a level crossing?
T-784	Travel within Niagara Region 4	I'm sure this is important and all, but as a priority, the real reason people don't take transit, walk or bike is because of the lack of infrastructure and 'urban design' (another topic)
T-785	Travel within Niagara Region 4	I am not aware of any safety issues at any railway crossing in Niagara. Surely you are not suggesting over and underpasses? Unaffordable.
T-786	Travel within Niagara Region 4	20 minutes for trains. out of control
T-787	Travel within Niagara Region 4	More about repeat for train traffic.
T-788	Travel within Niagara Region 4	buses once on the hour is way too infrequent , they need to come more often
T-789	Travel within Niagara Region 4	This should be given greater priority if commuter train service is increased
T-790	Travel within Niagara Region 4	This is not an issue.
T-791	Travel within Niagara Region 4	Not a top priority, b/c this would be very expensive and one is not often stopped by trains
T-792	Travel within Niagara Region 4	Expensive and less common to be stopped by train
T-793	Travel within Niagara Region 4	I can't recall many times that my commute was affected by a train. If anything, the canal bridges in St.Catharines are more of an inconvenience!
T-794	Travel within Niagara Region 4	Niagara Falls needs to re-route the tracks at Dorchester And Morrison.
T-795	Travel within Niagara Region 4	\$\$\$
T-796	Travel within Niagara Region 4	Outside Niagara Falls where I continually hear of train problems, I believe it is not a problem. I think it is more of a factor where tracks are in proximity of hospitals. Tracks at St. Catharines Hospital affect the imaging machines at the hospital
T-797	Travel within Niagara Region 4	Niagara Falls suffers the most from rail traffic blocking city traffic. Measures should be taken to retain rail infrastructure in the city but relieve congestion

T-798	Travel within Niagara Region 4	Niagara Falls especially
T-799	Travel within Niagara Region 4	Not important.
T-800	Travel within Niagara Region 4	only as needed, the cost are high and they are an eyesore
T-801	Travel within Niagara Region 4	I've not noticed this to be a major problem.
T-802	Travel within Niagara Region 4	Additional crosswalks would be convenient on Drummond rd . possibly ones with the overhead lighting to notify drivers that someone is crossing . much netter thsn stsnding sy a crosswalk for 5 or more minutes before there is a break in traffic to safely cr
T-803	Travel within Niagara Region 4	Additional crosswalks would be convenient on Drummond rd . possibly ones with the overhead lighting to notify drivers that someone is crossing . much better than standing by a crosswalk for 5 or more minutes before there is a break in traffic to safely cr
T-804	Travel within Niagara Region 4	The train in the North end of Niagara Falls completely divides where you are and where you need to be. If you're stopped by a train, theres no way except all the way around to get there. Very inconvenient
T-805	Travel within Niagara Region 4	Definite need in Beamsville on Ontario St
T-806	Travel within Niagara Region 4	Does having our city divided by train tracks majorly affect our emergency response time? Or do we have enough on both sides that there's no need to worry.
T-807	Travel within Niagara Region 4	Yes and no on this. Not all road and rail crossings need to be grade separated.
T-808	Travel within Niagara Region 4	???LOL
T-809	Travel within Niagara Region 4	This is not so necessary unless you plan on bringing more trains to the area.. as in the GO train from Hamilton.. but then again.. you already have the areas to put them in no? without much disruption to other areas.. people need to just slow down and pay
T-810	Travel within Niagara Region 4	only as needed, they are expensive and an eyesore
T-811	Travel within Niagara Region 4	I recently moved from Toronto and was surprised by the rail corridors through the area. Didn't realize some were active until I saw a vehicle nearly get demolished by a train when the barrier came down shockingly quick and he barely had time to move. No a
T-812	Travel within Niagara Region 4	Doing this could make it inconvenient for passengers to get to a GO station. Where would you move the trains to?
T-813	Travel within Niagara Region 4	I actually want roads and rails to be visible for Go service, so that the 'parking lot' hwy drivers can see the GO go by them - how they should be getting to and fro
T-814	Travel within Niagara Region 4	historically this has not been an issue - why make it one?

T-815	Travel within Niagara Region 4	not to the detriment of moving forward with ,moving people. this shouldn't stop progress.
T-816	Travel within Niagara Region 4	This is an issue?
T-817	Travel within Niagara Region 4	including having rail authority improve the pavement at the crossings
T-818	Travel within Niagara Region 4	never heard nor have i ever experienced any safety issues when crossing a railway
T-819	Travel within Niagara Region 4	Niagara Falls is sn accident waiting to happen with the rail transport going through the city....
T-820	Travel within Niagara Region 4	Niagara Falls, needs to move the rail lines so EMS vehicles don't have to wait or alter their fastest routes.
T-821	Suggest another item for future consideration	Rural municipality connecting routes currently not even being looked at
T-822	Suggest another item for future consideration	We need to look at alternative ways to get over Lake Ontario (St. Catharines, directly to Toronto).....ferry/bridge?
T-823	Suggest another item for future consideration	Desing roads safer for cyclists around university/college as well as commercial areas
T-824	Suggest another item for future consideration	Improve quality of existing roads, ex. Dominion Rpad, Fort Erie
T-825	Suggest another item for future consideration	Develop a proper bus system for Niagara-On-The-Lake.
T-826	Suggest another item for future consideration	Lakeshore Rd between NOTL and St cats should have a proper bike lane. The road is in terrible shape, and it's embarrassing to see tourists trying to navigate that road on their bikes.
T-827	Suggest another item for future consideration	increase budget for electric public transportation vehicles
T-828	Suggest another item for future consideration	Scooters need a place off the roads - not seniors in scooters, the jerks who weave in and out of traffic and avoid stop lights on the two wheeled scooters. Dangerous. Cyclists also need to learn rules
T-829	Suggest another item for future consideration	Local municipal cycling or active living plans would help to get this strategy started at a neighbourhood level.
T-830	Suggest another item for future consideration	Ferry service from Toronto to Niagara
T-831	Suggest another item for future consideration	Ferry service from Toronto to Niagara
T-832	Suggest another item for future consideration	Cordinated Transportation with one entity controlling
T-833	Suggest another item for future consideration	can you just fix all the giant potholes?
T-834	Suggest another item for future consideration	Develop a meaningful master plan for GRADE SEPARATED cycling and walking pathways to encourage safe cycling amongst Niagara municipalities for residents and tourists.
T-835	Suggest another item for future consideration	Expand safe grade-separated cycling connections for utilitarian, tourism and recreational cycling transportaion beyond Niagara's regional borders.

T-836	Suggest another item for future consideration	Work closely with partners in the tourism industry to promote cycling and walking alternatives to auto-based tourism.
T-837	Suggest another item for future consideration	Work closely with partners in the tourism industry to promote cycling and walking alternatives to auto-based tourism. Work closely with schools and universities to ensure that safe, grade separated multipurpose walking / bike paths are installed to facil
T-838	Suggest another item for future consideration	having pathways and trails means that bikes and pedestrians will not need to encourage roads for them.
T-839	Suggest another item for future consideration	Establish a safety committee to address dangerous habits in the bike lanes that can lead to injury or death.
T-840	Suggest another item for future consideration	Make transfers last more than an hour.
T-841	Suggest another item for future consideration	a summer service electric train
T-842	Suggest another item for future consideration	Work closely with partners in the tourism industry to promote cycling and walking alternatives to auto-based tourism. Work closely with schools and universities to ensure that safe, grade separated multipurpose walking / bike paths are installed to facil
T-843	Suggest another item for future consideration	Have the city clear sidewalks in the winter to make them usable
T-844	Suggest another item for future consideration	Addition of WiFi
T-845	Suggest another item for future consideration	Need better infrastructure for electric cars. Charging stations.
T-846	Suggest another item for future consideration	Improve transportation within individual cities (eg. Later bus schedule in tourist employment sector)
T-847	Suggest another item for future consideration	Make efforts to join existing recreational trail networks to link places like the waterfront trail to the dofasco trail to the Bruce trail to short hills etc. Converting deprecated rail trails for this purpose and then linking them to new developments of
T-848	Suggest another item for future consideration	Make public transit more frequent, accessible, longer hours, and better routes. It shouldn't take 2 hours to get from downtown St. Catharines to Montrose when It's a 15 minute drive
T-849	Suggest another item for future consideration	Support development of integrated transportation options for goods. Cross docking and integration between road/rail/marine/air is critical to commercial development.
T-850	Suggest another item for future consideration	Work with local businesses to have employees take the bus (biweekly payments of discounted price to Niagara Health System, Niagara Parks or Niagara Region employees.
T-851	Suggest another item for future consideration	Public transit in Lincoln
T-852	Suggest another item for future consideration	Improve quality of roads by using alternative solutions for issues like manhole grates and how they can cause damage to vehicles.
T-853	Suggest another item for future consideration	When I used to rely on public transportation, a big frustration was the bus schedule. Buses can be 10-15 minutes early or late so that's a

		rather large window where you are waiting around. If you happened to miss your bus because it was early, you would
T-854	Suggest another item for future consideration	Affordability and practicality (travel time, frequency, hours of availability) of public transit.
T-855	Suggest another item for future consideration	Encourage community stakeholders to be a part of this process in terms of planning by maintaining transparent communication and initiating community participation in the elements of development, location, and prioritizing.
T-856	Suggest another item for future consideration	Educate transportation facilitators (e.g. bus drivers) on effective and respectful communication with transit users
T-857	Suggest another item for future consideration	Synchronized transit within the community and municipalities
T-858	Suggest another item for future consideration	Offer reasonable pricing for this service (students, low income individuals/families, older adults, children)
T-859	Suggest another item for future consideration	Safety for pedestrians by ensuring safe sidewalks in all parts of the cities and ensuring that those driving ebikes and bikes stay off the sidewalk.
T-860	Suggest another item for future consideration	Make. Intra- regional and local public transit seamless - one system, one fare
T-861	Suggest another item for future consideration	IMPROVE TRANSIT
T-862	Suggest another item for future consideration	Encourage cyclists and pedestrians to consider safety while texting/cell phone use. Use signage at crosswalks to promote staying aware of traffic instead of texting/being distracted.
T-863	Suggest another item for future consideration	The smaller the timeframe everyone has to wait for trains or buses the greater the number of people using mass transportation. No one wants to wait so long to go somewhere. if there are a digital way or apps to be able to get bus or train timetables, people
T-864	Suggest another item for future consideration	Quick use rental electric cars for the city (see milan for example) also quick rental bike stations
T-865	Suggest another item for future consideration	Better access between local regions. Areas like the Niagara Outlet Collection are extremely costly and inconvenient to reach using transit currently
T-866	Suggest another item for future consideration	Bicycle lanes on major roads!
T-867	Suggest another item for future consideration	Rail for cargo. Light rail for people.
T-868	Suggest another item for future consideration	Why do you have Big Buses on route 114 and 109 ? This route is always empty , people hardly travel on these routes, please run mini buses on these routes...it will save gas n money
T-869	Suggest another item for future consideration	Make it easier and affordable for all Niagara Residents to get from their homes to the St. Catharines hospital at all times of day or night
T-870	Suggest another item for future consideration	Develop public transportation corridor that does not require going through Toronto. For example, Niagara to Guelph, Kitchener/Waterloo, London etc. Transfer hub could be in Hamilton.
T-871	Suggest another item for future consideration	Outlaw/Ban Atv's and Dirtbikes, except for farm use. They threaten walkers, cyclists, and chew up the environment plus 'spit' out much

		disruptive noise and pollution to a multitude of neighbourhoods. They are BULLIES.
T-872	Suggest another item for future consideration	Increase the frequency of buses. If they are more frequent they maybe used more than cars. I see bus schedules with hour gaps between buses all too often. Every 15 minutes would be ideal
T-873	Suggest another item for future consideration	Have all regional buses run all day.
T-874	Suggest another item for future consideration	Better Regional Transit through the employment rich tourist areas of Niagara Falls
T-875	Suggest another item for future consideration	Measure and reduce pedestrian travel time
T-876	Suggest another item for future consideration	Design transit hubs. Places where all transit meets for transfer and movement of the passengers.
T-877	Suggest another item for future consideration	Get on board with electric vehicle rapid charging stations ASAP. That's the first step in moving towards a healthier, 'leading edge of tech' type of infrastructure. If you want growth in all forms of the term, population, economic, industry, you name it,
T-878	Suggest another item for future consideration	Bring Presto
T-879	Suggest another item for future consideration	develop high speed water transport for vehicles & people to toronto-niagara-hamilton
T-880	Suggest another item for future consideration	More buses to and from niagara college to places within niagara region and more often
T-881	Suggest another item for future consideration	Buses for Beamsville as well as train service
T-882	Suggest another item for future consideration	trains and buses for Beamsville
T-883	Suggest another item for future consideration	buses and trains for Beamsville
T-884	Suggest another item for future consideration	Frequent and cheap routes for workers. Perhaps an annual half price card for all transit for all niagara region residents.
T-885	Suggest another item for future consideration	Improve the roads. They are atrocious. Carlton and Dunn are both in particularly horrific shape.
T-886	Suggest another item for future consideration	create an application with bus routs which is going to connect ALL busses and bus routs in Niagara Region
T-887	Suggest another item for future consideration	A Go bus directly to Brock University from the GTA and back.
T-888	Suggest another item for future consideration	Busses should run later at night since there is such a large student population between Brock and Niagara College students. Many are forced to take cabs when the busses stop running so early.
T-889	Suggest another item for future consideration	More convenient bus routes - some may be longer but I shouldn't need to transfer to go down the main street farther.
T-890	Suggest another item for future consideration	Mandate a "safe driving" campaign that insurance companies have to be involved in. Reward safe driving without violating people's privacy.
T-891	Suggest another item for future consideration	increase bus routes

T-892	Suggest another item for future consideration	Improve your bus service in Niagara Falls. Once an hour service is unacceptable. Don't change your routes after 6pm
T-893	Suggest another item for future consideration	I could suggest more, however, as the true writer of Eminem's LP 2 CD and inspirer of BAE Systems... With absolutely nothing to show for it. My ideals are under lock and key. But what do I know anyways, I have only studied magnetic motors and nuclear reac
T-894	Suggest another item for future consideration	Make st. Catherines and niagara one, rather than two completely separate
T-895	Suggest another item for future consideration	How about proper classes or training seminars on bike rules and safety. Bikers more and more think they own the road and it becoming more and more dangerous for everyone on the road... cyclists need to flow the road rules aswell
T-896	Suggest another item for future consideration	High Speed Rail, MagLev
T-897	Suggest another item for future consideration	Improve later bus hours for the Niagara Region.
T-898	Suggest another item for future consideration	Re-purposing existing,unused corridors for cycle/pedestrian traffic, similar to The Millennium Trail.
T-899	Suggest another item for future consideration	Paratransit
T-900	Suggest another item for future consideration	would suggest you separate roads from transit
T-901	Suggest another item for future consideration	There should also be an online mobile application for checking timings and schedules of different buses in Niagara regional transit.
T-902	Suggest another item for future consideration	college transportation: there is a direct bus from the target plaza to the notl campus, however, i go to the campus on dunn street. I only live ten minutes from the college, and it takes over an hour and 3 buses to get there. maybe have a direct route for

Strategy	Description
Business Transportation Needs 1	Design Roads to support land development and economic investments
Business Transportation Needs 2	Support tourism with more transportaiton options to popular area attractions
Business Transportation Needs 3	Improve access to the United States to support border crossing and trade
Business Transportation Needs 4	Support transportation policies that can help retain young people in Niagara.
Healthy Communities 1	Improve ways of moving around Niagara Region for residents of all ages by providing more walking, cycling pathways and trails
Healthy Communities 2	Design roads for the convenience of everyone, without one type of transportation dominating the other,
Healthy Communities 3	Design roads that are safer for pedestrians and cyclists.
Healthy Communities 4	Establish public awareness and education campaigns to encourage walking, cycling and safe road use.
New Technology 1	Have an easy transit fare payment system to promote more transit use in the Region
New Technology 2	Support ways of sharing rides through carpooling and car sharing
New Technology 3	Have policies that put Niagara Region on the leading edge of new transportation related technologies
New Technology 4	Provide real-time transit and traffic condition information
PartnershipsCollaboration 1	Involve residents more in transportation decisions
PartnershipsCollaboration 2	work with the private sector to deliver more transportation projects and services
PartnershipsCollaboration 3	continue to seek funding for transportation projects from the federal and provincial governments
PartnershipsCollaboration 4	Improve coordination of services between the different transit providers in Niagara Region
Travel to/from Niagara Region 1	Extend year-round daily GO Train service to/from the greater Toronto and Hamilton area
Travel to/from Niagara Region 2	Improve rail, road and water access to the United States
Travel to/from Niagara Region 3	Improve travel to and from Niagara by building a new Niagara to the Greater Toronto Area corridor.
Travel to/from Niagara Region 4	Develop transportation hubs in the Region that connect multiple transportation options like buses, trains, cycling, etc.
Travel to/from Niagara Region 5	Encourage air travel for the movement of people and cargo
Travel within Niagara Region 1	Improve connections between north and south niagara
Travel within Niagara Region 2	Increase roads and transit service between Niagara Region municipalities
Travel within Niagara Region 3	Improve road designs for walking and cycling

Travel within Niagara Region 4	Improve rail crossing safety
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HOW WE GO

Appendix C

Comments received on Opportunities through MetroQuest and Accessible Online Survey



IBI Group in association with
Parsons and Brook McIlroy

NIAGARA
2041

Fostering an environment for Economic Prosperity



Comment ID	Category	Comment
O-0001	Development	Can a waterfront trail be developed all along the waterfront
O-0002	Development	too much development
O-0003	Development	Develop downtown St Catharines with housing, condos, walking streets, etc.
O-0004	Development	Remove remaining one way streets in the core!!
O-0005	Development	With better public transit in and out of the region business opportunities will grow which will help with unemployment
O-0006	Development	Why as world class tourist location do we have nothing other than water rushing over rocks.
O-0007	Development	bus stop are not build to meet harsh weather.No information displayed
O-0008	Development	Niagara Central Airport: Great potential overlooked
O-0009	Development	Extending 406 corridor to QEW here would provide opportunities for expanded industrial and residential development.
O-0010	Development	The Hwy 20/406 intersection is a natural central location for industrial and institutional development. The new hospital should have been located here.
O-0011	Development	Niagara District Airport is underutilized. There is a unique opportunity here for linking air/rail/marine and highway transportation options.
O-0012	Development	This area of Fort Erie is dying. It is also one of the main areas residents go for affordable (but sub-standard) housing. Rejuvenating this area to include new housing, groceries and other key amenities would certainly be a boost for the town!
O-0013	Development	Welland downtown needs a lot more local businesses to put more money into the city. The Black Sheep Lounge is a perfect example of this.
O-0014	Development	cars cannot enter the old town.
O-0015	Development	better regional service will allow more people to work throughout the region, and allow region to continue to consolidate services that are otherwise required in each community
O-0016	Development	If this is the spot it has to be at. Develop a proper bus hub, get city transit here, taxis, uber, whatever. But really try and get closer to the core of the action.
O-0017	Development	Why is Kalar & McLeod the favorite end of town. All new ideas should be rotated thru all the areas of the city
O-0018	Development	The loft and Brock University nearby provide great opportunities from small businesses. Create a plaza?
O-0019	Development	Fort Erie is the gateway to Canada and to the United States, therefore it would be a great opportunity to bring more warehousing to this area. There is an abundance of land that could be used
O-0020	Development	Update and replace old benches and improve bike/walking paths in Burgoyne Woods Park
O-0021	Development	Biggest opportunity to craft a great community and tourism draw.

O-0022	Development	with all the new development and housing there is no transit for these new homes
O-0023	Development	Welland has many empty factories and businesses that need to be utilized or raised. Perhaps the City could demand that whoever owns these properties should clean them up, sell them or redevelop for other uses.
O-0024	Development	urban sprawl is rampant in Niagara Falls. The further the city spills away from the core, the less efficient public transit will be. Could city planning include focus on walking, cycling, and density that supports public transit?
O-0025	Development	This area needs an accessible grocery store. Only options for +++poverty is project share, shoppers drug mart, dollar store and lococco's. People need access to >selection within walking distance of their low income homes.
O-0026	Development	industrial, commercial, as well as tourism
O-0027	Development	Must construct a new train station and diverse with technology and make a prime happening hub for a destination to Niagara Falls and follow through back to Hamilton. As well as allowing the go bus to and from the Niagara region to Hamilton!!!! THIS IS A
O-0028	Development	Other attraction plazas for nearby train hub, visit to four pad down the road is the new hospital this area is a major opportunity area for networking between Niagara Falls to Hamilton and Toronto. Put st.catharines back on the map.
O-0029	Development	High rise mid level income condos with indoor recreation Center and mini shopping mall or plazas
O-0030	Development	Condos mid level income housing attached eco friendly housing with possible expansion due West and East of third st
O-0031	Development	improve train service to toronto
O-0032	Development	massive suburban development which creates barrier to efficient transportation
O-0033	Development	Casablanca Blvd. looks like it belongs in Welland.
O-0034	Development	Urban Sprawl
O-0035	Development	Go train station with bus opportunities leading from St. Catharines to other parts of the Niagara region. Serving as a transportation hub
O-0036	Development	Welland is focusing too much attention and energy on creating tax dollars housing construction instead of attracting new industry. Another example of very poor city management.
O-0037	Development	Need a way to expand business growth in the region
O-0038	Development	Employment
O-0039	Development	We will get more business locating here if there is better transit since people from other regions can travel here to work.
O-0040	Development	There is a big opportunity to improve the roads in NFalls that include bike paths which people in scooters can use as well as improve the transit system.

O-0041	Development	Parking is inadequate in new developments and many cars are filling the streets. Developers should realize every home needs parking for 2 cars as there is no public transportation.
O-0042	Development	Alternate transportation for commuters.
O-0043	Development	Both a problem and opportunity.. there is no rest station for anyone along this stretch. Put one in or develop business incentive for some of the places already existing with potential to accommodate pedestrians/bike riders/vehicle drivers.
O-0044	Development	With improved Go train availability we should encourage more high density development --
O-0045	Development	South Niagara is the size of Halton Region.
O-0046	Development	Potential to partner with mall to provide full service transit hub dedicated to GO
O-0047	Development	The improvements to Queen street were a good start but more consideration needed to be made to adjacent streets. To increase foot traffic on Queen and allow businesses to thrive, we need to have apartment buildings and a large college campus present. Wi
O-0048	Development	This is a beautiful walk in the city and is underutilized. Perhaps we could create some events for the site, picnics, competitions, small portable vendors to sell local foods and products. We also need to redevelop the area and increase density. In the
O-0049	Development	The entire stretch of HWY 3 between Central Ave and Buffalo Rd seems to need an entire business overhaul. For every business that springs up, another three seem to shut down. This is the most heavily traveled road in Fort Erie. There should be plans to ma
O-0050	Development	High density development BEFORE adequate intra community transit - I.e. More cars ! At least two per apartment or condo for working families ! But planning only requires 1.5 parking spaces per condo / apartment ! Inadequate street parking for residents
O-0051	Development	Develop this area for commercial buildings.
O-0052	Development	more bars, more restaurants, more entertainment opportunities
O-0053	Development	Something great could be done here other than houses
O-0054	Development	Something needs to be done with the downtown area, and encouraging business.
O-0055	Development	residential and commercial opportunities
O-0056	Development	We need to more high density development ... that will use the new Go Train and will make Niagara a more friendly commuter community
O-0057	Development	High Density Residential Development
O-0058	Development	High Density Residential Development
O-0059	Development	High Density Residential Development
O-0060	Development	High Density Residential Development
O-0061	Development	High Density Residential Development
O-0062	Development	need to stop expanding and start building up not out. the urban sprawl has to stop .

O-0063	Development	I know the building has problems, but the old high school has architectural interest. It would be wonderful to see it refurbished and put to good use.
O-0064	Development	HELP and ENABLE the developers. Remove municipal hurdles to help ensure success. Not just the tower project
O-0065	Development	Build community around our hospital
O-0066	Development	Maybe put a bus / go station along the 406 with a store for people that have to wait. Or for safety reasons ie waiting alone .
O-0067	Development	More development?? Seriously?? How many more crappy on-top-of-each other housing developments do we need?? How about sinking money into redeveloping some of the more squalid areas of town?
O-0068	Development	Instead of putting new developments on farm fields out Fourth Ave area - why not give developers incentives to redevelop these areas of town
O-0069	Development	Give incentives to revitalize this area rather than letting the developers expand into farm land.
O-0070	Development	Used to be beautiful drive... now condos.
O-0071	Development	Eliminate one way streets, and complicated light/intersections.
O-0072	Development	Expansion for Go Train. Make Welland 'Where Rails and Water Meet' once again. Allow this once prosperous city to grow once more.
O-0073	Development	Serious consideration to change Main Street and Division Street to 2 way traffic is needed. Look at St. Paul in SC for the advantages. As of now, the one way streets are based on reasons based on an operational canal through the downtown area.
O-0074	Development	Need more housing for university and college students....there are too many neighbourhoods being inundated by absent-landlord student housing and homeowners are losing property value and a sense of community when students are accountable and landlords ar
O-0075	Development	would be nice to have new restaurants and bars by the waterfront there is no where to go in Grimsby stoney creek
O-0076	Development	Develop restaurants, cafes, hotels along prime waterfront property and marinas in Grimsby; opportunities from west to east.
O-0077	Development	Chippawa is in close proximity to Niagara Falls, on the Niagara River and close to US. Any other place in the world with this would be booming. Why are all the buildings falling down or abandoned?
O-0078	Development	Major access point to US. But yet downtown is still hurting at the lower bridge.
O-0079	Development	Development of the east side is just as important as that of the west side.
O-0080	Development	Create an Entertainment district with multiple homegrown, artisanal restaurants, boutique shops, microbreweries, a location for food trucks, landscaped with public sitting areas, with the feel of a town centre. This area can be connected to walking paths
O-0081	Development	Ontario street, f om down town to the QEW is an eye sore, a beautification project is needed.

O-0082	Development	under promoted as a six nations culture zone
O-0083	Development	The first highway exit after a border crossing should feature gas/food/lodgings for people who want a break immediately after crossing.
O-0084	Development	We are in great need for extensive retirement homes.. these areas that used to be 'farmland' would be prime. We don't need any more homes .. we need affordable retirement homes...with parks, trees, ponds, recreational facilities, ..make it beautiful. Li
O-0085	Development	lack of stores
O-0086	Development	we need to ghet the square back on its feet i work there and to many people say indor malls are needed
O-0087	Development	Go Train station
O-0088	Development	Bike paths along Wine Route St Cath to NOTL esp)
O-0089	Development	Build a good basketball / tarmac for kids, lot hasn't been used in over ten years.
O-0090	Development	Too much housing development... Stop building houses, start building infrastructure for businesses to succeed.
O-0091	Development	Develop the Fort Erie race track. Encourage community use of the track. Track days, driving schools, local exhibitionist racing. So much could be done with good road courses in Ontario.
O-0092	Development	Prudhommes Landing should be developed in the most high-density fashion possible, allowing for maximum property tax revenue while having to provide relatively limited servicing.
O-0093	Development	Expand urban boundary
O-0094	Development	Don't let this mall die off.
O-0095	Development	Regional Rd 81 is a major route that needs proper lighting as well as safe walkways.
O-0096	Development	Noticed that after the 406 widening was done, there is a beautiful parkinglot here, why not utilize this as a GO Bus stop to help people get on the Go sYstem to wherever they would like to travel.
O-0097	Development	Build a go train station here.
O-0098	Development	Channel development at the top of the Escarpmet thus saving some of the best fruit growing soil and climate area in Canada along the Lake Ontario shore
O-0099	Development	placement of restaurants, camping or picnic spots, build a few destination places that are stops for the hikes, walks, bikes and even backpackers.
O-0100	Development	why is the best farmland in the country being paved over? Local & provincial governments would be well-advised to work together to mitigate the disastrous effects of allowing continued development of these precious lands.
O-0101	Development	Prioritize the GO train over the canal
O-0102	Development	Grantham Plaza's gone to hell. We could use more things worth walking to.

O-0103	Development	What would it take to make this airport useful for getting places? how do we get real airlines to fly out of here?
O-0104	Development	Better and cheaper regional service.
O-0105	Development	lots of opportunity to clean up this god-forsaken industrial area, and bring in thriving business.. and maybe even improve the employment rate!
O-0106	Development	Continue to promote development in South Niagara to preserve the best soils in the north
O-0107	Development	Opportunity to develop a better community around the college
O-0108	Development	Port Dalhousie is a really cute area that could be a happening location - there's no reason why NOTL should get the lion's share of the tourism in the region! Work on rehabilitating this region with cute shops, restaurants & clean, welcoming outdoor space
O-0109	Development	Transportation hub
O-0110	Development	control development, no more highways public transit improvement
O-0111	Development	Need more options for restaurants, retail, entertainment to keep youth from getting into trouble.
O-0112	Development	A chance to advertise something other communities do not have. Nickel beach.
O-0113	Development	Would be great to have more industry in the area so that we could attract more jobs and people.
O-0114	Development	Bridge or ferry to USA? We need to be able to access job opportunities, specialists, etc in Toronto.
O-0115	Development	Development should be focused in southern tier with a focus on walkable communities.
O-0116	Development	Re-develop downtown St. Catharines with the new performing arts
O-0117	Development	Under developed, car-centric design dissuades pedestrians and cyclists.
O-0118	Development	Port has become a ghost town. What a gem it was in its hay-day. I am happy to see folks starting to build business around the hole in the ground, but it is time to fill that hole in and get back to moving businesses into the area.
O-0119	Development	We have such an opportunity with the Welland Canal. Look at what Cleveland did to their flats, they opened it up to powered transport, restos and condos moved in at water level and it is great!
O-0120	Development	Queen street needs to be redeveloped. It is the first place that visitors using transit see and it is UGLY, OUTDATED and bland. The city needs to spend some of the tourism money on beautifying this area. ESPECIALLY that atrocious eyesore of a hotel across
O-0121	Development	There should be a transit hub to connect multiple transit options within the region and to GO train services. Currently - to get to Toronto via transit is too expensive and requires multiple service changes and a few hours whereas a well integrated system
O-0122	Development	Daily GO Train service from Toronto to at least Grimsby during morning and afternoon rush hour is needed to relieve growing traffic demands

		on the QEW. There are many commuters pushing out towards Grimsby and Bemsville who work in the GTHA.
O-0123	Development	Too much development on agri land
O-0124	Development	The GO Bus parking lot is inefficient. A more complete location with ticket sales, washrooms and vending machines at least would be appropriate. Dropping visitors off in an area closer to Clifton hill or lundys lane or providing more services is necessary
O-0125	Development	Downtown Grimsby sees great conflict between drivers, pedestrians, and cyclists. The tight space makes it dangerous for everyone. The slightly-too-long retail stretch forces many pedestrians to dash across mid street than walk 200m to a crossing. In a veh
O-0126	Development	Need more transportstion, jons and activities for teens.
O-0127	Development	Manufacturing, industry, distribution
O-0128	Development	Develop east - west cycling routes throughout Niagara
O-0129	Development	build a trauma centre in the falls
O-0130	Development	Port Place - Lost opportunity in eco growth for GTA commuter housing / retirement housing
O-0131	Development	already a slow zone, perfect for residential, or a park ect
O-0132	Development	More wind turbines please! They are majestic and take advantage of the crazy shed destroying winds in this region. Seriously. My shed was quite literally torn apart yesterday and the wind last spring knocked down my pond aeration wind mill.
O-0133	Development	Finish building whatever was being built
O-0134	Development	Lots of unemployment need more businesses to start up and serve American customers
O-0135	Development	Both a problem and a opportunity for development. We have a good airport but it isn't being utilized and Niagara is a major tourist destination. Navigational systems (especially ILS landing systems) need to be installed plus the airport needs to be reve
O-0136	Development	To develop a year round ferry system such as hovercraft based, between downtown Toronto and the old pier at Port Dalhousie. Absolute disgrace that the pier has been left to crumble.
O-0137	Development	The corridor into Niagara Falls is a eyesore, with the center median now being paved. A opportunity to build a gateway into the city that tourist will talk about
O-0138	Development	More public transit options are needed to the Niagara Outlet Collection Mall. The current ones are inefficient and expensive for locals.
O-0139	Development	Too many condos and town houses. Not enough parking, not even close to enough parking. Minimum 2 spots per unit. Plus visitor and public parking needs to be provided.
O-0140	Development	Poor transit between Region cities.
O-0141	Development	Promote the Developement brown lands in welland Tax breaks for industry and small businesses
O-0142	Development	Tons of spaces to use and revitalize downtown

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-0143	Development	An opportunity to increase density in the commercial core which would enhance the public realm and provide business for the local businesses
O-0144	Development	With Employment grants that helps people in the workplace...development of public transit will get them there
O-0145	Development	Connection between Hwy 140, Hwy 58A and QEW necessary for industrial development in Welland/Port Colborne area.
O-0146	Development	The MTO's restrictions on development and access within the Hwy 58 corridor between Main Street West and Stonebridge is constraining potential commercial, industrial and residential developments in western Port Colborne. This stretch of Hwy 58 should prob
O-0147	Development	development scattered, no plan, infrastructure not in place
O-0148	Development	nice trails need more like that in Niagara
O-0149	Development	Encourage investors by decreasing tax levy etc.
O-0150	Development	Must remain natural
O-0151	Development	Opportunity to grow Welland.
O-0152	Development	Build a comprehensive transit hub in downtown Niagara Falls where the Train Station and Bus Stations are and where there will be a connection to high speed rail in the US. Also build near by affordable housing.
O-0153	Development	Increase development in the South end of the region
O-0154	Development	Didn't connect bike pathway to subdivision on east side - have to go west and zigzag through to get to concession 4 - want to do this when traffic high volume with trucks on 4 mile creek Rd.
O-0155	Development	I grew up in St. Catharines, lived in Welland for 20 yrs. and now reside in Ft. Erie. I love it here. It is such a pretty community and we have a lot to offer. We have beautiful beaches and numerous golf courses. I think we are missing the boat on promoti
O-0156	Development	Develop brown fields within our cities. Tear down unused factories and redevelop instead of more sprawl into surrounding agricultural/ green areas
O-0157	Development	Ensure all development provides for pedestrian connections and bicycle parking is required for all new developments.
O-0158	Development	Reverse frontage housing developments are terrible for urban design and street life. We should never practice them again, despite what the engineers preach with respect to interrupting the "flow" of traffic. Slowing down cars is precisely the objective, w
O-0159	Development	More high rise apartments in the down town core will bring the city to life
O-0160	Development	Invest in Glendale and District - promote land uses that include higher density residential within current employment land
O-0161	Development	good development opportunity if a beginning can be made on NGTA
O-0162	Development	Too much housing, not enough industry.

O-0163	Development	the whole drive through Ontario Street- - get rid of the pop up 4x8 signs businesses place up, looks tacky. Isn't there a town by law for these?!
O-0164	Development	Get this development done!
O-0165	Development	Potential for bus shelters along both St. David's and Glenridge roads.
O-0166	Development	opportunity to renovate or get rid of abandoned hospital.
O-0167	Development	Fix ditches and culverts
O-0168	Development	need for affordable housing, green initiatives, sustainable development
O-0169	Development	We need dense, transit-oriented development - and not more low-density sprawl. The new hospital in West St. Catharines is a prime example of how sprawl-oriented planning generates all kinds of costs and transportation challenges.
O-0170	Development	little sidewalk and no bike lanes in Schmon parkway
O-0171	Development	development of housing is taking over prime farmland
O-0172	Development	Ideal spot for mixed use development to help animate the streets and promote social interaction and increase density.
O-0173	Development	Promote development in West Niagara.
O-0174	Development	Recent development of lower level parking lot (behind St. Paul Street) has enhanced the urban city scape for all drivers/visitors through the region on this major transport network. Opportunity to welcome to the city with a big sign. This (highly visibl
O-0175	Development	City needs to pressure more the developers of Port Place
O-0176	Development	Current train station is in poor shape and not in an ideal location. Look into cost of renovating vs moving the station. Station could possibly be moved further west into new development area.
O-0177	Development	Are we going to build a race track or not??
O-0178	Development	Promote cycling tourism.
O-0179	Driving	Too many cars
O-0180	Driving	terrible road conditions
O-0181	Driving	When the bridge is raised it's causes significant delays
O-0182	Driving	Trucks need to be removed from the downtowns!!!
O-0183	Driving	I think that driving in the Niagara Region is good currently, not sure what the requirements will be 20 years from now.
O-0184	Driving	Driving to and from work in Oakville and downtown Toronto is a daily effort in frustration.
O-0185	Driving	The off ramp is too slow and backs up traffic, the road leading into welland should be two lanes instead of one
O-0186	Driving	There should be a dedicated lane for the on ramp to the 406 because too many people get into the right lane and don't even end up turning onto the 406
O-0187	Driving	The parkway could be connected to winterberry/confederation neighbourhood so that there's a faster way for students to get to Brock
O-0188	Driving	improve roads through middle of peninsula and cycle lanes

O-0189	Driving	Traffic congestion between the region and Toronto has increased exponentially. The 407 is too expensive and the QEW and 401 are insufficient for the volume of traffic.
O-0190	Driving	Produce and fix roads more competently. A asphalt pothole fix needs to be compacted properly with a double steel roller, Not with a Shovel or the tires of a truck (both I have witnessed).
O-0191	Driving	pedestrians need to get ticketed for J walking or make it so that the light allows all pedestrians to cross at the same time and traffic is halted and then traffic gets a turn.
O-0192	Driving	Roads are rough
O-0193	Driving	Improve roads leading to the whirlpool nexus bridge.
O-0194	Driving	Problem + Opportunity - Hwy140 should become an extension of Hwy406 with the same specifications so as to maximize opportunity for north/south commercial road traffic to access south Niagara and Hwy3 faster and provide redundancy for QEW to/from Fort Erie
O-0195	Driving	If a new hospital is built here, there are going to be SIGNIFICANT transportation issues in accessing this facility from all of south Niagara. IT will be challenging for both paramedics/ambulances as well as individuals that need to get to the facility i
O-0196	Driving	This is the most logical location for a new hospital with respect to transportation provided that Reg Roads 27 & 98 are upgraded for fast access to/from Niagara Falls.
O-0197	Driving	The congestion on the QEW to Toronto is reaching proportions that cannot be maintained. This needs to be addressed sooner rather than later.
O-0198	Driving	Allanburg bridge
O-0199	Driving	continue 4-lane roadway from Welland to Port Colborne
O-0200	Driving	There is only 1 Left turn lane at this intersection yet there are three lanes. During rush hour, this intersection is extremely dangerous as people frequently make wide illegal turns trying to get to the 406 on ramp. Having two left turn lanes with improv
O-0201	Driving	Montrose Rd. between Lundy's Lane and McLeod has two bike lanes making the road very wide. As I live in this area I see people every single day swing wide onto the bike lane to go around drivers waiting to turn left. I have seen pedestrians and drivers pu
O-0202	Driving	Portage Rd. near Marineland is terrible. As a major tourist attraction in the Niagara region this road sees high volumes of traffic during peak hours and the road is in terrible condition.
O-0203	Driving	Options needed to reduce reliance on just the QEW for travel to and from Niagara Region
O-0204	Driving	Parking is atrocious - especially on event night.
O-0205	Driving	Posted speeds on why 20 in this area are way to slow for the type of road here.
O-0206	Driving	50 kmh on residential streets is to fast. Maybe reduce residential posted speeds to 40 kph

O-0207	Driving	Massive amounts of people trying to squeeze through an overloaded highway. Congestion is inevitable. There are no alternate routes to connect the Niagara region to the GTA
O-0208	Driving	Congested highway at most times of the day (peak hour extends way beyond an hour into about 4-5 hours in the morning and 3-5 hours in there evening). This is NOT constrained to this spot. This spot was selected to represent the whole stretch from Hamilton
O-0209	Driving	Another bottle neck in highway traffic.
O-0210	Driving	A right turning lane here would make traffic move so much faster.
O-0211	Driving	Why can't this be 60km/h?
O-0212	Driving	Turning lane for the library/pool? Traffic gets backed up during rush hour
O-0213	Driving	Road conditions on Dunn st and carlton are awful and need serious repairs.
O-0214	Driving	A connection between the 406 and 420 would be a huge step forward for streamlining transit to and from niagara.
O-0215	Driving	Too many large vehicles travelling over bridge maybe divert that traffic elsewhere
O-0216	Driving	Congestion
O-0217	Driving	Too much truck traffic, should design an alternate route for trucks
O-0218	Driving	Too much congestion to and from Niagara almost all days at any time of the day
O-0219	Driving	Build Fonthill and Smithville Bypass route and create a secondary highway with fewer access points (i.e. create a few service roads to reduce access conflicts. This would be better than a MId Peninsula coridor
O-0220	Driving	QEW = nightmare. Need mid-penn highway to take off and redirect load.
O-0221	Driving	Traffic congestion at Penn Centre and lack of bus service to Niagara College
O-0222	Driving	Lack of coordination of bus services between St Catharines and NOTL
O-0223	Driving	Conjestion as drivers try to get on the off ramp. Also, the volume of vehicles trying to access Glendale creates a bottleneck.
O-0224	Driving	slow
O-0225	Driving	poor signal timing
O-0226	Driving	signal timing, removal of lanes for bike lanes
O-0227	Driving	Always slow in this area come tourist season.
O-0228	Driving	Extend 406 to join with QEW to create alternate route for expanded traffic as alternative to new GTA corridor.
O-0229	Driving	QEW is so congested
O-0230	Driving	An overpass at the bridge would be great
O-0231	Driving	I used to live in this area and I was always annoyed that there is a Niagara bound on ramp accessible from Martindale Rd., but not a TO

		bound on ramp. You have to either back track to the 406 or take the service rd. to seventh st (which is currently not o
O-0232	Driving	Signage to indicate when the neighbouring bridges are up would be helpful. When I come to a bridge that is up, I usually try driving to the bridge either north or south of it so I don't have to wait, but it's always a gamble which way I choose, because yo
O-0233	Driving	improve highway to accommodate increasing volume.
O-0234	Driving	Recurring congestion on weekdays am/pm, and summer weekends; poor winter maintenance
O-0235	Driving	Should have another Hwy helping congestion
O-0236	Driving	Becomes congested with traffic and driver do not use their signal lights to indicate where they are going.
O-0237	Driving	Need 3rd Ave access to 406 full interchange.
O-0238	Driving	Extend macturnbull to 3rd St and improve 3rd St from here to 3rd Ave/406 interchange. Thus creating alternate way to get in and out of West end while avoiding 4th ave congestion
O-0239	Driving	Bridge Carlton to Grapview
O-0240	Driving	Create Carlton / Geneva intersection under QEW. Widen bridge service roads to go over intersection.
O-0241	Driving	Improve canal crossing
O-0242	Driving	Improve Carlton. Logical choice to go from notl across city, over creek (bridge to Grapeview) access at 3rd Ave to 406
O-0243	Driving	Dangerous intersection. I live over on Napier St and people speed down our street in order to avoid the Lake and Welland intersection.
O-0244	Driving	Roads are not kept up well and are not well marked or connected
O-0245	Driving	Lengthy wait time for left turn from Geneva to Westchesterr to access 406 southbound --- weekdays.
O-0246	Driving	Bridge delays and repairs on major route often an issue... Poor connection between Welland/Pelham and Niagara Falls.
O-0247	Driving	Serious safety hazard at this intersection and major delays trying to make left turn from Eastwood to Rice Road in morning. Traffic lights badly needed to control weekday vehicular and pedestrian traffic. Road access created on this side of the college ha
O-0248	Driving	Extend the 406 south to Port Colborne to open up development opportunities in this area.
O-0249	Driving	Traffic congestion to and from GTA
O-0250	Driving	Multiple accidents, bridge gets blocked off
O-0251	Driving	Poor timing on left hand turn light. Should be longer for cars turning from west Chester onto Geneva
O-0252	Driving	Very congested, poor planning near mall
O-0253	Driving	Congestion
O-0254	Driving	congestion

O-0255	Driving	The road is really bad at this corner. no tuening lane, just gravel, so people go on the gravel to turn but end up cutting cars off that are ont he paved area and turning right onto Kalar from Montrose. Corner at lowes plaza.
O-0256	Driving	Speeding cars on this road. Cars do at least 80 as soon as it gets to a single lane.
O-0257	Driving	pave this one
O-0258	Driving	Our road system is OK. If we could keep up with the pot holes the conditions wouldn't get so bad. I have seen documentaries on new methods so I know they are out there.
O-0259	Driving	Need to improve congestion on QEW especially through summer months - GO Train and opportunity.
O-0260	Driving	Being that Fort Erie is the gateway to Canada, it would be a great idea to have an alternative highway route for visitors, residents and commercial drivers that are traveling to Tillsonburg and the 401, therefore alleviating traffic congestion on the QEW.
O-0261	Driving	gets congested during heavy tourism season
O-0262	Driving	narrow highway, slows traffic down
O-0263	Driving	very short exit, traffic backs up on exit due to quick need to turn & heavy volume onto fredrica & drummond rd.
O-0264	Driving	back up on busy days due to traffic crossing the bridge to the US.
O-0265	Driving	visitors - our lifeblood in Niagara Falls, are led directly to the highway OUT of the city. it is confusing to visitors who can not figure out how to get where they want to go.
O-0266	Driving	Congestion, commuter traffic
O-0267	Driving	high traffic volume causes gridlock
O-0268	Driving	Direct access to Geneva Street from QEW when travelling from Niagara Falls to St. Catharines is non-existent. Have to detour from Niagara Street or Lake Street
O-0269	Driving	This intersection, though improved already, confuses drivers. I often see people getting cut off and having to stop short.
O-0270	Driving	Congested at 4 pm
O-0271	Driving	For some reason this intersection confuses people, even though it's already been improved. I see people get cut off and have to stop short here all the time.
O-0272	Driving	This is not specific to one area, but I'm all for roundabouts whenever possible.
O-0273	Driving	Heavy congestion
O-0274	Driving	Heavy tourist congestion.
O-0275	Driving	Continue with three lanes.
O-0276	Driving	A better east/west connection would help the flow of goods and people.
O-0277	Driving	Congested - bad traffic lights
O-0278	Driving	difficult to get to shopping as it is spread out

O-0279	Driving	New hospital was put in developing area of region rather than central. Because this area is developing, roads are always congested and inadequate for hospital use.
O-0280	Driving	Congestion, light timing is very bad. Time the lights to move more traffic through at once, rather than getting stopped at multiple non-synced lights
O-0281	Driving	Lack of bus/taxi options
O-0282	Driving	Way finding signs as well as TODD signs should be improved
O-0283	Driving	traffic jam
O-0284	Driving	traffic jam
O-0285	Driving	Widening project could also include main entrance to new Go train terminal multi tier parking garage, block main entrance from st.paul.st west.
O-0286	Driving	Widen road allow bus route interconnected to rest of city for purpose of expansion for new train station. Thinking bigger.
O-0287	Driving	There are always cars parked outside this no parking zone leaving it difficult to see children when driving as there are no sidewalks.
O-0288	Driving	Always congested... way to many traffic lights in to short an area. The exit from the 406 should have been a full cloverleaf
O-0289	Driving	Lots of bumpy patches that place wear and tear on commuter/residents' vehicles.
O-0290	Driving	Congestion will get worse as 4th ave is developed. Between 3-4:30 pm cars are always stranded in intersection when lights change.
O-0291	Driving	A median island should be in place so that cars cannot turn south from Horton's lot. This is a chaotic traffic spot in the morning rush hour. Drivers turn left from Horton's then cut across 3 lanes to enter Henley Drive to ramp on QEW westbound
O-0292	Driving	Driving in this area is a nightmare due to people blocking intersections by moving into line for the next stoplight when there isn't room for another car
O-0293	Driving	The roads are chaotic in St Catharines
O-0294	Driving	improve alternative to driving on qew
O-0295	Driving	Danger here as US bound drivers are confused. More lanes and better wayfinding
O-0296	Driving	One way street causes congestion near Tim Hortons
O-0297	Driving	Queenston St near old General Hospital is so rough. In need of serious repair
O-0298	Driving	With Better public transit in and out of the region it will help reduce emissions and traffic
O-0299	Driving	Traffic congestion
O-0300	Driving	Bridge
O-0301	Driving	Road needs fixing
O-0302	Driving	Traffic issues
O-0303	Driving	Difficulty finding parking at the outlet

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-0304	Driving	Open 400 Series highway between Welland and Port Colborne (or extend the 406 as it was originally planned)
O-0305	Driving	400 Series highway between Port Colborne and Fort Erie to bolster commercial traffic and create easier access to tourism destinations
O-0306	Driving	Lake Ymca
O-0307	Driving	growth of 40,50, 60 k zones that match suburban expansion become traffic bottlenecks
O-0308	Driving	E bikes and scooters need their own lane, especially in high traffic areas like this
O-0309	Driving	Many SOVS on the road at peak hours
O-0310	Driving	Going from 3 lanes to 2 is creating a bottle neck near sandplant hill
O-0311	Driving	Congestion all the time
O-0312	Driving	No more lift bridge. Tunnel?
O-0313	Driving	Improve road
O-0314	Driving	2 ways in and out of Port + 3 bridges =issues. VERY hard and long to get to QEW for work and post secondary education.
O-0315	Driving	We need faster access to the QEW!!! The new 406 is great - but doesn't come out to Port Colborne!! We are still cut off. Do you have any idea what this does to our ambulance service - people die waiting.
O-0316	Driving	Rush hour traffic on Fourth avenue
O-0317	Driving	Increase speed limit from 60 to 80
O-0318	Driving	Need to drive to school from Fonthill.
O-0319	Driving	This intersection needs lights and crosswalks.
O-0320	Driving	When is Livingston Road going to be completed?
O-0321	Driving	Poor bike lanes. Road poorly paved.
O-0322	Driving	Congestion
O-0323	Driving	Poor winter road maintenance on entire 406
O-0324	Driving	Poor winter road maintenance in city
O-0325	Driving	Congestion
O-0326	Driving	Difficult merge into traffic, aggressive drivers
O-0327	Driving	Niagara Falls to welland connectivity could be improved. Hwy?
O-0328	Driving	North to south driving st cath could be improved. Bigger roads. Transit improve
O-0329	Driving	Crossing to US
O-0330	Driving	Ridiculous amount of traffic bottleneck
O-0331	Driving	Need a light not a 3 way stop
O-0332	Driving	Traffic build up in summer
O-0333	Driving	Always so slow
O-0334	Driving	Feels dangerous driving
O-0335	Driving	People who don't drive are exposed more to exhaust fumes from those that do. I suffer from COPD and had to move from a high traffic area, thus leaving it more necessary for me to use taxis, etc. to travel. Driving as a solo should be discouraged and alt

O-0336	Driving	Hate driving here by zehrs
O-0337	Driving	Lights are too long
O-0338	Driving	Hard to get to need easier line of access
O-0339	Driving	Traffic doesn't move
O-0340	Driving	Traffic up to this point from Toronto is far too heavy. Adds at least 1 hour to total drive time during peak times
O-0341	Driving	corridor link
O-0342	Driving	Congestion
O-0343	Driving	Allow drivers to turn right on the red when traveling south down Geneva onto St. Paul.
O-0344	Driving	need new highway
O-0345	Driving	The traffic downtown is very difficult to navigate, and is very hard to understand. It should be easier to get around while also making things safer for pedestrians. I want to put emphasis on driving!! It NEEDS to be improved, especially for new drivers.
O-0346	Driving	This area is way too crowded and needs more space for drivers exiting off the highway. I feel it is very dangerous and could be improved a lot.
O-0347	Driving	People need to be better educated on the roundabout in the community. Driving schools are educating students on the roundabout very well - but ADULTS should have to take a test on how to use a roundabout if they have one (a new one) in their community. Es
O-0348	Driving	Speed limit too high, especially when cyclists have to lane
O-0349	Driving	Seasonal back ups along highway and Glendale
O-0350	Driving	The traffic around the new outlet mall is ridiculous.
O-0351	Driving	A good highway from Niagara Falls to Kitchener/London area would reduce congestion on T.O. routes.
O-0352	Driving	There is a bottle next in traffic because people are not sure of were they are going and there are FOUR choices here. Better signage sooner would help reduce this problem and possibly prevent an accident in the future
O-0353	Driving	There is only one direct route between the communities of Niagara and Toronto. There needs to be several different options to reduce rush hour congestion.
O-0354	Driving	peak traffic congestion as drivers attempt to traverse the city north - south, often blocking intersection entirely to gain 406 access
O-0355	Driving	New Hwy access to hospital
O-0356	Driving	Need to address traffic congestion over Welland bridge to/from 4th Ave area as business, shopping and residential growth continues
O-0357	Driving	Traffic signal sync
O-0358	Driving	The lights are too long here. Perhaps Stanley needs an overpass.
O-0359	Driving	MacDonald Ave should not have a light. This is a major artery into the city and there is not enough volume to this street to justify the delays the light imposes on traffic. Either close off the street entirely or make it a one way street where one can

O-0360	Driving	Traffic should be better monitored. There are school crossings on Thorold Stone Racetrack, and yes, that is what this 'road' is. More effort to control the speed of vehicular traffic would be greatly appreciated.
O-0361	Driving	Road conditions and traffic light issues (no advance lights at specific intersections)
O-0362	Driving	This area gets very congested during peak hours. Would benefit from go train
O-0363	Driving	traffic
O-0364	Driving	traffic blocks the road from Tim Hortons Drive Thru
O-0365	Driving	Not enough direct highway on ramps for people living in the Dain city area
O-0366	Driving	Railways at Dorchester/Morrison. Seems to shut down the whole city when a train comes through.
O-0367	Driving	congestion particularly in summer lack of speedy routes parking issues stop signs on lines and concessions set to far from the road creating dangerous visibility situations more enforcement of cycling on back roads needed large tour groups often block bot
O-0368	Driving	Make direct route to dunnvile. Also focus on mid penn
O-0369	Driving	Congestion
O-0370	Driving	Congestion
O-0371	Driving	Road condition is awful
O-0372	Driving	congestion on Sunday
O-0373	Driving	Widen and speed up Stevensville road
O-0374	Driving	Built the mid pen corridar away from the QEW to supply a quick route to and from the States to their distination in Canada, like Hamilton, Toronto
O-0375	Driving	Built the mid pen corridar away from the QEW to supply a quick route to and from the States to their distination in Canada, like Hamilton, Toronto
O-0376	Driving	The stop lights on Stanley ave are horrible, they are constantly synced wrong making traffic stop and start using more fuel instead of encouraging a steady flow, and not frustrating residents making them drive around town!
O-0377	Driving	Extend the 406 properly taking advantage of a great opportunity to encourage economic progress
O-0378	Driving	Traffic
O-0379	Driving	Congestion
O-0380	Driving	Roads in the centre must be improved. Clark ave, Fallsview blvd, Robinson st, Ellen ave. So ashamed to face tourists
O-0381	Driving	Bad convergence of traffic - maybe the outside lane could continue and become exit lane for Thoroldstone? Many unecessary traffic tie-ups at this spot.
O-0382	Driving	Get rid of rail crossing over major roads

O-0383	Driving	This should not be a truck route, it is predominately residential with more residential development slated. Bottom line it is not safe
O-0384	Driving	One accident cripples the entire area for hours, and there are no viable alternate routes. The thought of a fourth lane is worrisome adding to congestion. A southern bypass ie the mid peninsula corridor would improve the area economically
O-0385	Driving	Please don't allow two boats at a time through the Welland Canal. It is too long a wait.
O-0386	Driving	Traffic lights should sync to lessen congestion.
O-0387	Driving	NEEDS traffic calming in commercial core. Good for business, SAFER and BETTER for families, pedestrians, and cyclists
O-0388	Driving	Left hand turn lane is needed - traffic can pile up quickly in this area, and having multiple people trying to turn in here becomes a problem. We may need more lanes in the future - or better oportunities for carpooling (get more people in fewer cars... a
O-0389	Driving	Driving anywhere in Niagara is a nightmare for cars because the potholes and road conditions... I'd like to bike more but the roads don't have a safe spot to bike on
O-0390	Driving	Much too crowded in this whole area. Should add highway access nearby
O-0391	Driving	In this whole north end area, it takes much too long to get to the nearest high way.. A bridge would be good
O-0392	Driving	Too difficult to get to all the areas of Thorold.. Look into more routes with the bus committee..
O-0393	Driving	We should have hourly buses going to Niagara on the lake to increase tourism opportunities
O-0394	Driving	Crazy intersection
O-0395	Driving	A road in need of major tepairs
O-0396	Driving	Dangerous intersection!
O-0397	Driving	Congestion and unsafe exiting from Town Square on Pelham Street. Main route to Hwy 20 should be built to bypass downtown
O-0398	Driving	New interchange to provide access to the hospital.
O-0399	Driving	Hey 55 needs to be widened and better speed
O-0400	Driving	Traffic build up needs nights that way in virgil
O-0401	Driving	Traffic congestion
O-0402	Driving	Better lighting for night driving .
O-0403	Driving	Bad choice having a traffic circle at the end of the tunnel;.
O-0404	Driving	Use transportation systems to encourage people to want to locate in Niagara
O-0405	Driving	Congestion
O-0406	Driving	Congestion traffic
O-0407	Driving	Please focus on doing something about the traffic situation.
O-0408	Driving	Intersection needs to be redesigned

O-0409	Driving	Lincoln Street, between Crowland and Scholfield. The bike lane, while required, created a vehicle lane pattern hazard. Adding a bike lane to an existing infrastructure just because it's a requirement isn't a transportation enhancement when it creates pot
O-0410	Driving	(Great improvement on 406.) Roundabout at Townline and a Prince-Charles Dr?
O-0411	Driving	Parking lane creates irregular vehicle patterns on a section of East Main.
O-0412	Driving	speedy drivers and other people who should be taking classes
O-0413	Driving	congestion .. a lot of people driving to fast then meet up with slower driver in the wrong lanes .. creating a back up
O-0414	Driving	Better access in and out of Grimsby required
O-0415	Driving	Driving to and from the Niagara Falls bus is horrible. Road conditions, sketchy area ... Just bad.
O-0416	Driving	Congested
O-0417	Driving	Difficult congestion at Geneva under the QEW - light timing is also causing congestion
O-0418	Driving	St. David's to Brock university - this section is dangerous for pedestrian, cyclists and motorists as there are no facilities to meet the needs of all users. Often traffic backs up to the highway from Schmon Parkway during peak traffic hours making it dan
O-0419	Driving	Many students live in the Lofts, however the roadway was not designed for pedestrian travel.
O-0420	Driving	Improve vehicular access to the interior communities of Niagara
O-0421	Driving	The interchange of the QEW and 420 needs improvements. Turning left from the QEW off-ramp onto the 420 (80 km/h) is dangerous. In particular, turning left to travel east on the 420, from the QEW off-ramp, is extremely dangerous. Perhaps one solution would
O-0422	Driving	There is a definite bottle-neck in this area - roads need to be changed to alleviate traffic
O-0423	Driving	QEW Bottlenecks
O-0424	Driving	It is difficult to travel north/south in the peninsula
O-0425	Driving	Traffic congestion is becoming a big issue
O-0426	Driving	heavy traffic, limited parking, lots of risk-taking unsafe pedestrians
O-0427	Driving	People drive 80-100km from oncoming traffic when exiting oakwood toontrose rd It's very dangerous and has many accidents in the 5 years I have traveled this corner.
O-0428	Driving	Repair and revitalize ontario street as it's the main corridor into downtown st.catharines
O-0429	Driving	TRAFFIC
O-0430	Driving	When Region takes control of St. Davids Rd. (all), improve roads, better cycling conditions.

O-0431	Driving	Very busy intersection, hard time to get over and enter the Sobeys plaza(limited room), people yield although there isn't a tried sign. Many people turning left towards Johnny Rocco's side.
O-0432	Driving	Driving from Grimsby to Mississauga each day and having to manage the traffic that has increased due to all the new homes. Love that it is expanding but on week days and weekends especially in the summer it is jammed.
O-0433	Driving	Hiway 55 is very congested with vehicular traffic especially in the summer. This negatively impacts residents and tourists.
O-0434	Driving	Need speed bumps
O-0435	Driving	QEW Niagara Bound between Hamilton and Beamsville very busy- with long delays. Weekends/ mornings and rush hour / evenings.
O-0436	Driving	Accessing the Pen Centre by car is difficult due to bottle-neck traffic delays.
O-0437	Driving	New Route East/west
O-0438	Driving	Bring back the port Robinson bridge. No direct route to Niagara Falls to Welland.
O-0439	Driving	More signage re: Downtown GHA
O-0440	Driving	Encourage Niagara - Toronto Tourism for US residents visiting with additional leisure signage on main access roads
O-0441	Driving	too narrow. See issues with walking and biking as well. Dangerous for everyone crossing the new bridge
O-0442	Driving	Choke point / bottleneck . Only way through at this section
O-0443	Driving	Extreme Choke point / bottleneck . Only way through at this section All traffic of western St Catharine's and Welland traffic crosses through the pen during rush hour
O-0444	Driving	All traffic of western St Catharine's and Welland traffic crosses through the pen during rush hour.Gas Station needs better separate entry way. It's lineups crosses the pen center main road during rush hour.
O-0445	Driving	Easy to miss exit. Needs better signage to the mall
O-0446	Driving	Needs expansion of lanes into Niagara Better signage at off ramps to prevent panic
O-0447	Driving	Put the speed limit back up to 80km/hr like it used to be.
O-0448	Driving	Expand the entire section of Drummond to 4 lanes.
O-0449	Driving	Winter driving in South Niagara is awful. More snow fences would help.
O-0450	Driving	Need more lanes or better flow control. Too many vehicles merging to cross the bridge.
O-0451	Driving	downtown area is problematic for driving and parking
O-0452	Driving	Improve Lakeshore Road for driving and add cycle paths.
O-0453	Driving	While quaint and historical, Allanberg Bridge is always up with no advanced warning.
O-0454	Driving	many people in this region dont drive and need to more around quickly and safely- 50% or welland are seniors

O-0455	Driving	The traffic here can be TERRIBLE! Especially for the months leading up to and after the holiday season but also during the average rush hour. I live in this area and it makes it very difficult to head in this direction.
O-0456	Driving	Old Glenridge/New Glenridge are largely cut off from the rest of the city which can lead to large traffic snarls (especially during a snow storm). More access points to this neighbourhood would help traffic run better.
O-0457	Driving	Very congested
O-0458	Driving	Too much traffic. Need alternate route to Ontario Street. Extend Cavelton across to Martindale Road. Build a bridge
O-0459	Driving	Too much traffic. A connection from the Fairview Mall to Scott St should be made through the little golf course that used to be there. Would remove probably a third of the volume from the current intersection
O-0460	Driving	Back up due to volume
O-0461	Driving	By developing a user friendly transit system that meets the needs of the Niagara region, there would be more options for people to travel to and from work and pleasure.
O-0462	Driving	The stop lights on Glendale need to be synced so that you do not hit every red light. This is especially bad at Christmas time.
O-0463	Driving	The stop lights on Glendale need to be synced so that you do not hit every red light on this street in one trip. This is especially bad during rush hour times and holidays.
O-0464	Driving	The stop lights on Glendale need to be synced so that you do not hit every red light on this street in one trip. This is especially bad during rush hour times and holidays.
O-0465	Driving	The stop lights on Glendale need to be synced so that you do not hit every red light on this street in one trip. This is especially bad during rush hour times and holidays.
O-0466	Driving	The stoplights at the intersection of Fourth Avenue and Martindale need significant review. Depending on the direction you are traveling and the time of day you may have to sit through two full cycles of light changes before a turn signal is provided. Thi
O-0467	Driving	This is a perfect location for a roundabout. There is an abundance of traffic and the lights significantly disrupt the flow of traffic. A roundabout would keep traffic moving in a safe, functional and effective way.
O-0468	Driving	To build a bridge from Scott street to one of Grapeview, Rose, or Lily, across the creek to alleviate traffic congestion at Fourth Avenue, Martindale, and Ontario.
O-0469	Driving	To build a road that will connect this extension of the YMCA drive to Sherman street to alleviate the traffic congestion that bottlenecks around the Fairview Mall at Lake and YMCA drive as well as at Geneva and YMCA drive. This will provide a third option i
O-0470	Driving	To build a road that connects Third Avenue at Killaly St west to Rosemount at Clarence street.

O-0471	Driving	The intersection is congested and dangerous
O-0472	Driving	Street needs to be paved badly
O-0473	Driving	Full of potholes that no one fixes. Has been this way for years
O-0474	Driving	Mid peninsula highway definitely required
O-0475	Driving	Crossing the Welland Canal between St. Catharines and Niagara-on-the-Lake
O-0476	Driving	Housing development in St. David's is growing while the concession roads lack stop signs and lights for safety. An example is the four way intersection at Four Mile Creek Road and York Road
O-0477	Driving	From 8am to 830am this area is super congested with people trying to get on NC campus. It's awful.
O-0478	Driving	All of downtown looks like a poorly designed maze. Trying to give someone directions to anywhere is a huge hassle. Redesigning it would make a huge difference.
O-0479	Driving	A poorly designed highway access point next to a busy mall leads to some of the most dangerous congestion I've seen in the city.
O-0480	Driving	Congestion
O-0481	Driving	Failure to have an air or water link with Toronto results in congestion on the highway.
O-0482	Driving	QEW on summer weekends getting to be impossible, not just holiday weekends, every weekend. Need GO transit +++++
O-0483	Driving	road ways are extremely unkept
O-0484	Driving	Closed very often, no schedule
O-0485	Driving	Very dangerous, many speeders/ people don't look
O-0486	Driving	Bridges don't seem to coordinate with each other and can cause major back ups and traffic delays
O-0487	Driving	Rural roads have become more and more congested with bicycle wine tours the past few years. The cyclists do not obey the rules of the road, which is dangerous for them and drivers on narrow and high speed roads that are present throughout rural Niagara o
O-0488	Driving	No access to Martingale on Fort Erie bound QEW
O-0489	Driving	Highly congested slows movement through to Niagara
O-0490	Driving	The timing of this light is terrible. The light when turning left from eastchester onto bunting turns green just as the light at the Bunting/Dunkirk intersection turns red.
O-0491	Driving	Getting to a major corridor from south Niagara is time consuming and slow
O-0492	Driving	Isolation of South Niagara especially for access to mental health, affixing services and routine health care due to a concentration of services in North Niagara
O-0493	Driving	Vehicles often cut across the lanes of the QEW Fort Erie bound, in order to exit to the 420.
O-0494	Driving	Sodom/Stevensville/Gorham Rd. between Ridgeway and the QEW can be very slow moving and experience lengthy delays, especially during

		the morning and afternoon rush hours. Delays arise when volumes are high at the intersection with Netherby Rd. (vehicles ar
O-0495	Driving	QEW Toronto bound: not enough warning signs the the right lanes ends when approaching the 420 merger
O-0496	Driving	Dominion Rd is in terrible condition.
O-0497	Driving	Bottlenecks and lots of traffic
O-0498	Driving	There is a roundabout here. Really who thought this was a good idea. It's embarrassing
O-0499	Driving	hospital
O-0500	Driving	Complete traffic jam i during tourist season. Light rail to and from parking on city outskirts ?
O-0501	Driving	Love the round-about ! Should consider more
O-0502	Driving	Left turn lane on Glendale eastbound fills up regularly causing congestion.
O-0503	Driving	It goes without saying that driving on our highways takes a very long time, this is very frustrating
O-0504	Driving	Direct connection between Lake Ontario and Lake Erie is needed
O-0505	Driving	Line ups are ridiculous.
O-0506	Driving	More off and on ramps
O-0507	Driving	During rush hours and events at Safari Niagara, this intersection gets very backed up. A traffic light could improve the flow of traffic.
O-0508	Driving	Congestion. Every. Day. HOV lanes have not really helped, IMO.
O-0509	Driving	Highway to Hamilton/Toronto, ease congestion on QEW
O-0510	Driving	Curving, fun roads present here for motorcyclists. Excellent scenery as well. The experience is only hampered by the low quality roads of the area. Newer roads would go a long way. Though construction would temporarily hurt this area's enjoyment.
O-0511	Driving	This is a highly favored area for motorcycling. Keeping this road clean of gravel after rainfalls would go a very long way to improve the area for safety.
O-0512	Driving	Single lane gravel road keeps this a bit of a hidden treasure among local residents. Increasing it to a two-lane road with asphalt would improve the Effingham afternoon ride, and bring more people to the local area.
O-0513	Driving	Garden Park Garage has two entry lanes and two exit lanes on this side. The street only has two lanes, going both directions. You can't exit onto St. Paul Street. Make it two lanes, going toward King Street. Or widen the road.
O-0514	Driving	During the end of events, t
O-0514	Driving	This whole route, from Fort Erie to Niagara On The Lake, is an excellent driving experience. It gets really busy in the summer. Maintaining this road is a pretty high priority.
O-0515	Driving	It would very beneficial to have a bridge that connects west St. Catharines to Central St. Catharines. Currently you have to drive

		through the downtown region and then back up, or up to Glendale ave.
O-0516	Driving	Another hwy other then the QEW as a link to the US.
O-0517	Driving	Growth for another highway to link southern ontario with the US
O-0518	Driving	Difficult to turn left out of college or off of Eastwood because of traffic volume
O-0519	Driving	Due to the hospital it is difficult to enter and exit louth without the huge rush. A better access point should be established from QEW Niagara bound from Toronto from seventh Avenue.
O-0520	Driving	The lights at the intersection under the QEW underpass are poorly timed- could be improved with timers and/or sensors.
O-0521	Driving	Please make this intersection (and many other intersections in this neighbourhood) all way stops. Many near accidents misses for cars and pedestrians occur here. With two schools (Collegiate and Harriet Tubman) so nearby, all blocks should be 4 way stops!
O-0522	Driving	Please make the Ridley Heights Plaza light a sensed light for cars turning left into or leaving the plaza. It would create more flow along Fourth Ave (traveling towards the 406).
O-0523	Driving	Please make the right turn onto 406 North (from Fourth Ave) a dedicated right turn light that is always on, since the right turn has a yield sign to oncoming merging traffic!
O-0524	Driving	Please make the right turn onto Glenridge (coming from downtown) into a yield instead of a stop sign!
O-0525	Driving	This train stop only has lights to notify you of a train. No crossing arm. It is dangerous for people who cannot hear the train coming.
O-0526	Driving	Everyone speeds on this road. Either 15-20 over the limit and it is a danger for those who drive the speed limit and get nervous of fast/angry speeding drivers.
O-0527	Driving	Congestion
O-0528	Driving	This is always a slow intersection and very dangerous for bikers and pedestrians!
O-0529	Driving	Super busy and slow! I think it just needs better signage and flow!
O-0530	Driving	A lot of traffic backs up here! Need to improve the flow.
O-0531	Driving	The lights have a auto left hand advance for vehicles heading North-West. The light is an advance whether or not anyone is waiting to turn. Not a huge deal but I live on Fly Rd and it's a hold up for nothing on my way home.
O-0532	Driving	We appreciate he flashing 50 signed on Fly Rd!!! Thank you :)
O-0533	Driving	Tall weeds obstruct the view of oncoming trains. It would be good to put the arms at these tracks before an accident happens.
O-0534	Driving	the intersection at martindale and fourth avenue is so congested.
O-0535	Driving	4th Ave is heavily congested. Always busy.
O-0536	Driving	More options to cross the canal

O-0537	Driving	The lights at welland ave and the QEE are a disaster - cars constantly fill the intersection when turning left and the light turns red - causing a blockage - every day I see this
O-0538	Driving	Driving on the 406 at night is VERY dark - better lighting needed
O-0539	Driving	More ramps off/ on Hwy would be ideal
O-0540	Driving	This stretch of Glendale is really bad and the advanced green light for the left turn access to 406 north and south are really bad, most days it takes me 15 to 25 minutes to get from Merritt st to the 406 south access ramp. That's Ludacris.
O-0541	Driving	Traffic
O-0542	Driving	Pathetic road planning around Ymca area.
O-0543	Driving	Major bottleneck
O-0544	Driving	Regional hospital should have been built in central Niagara near university
O-0545	Driving	Less expensive bridge should have been constructed
O-0546	Driving	Taking Hwy 20 into Niagara Falls can be a daunting task during the shipping season or when maintenance needs to be done on the bridges. The two tunnels are far away, which can be problematic for daily commuters. Improving communications are always advanta
O-0547	Driving	Better direct highways connections between cities in the region
O-0548	Driving	A ring highway connecting near by cities
O-0549	Driving	Connecting ring highways
O-0550	Driving	Highway connections
O-0551	Driving	Begin plans for a new major auto artery at the top of the Escarpment so our children and grandchildren can see the asphalt scar that is the QEW wither and die and get torn up someday!
O-0552	Driving	Worst intersection in the city
O-0553	Driving	Improve the exit to the new mall. Gets so backed up the skyway stops and takes 30 just to go over the skyway. Should be done before phase 2 of mall is complete
O-0554	Driving	Very dangerous curved road without barriers.
O-0555	Driving	Cars rate of speed is dangerous for the road as is. VERY dangerous for pedestrian and bicycle traffic!
O-0556	Driving	Road is too narrow and dangerous for pedestrian and bicycle traffic.
O-0557	Driving	design some lanes for car traffic only - 'sharing' the road with countless transports carrying all kinds of toxic loads is unsafe. At the very least, some signage exhorting transports to stay right would be nice.
O-0558	Driving	There is no easy and safe truck route up the escarpment from the QEW between Grimsby and Lincoln. Many of the possible escarpment routes are very steep and not appropriate for trucks.
O-0559	Driving	Signage at intersection, need to coordinate advanced green signals
O-0560	Driving	This stretch of road has very poor travel through the overpass during rush hours.

O-0561	Driving	Very hard to make left turns out of this area. Lights at Thorold Stone and Freeman are alternately timed so that there is always traffic coming from one or the other direction. Can take 5 min. to make the left at really bad times.
O-0562	Driving	Road conditions reflect on our city. Improved roads conditions would be nice.
O-0563	Driving	QEW IS ALWAYS BACK LOGGED AND SLOW
O-0564	Driving	No quick/easy way to the QEW or to Thorold from Niagara St.
O-0565	Driving	congestion on QEW, no through streets for locals to quickly get around city
O-0566	Driving	There are TOO MANY stop lights on this street PLEASE SYNCHRONIZE THE LIGHTS LIKE THEY DO IN MAJOR CITIES LIKE HAMILTON AND TORONTO. It is such a hassle having to stop every 50 meters for another stoplight. Its bad for the cars as well.
O-0567	Driving	Traffic is too busy! I spend so long waiting for the lights. Also the lights break quite often.
O-0568	Driving	Intersection is poorly designed on both sides of the underpass.
O-0569	Driving	ormond street needs to be repaved. big time. its horrible.
O-0570	Driving	Boarder crossing always gets backed up here with people using the "to the falls" lane instead of the bridge lane. They try and cut in front of everyone here. By redesigning this area we could stop this from happening
O-0571	Driving	The 405 split east bound is poorly marked and tourists cause many delays
O-0572	Driving	Thorold Stone Road is poorly timed with traffic lighting. Many delays, needlessly
O-0573	Driving	The traffic circle is too busy. I've seen many transport truck nearly hit cars and many near misses of cars.
O-0574	Driving	No access to Martindale from Toronto-bound QEW
O-0575	Driving	Should be an advanced green turning left onto Willowdale from westbound Westchester.
O-0576	Driving	Weird speed limits - pick one
O-0577	Driving	Welland ave, close to the 406 gets really busy during rush hour.
O-0578	Driving	Turning right onto church St. Is a problem.. You can turn from 2 lanes and everyone who turns from the far right hand lane doesn't understand that they are supposed to stay in the right hand lane and then merge. People always merge from that Lane all the
O-0579	Driving	Light is very long, and people at rush hour sit in intersection on yellow-red light
O-0580	Driving	Many regional roads require repair and treatment to reduce cracking during winter weather conditions. Certain neighbourhoods may see improvement in conditions if infrastructure is improved.
O-0581	Driving	Very busy under qew overpass
O-0582	Driving	road is in poor conditon and narrow. more traffic making driving or cycling dangerous. rail crossing in poor condition

O-0583	Driving	Super congested
O-0584	Driving	This 4-way stop in combination with the bridge is a total mess. The traffic becomes backed up completely because of the awkward angles of intersecting roads and the high volume of cars crossing over the canal.
O-0585	Driving	Probably one of the worst intersections in the entire city. The amount of traffic because of the Fairview mall/Costco causes the roads to be filled with buses and cars. The lights on either side of the highway are never synchronised so cars get backed up
O-0586	Driving	Traffic and other end of St. David's road is horrible.
O-0587	Driving	Lack of proper access to this new appealing community is impeding growth. There is only one usable access, which is via Sodom road , which is in dire need of repairs from Main to Willick and a notable tragic road in the region.
O-0588	Driving	This strategy of Sodom road between Main and Willick is disintegrating and becoming a Hazard to all users. It is the main access to a new growing development, and is in need of attention from the region.
O-0589	Driving	As traffic increases from Sodom road, this intersection needs to be reviewed. The one way stop sign impeded traffic approaching from Sodom. There is a need and opportunity to remove the issue by installing a roundabout which will accommodate continuous fl
O-0590	Driving	Longterm plan, but completing the connection of Willick to Lyonscreek road will support the development in this region. Understandably there is cost to build bridge which makes this a less attractive project. City plans shows the land might already be set
O-0591	Driving	Heavy traffic through town, often made worse during farmers market on Thursdays
O-0592	Driving	High collision intersection
O-0593	Driving	Get rid of tracks not in use and improve train system - overpass? - too many delays throughout the city.
O-0594	Driving	Perhaps this would be better as a yield not a full stop.
O-0595	Driving	All the way down Stanley Avenue. High traffic volume and some of the turns get a little confusing for tourists.
O-0596	Driving	High traffic volume between Montrose and Garner on McLeod road, also a lot of traffic lights. Suggest moving the Lowe's entrance to Montrose to alleviate some of the bottleneck.
O-0597	Driving	All the way down Lundy's Lane. Potentially widen the road to six lanes if need be. Much too congested. Also needs a bike lane.
O-0598	Driving	Traffic sometimes
O-0599	Driving	Timing of lights leads to gridlock
O-0600	Driving	Lights are not synchronized properly
O-0601	Driving	During the summer the amount of traffic causes major traffic jams
O-0602	Driving	Frequent hold up by trains, very long or breakdowns.
O-0603	Driving	Same-train issues
O-0604	Driving	Same-train issues

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-0605	Driving	Glendale Avenue is dangerous for all modes of transportation from Pelham Road to the QEW!
O-0606	Driving	People who don't have vehicles...the young and elderly...might benefit from a ride-share program. Maybe on a volunteer or cost sharing basis or both.
O-0607	Driving	Let's get a bridge over the railway tracks here or at Drummond or on Morrison to allow fire trucks from the Morrison station to go north - and to prevent trains from cutting the city in half.
O-0608	Driving	We need a bridge over the railway tracks.
O-0609	Driving	Due to volume of traffic this intersection can be very problematic. The ramps on and off the QEW are very short.
O-0610	Driving	More crossings along the Twelve Mile Creek to enhance access to businesses and residential areas.
O-0611	Driving	Traffic congestion heading into Niagara on eekends
O-0612	Driving	Train delays
O-0613	Driving	Train delays
O-0614	Driving	Train delays
O-0615	Driving	Boat delays
O-0616	Driving	Conjestion
O-0617	Driving	Almost all of our healthcare appointments are out of town. it is very difficult when people are not feeling well to have to drive out of town for help.
O-0618	Driving	Need to make use of transit opportunities and alternative goods shipment than trucks to decrease traffic. Traffic is increasing due to people commuting from Niagara Region to jobs in Toronto etc
O-0619	Driving	Glendale and 406 near Pen Centre is always jammed with traffic. There isn't easy access to the 406 without interfering with the local traffic.
O-0620	Driving	Dangerous intersections along service road and qew. Needs addressing asap.
O-0621	Driving	North bound ramp from Glendale is to short and impedes traffic at highway speeds when cars are merging to slow
O-0622	Driving	congested traffic from commuters
O-0623	Driving	VERY rough railroad crossing. the tracks are on an a slope, which acts like a speed bump. the road needs to be sloped to accommodate the slope in the tracks
O-0624	Driving	highway widenedning
O-0625	Driving	a highway bypass to avoid st catharines in the future that serves the southern communities
O-0626	Driving	4 way stop is always busy roundabout would be good here
O-0627	Driving	Busy road
O-0628	Driving	Road should be broadened

O-0629	Driving	Having the Go Train come as far as Niagara falls would cut down on the traffic on the QEW and make the Niagara Region more accessible for commuters who work in the GTA.
O-0630	Driving	Driving alternatives for tourists enjoying our wineries
O-0631	Driving	Alternatives to the lift bridge or publication of times via app so drivers can choose alternative routes mid route
O-0632	Driving	Congestion on qew
O-0633	Driving	When all 3 bridges in St. Catharines are up this could be a problem in an emergency.
O-0634	Driving	The stop sign here really slows traffic after the bridge goes down, perhaps having a traffic light would work better.
O-0635	Driving	Hov lanes all the way through to Niagara both directions
O-0636	Driving	Roads are in very poor condition and need infrastructure improvement.
O-0637	Driving	Bad turning lanes, longest light
O-0638	Driving	Too many cars coming off the Hwy ... Sometimes backed way up. I think you have more people using this exit then originally planned.
O-0639	Driving	Congestion
O-0640	Driving	making a left turn from Meadowvale Dr onto Lake to travel north is dangerous - poor sightlines & too much going on
O-0641	Driving	Traffic in the Falls during tourist season - is always a problem. So much so that local residents stay away from certain areas to avoid it at all cost.
O-0642	Driving	There always seems to be construction at the most inopportune times. Travelling on the highway hardly seems worth it at times. A daily go service would be great
O-0643	Driving	Better mountain access to communities on top of the escarpment.
O-0644	Driving	Frequent traffic delays at peak periods. Need improved links and companion arteries.
O-0645	Driving	More routes for tourism Clifton hill is too much
O-0646	Driving	This intersection has a stop sign that no one understands. A light would make life easier
O-0647	Driving	QEW backups
O-0648	Driving	Congestion Carlton & Geneva
O-0649	Driving	We need a bridge so trains can't block the city when they stop or derail.
O-0650	Driving	Road extremely bumpy (not as bad as Dominion road though)
O-0651	Driving	Congested
O-0652	Driving	Bike lanes on E Main St - makes road very confusing and never seen a bicycle in them - waste of time doing them
O-0653	Driving	Heading to Toronto on the qew the flow slows right down from where the 420 meet up with the qew all the way past Thoard Stone road
O-0654	Driving	Niagara Street needs improvements

O-0655	Driving	The road needs to be upgraded and include a bicycle path. This would allow an alternate east west connection as well as access to the future hospital.
O-0656	Driving	Reopen this bridge!
O-0657	Driving	Infrastructure lags behind residential growth
O-0658	Driving	As my town Beamsville grows the main road ways are getting close to capacity, all are single lane roads. The redevelopment of Mountains St does not have a dedicated left turning lane anymore onto King St. Also, the town/region allows too many trucks to
O-0659	Driving	Road conditions are horrible. Far too many potholes.
O-0660	Driving	Bridges
O-0661	Driving	always congested
O-0662	Driving	massive traffic jams
O-0663	Driving	traffic problems regularly
O-0664	Driving	Congestion
O-0665	Driving	road conditions
O-0666	Driving	Always traffic
O-0667	Driving	407 should extend to Niagara
O-0668	Driving	Improve condition of bridge so as to provide protection during strong winds
O-0669	Driving	Lengthy trains in this area are a consistent problem; dangerous to pedestrians, hurt response times for emergency services and discourage travel to the area.
O-0670	Driving	Bridge wait times
O-0671	Driving	Congestion at peak periods, holiday weekends and during special events is fairly obvious. Ensuring adequate alternative transportation is available would make a difference in many ways - improvements would change problems to opportunities, particular maki
O-0672	Driving	No other way out when there is a problem.
O-0673	Driving	One Way Streets - East Main St/Division and Hellem Ave/Burger St. make main corridors into a highway through town. Detrimental to business development, pedestrians and cyclists.
O-0674	Driving	I know this is more of a Steoney Creek / Hamilton problem, but the bottleneck on the QEW is only getting worse.
O-0675	Driving	from welland to Niagara falls, this is the busiest, slowest an easiest route
O-0676	Driving	During peak tourist times driving is extremely slow. Cars have difficulty advancing through the 4 way stops as the number of pedestrians. This can frustrate drivers and endanger pedestrians.
O-0677	Driving	There are not many safe places to cross Drummond Rd it would be nice to see a few pedestrian cross walks along this stretch.
O-0678	Driving	People are always in a rush. Trying to beat yellows in returns block intersections. Donno what to do but something needs to be done about the down town st paul st area

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-0679	Driving	lower speed limits in town especially near schools
O-0680	Driving	Needs a light
O-0681	Driving	Would love if the 406 went all the way to port colborne
O-0682	Driving	Make this intersection three way stop. Nobody stop at the stop signs and It makes if dangerous because they are supposed to yield to oncoming traffic and they don't.
O-0683	Driving	Just my family have almost gotten into crashes 20+ times in our year of living in Thorold, just at this stop sign. No one indicates where they are going. This needs to be a three way stop.
O-0684	Driving	Driving in St. Catharines is a nightmare due to street design and congestion.
O-0685	Driving	Love the Roundabout!
O-0686	Driving	Extend 406 to Port Colborne
O-0687	Driving	Speeding Cameras. Everywhere. Like Europe. Works great and means Police can get back to responding to emergencies.
O-0688	Driving	Very busy intersection
O-0689	Driving	Get the trucks off the qew...build a mid- peninsula highway
O-0690	Driving	It takes so long to get from the Hartzel Rd. area to the Fairview mall shopping district.
O-0691	Driving	Driving will improve once there are other options in place
O-0692	Driving	Travel between weekend and Niagara falls could use improvement
O-0693	Driving	Travel around St. Catharines off of highways and to and from the North end is very slow.
O-0694	Driving	Only one true access to Hamilton and beyond creates a large and stressful bottleneck
O-0695	Driving	Border traffic can bring Niagara falls highways to a stand still
O-0696	Driving	Need a less congested access to the new hospital.
O-0697	Driving	Roads need repair
O-0698	Driving	Combined ramp is dangerous due to drivers not driving far below or above speed limit
O-0699	Driving	Light turns red when previous is green, traffic backs up into intersection
O-0700	Driving	Very long line up when Turning left onto ramp
O-0701	Driving	Very busy
O-0702	Driving	Road conditions
O-0703	Driving	constant interruption and difficulties in getting across the Allanbug bridge to NF..
O-0704	Driving	Horrible bottleneck and dangerous for people trying to get to the Hospital. The exit from the 406 along line 3 should of been open prior to the Hospital
O-0705	Driving	Absolutely insane that there still is a lift bridge on a major artery in the region. A tunnel is long overdue to be developed in this area.

O-0706	Driving	Total insanity that a two lane traffic circle was placed here. Even the UK is starting to shy away from this system as they are found to be no more efficient than regular intersections.
O-0707	Driving	Long lineups on the QEW trying due to tie up at the Peace bridge. Not only a health problem with all the fumes but a traffic hazard due to potential collisions.
O-0708	Driving	Multiple problems in Niagara Falls with grades not being separated (over passes or underpasses / subways) on major arteries. Even small insignificant roads such as 30th Street in Etobicoke have grade separations, come on Niagara this is ridiculous and co
O-0709	Driving	Crazy that a major arena has to be accessed through a small residential street and a access route from Stanley still is floundering.
O-0710	Driving	Insane that a regional hospital was placed so far from the center of the region and in a place so prone to bottlenecks with very few alternate routes to get around traffic. Who the hell did the traffic study on that one
O-0711	Driving	Roads are in terrible condition and poorly planned for driver safety
O-0712	Driving	From QEW to Welland single lane restricts traffic flow At Netherby and Sodom Rd the intersection doesn't flow it's frequently backed up Suggest traffic circle
O-0713	Driving	Bike lane in the middle of the road recipe for disaster
O-0714	Driving	QEW Niagara bound exit onto Martindale Road
O-0715	Driving	Up and down mountain st Grimsby. Also no lights at maple or Ontario st.
O-0716	Driving	Hey 8 need to be re paved. Also traffic light at 60 Rd.
O-0717	Driving	There needs to be a better way to move around this corner when coming down geneva turning onto carlton.
O-0718	Driving	Delays Due to canal
O-0719	Driving	Delays due to canal
O-0720	Driving	No quick, direct way to the 406 and St. Catharines from here. Need a thruway.
O-0721	Driving	50 km / hour on Cataract road. Really!! Turn this into a thoroughfare between Welland/Fonthill and St. Catharines.
O-0722	Driving	Winter bridge closures
O-0723	Driving	Bigger road is a direct route often used but is great need of repair.
O-0724	Driving	Commuting from the north end to the tourist area in the summer is severely hampered by having a level crossing at the highway.
O-0725	Driving	If there were a way to purchase a small portion of the parking lot on the southeast corner of the intersection, the city could install a traffic light free right hand turning lane, as currently exists on the northeast corner.

O-0726	Driving	The traffic light here seems to be programmed backwards. That is, when traveling north/south on Dorchester road, the light will turn red when you approach it, as though there is a car waiting on Freeman, even if there is no car there to trigger the light
O-0727	Driving	This intersection is so busy it causes people to drive into and block it. It should be turned into a 2 Lane roundabout.
O-0728	Driving	There are now 8 sets of traffic lights in the space of about one kilometer along 4th Ave. As fourth Ave gets busier it's gonna create more traffic and frustration in the area. The lights along 4th Ave should all be roundabouts! It will create a smoother f
O-0729	Driving	This intersection should also be a roundabout. As it gets to busy causy silly mistakes by drivers. Red light running is a cancer at this intersection.
O-0730	Driving	Back ups from merging traffic
O-0731	Driving	Back ups from Tourist Traffic
O-0732	Driving	To much reliability on car traffic on the QEW. Other modes should be probmoted
O-0733	Driving	Congestion
O-0734	Driving	Congestion
O-0735	Driving	Really really bad York road. Roads have broke my car multiple times... And my neighbours have had to replace struts and ball join to as the road is super bumpy!
O-0736	Driving	Develop Mud Road as traffic corridor for commercial vehicles only.
O-0737	Driving	Left turn lanes are needed from Schisler/East Main to Moyer.
O-0738	Driving	Main Street East is wide enough for a centre turn lane, and possibly even bike lanes. These would help traffic move more efficiently on this stretch of road.
O-0739	Driving	Between the western entrance to the Pen Centre and Merritt Street there is a traffic light every 200m. This is a mess that gets worse year after year. A bypass route is clearly necessary.
O-0740	Driving	The intersection at Regional Road 56 and St David's Road needs to be upgraded for left turn lanes. St David's Road should likely be wider.
O-0741	Driving	traffic volume between Smithville & Grimsby Rd 12. should be no passing allowed for complete section. dangerous curves and intersection at Rd 8
O-0742	Driving	too Congested
O-0743	Driving	Very congested
O-0744	Driving	My husband has been saying for a long time there should be a highway/bridge created between St. Catharines/Jordan Station and Toronto. It would make our monthly trips there so much easier, and I'm sure many others would be in the same boat!
O-0745	Driving	Make Spring Creek Rd a northern by-pass
O-0746	Driving	Complete Bartlett extension to above the escarpment
O-0747	Driving	Improve qew traffic flow

O-0748	Driving	Snow
O-0749	Driving	Hwy #20 has become very busy and there seem to be bottle necks in certain areas between merritville hwy and Pelham St. The traffic lights have helped but I have seen many times cars going through the amber light and almost causing an accident.. A delayed
O-0750	Driving	Short Cuts like Woodbine Street in Niagara Falls & Major Roads like Kalar Road & Lundy's Lane need significant improvements to the road surface conditions & lane-ways, to prevent vehicle damage and for the safety & convenience of all who use these (Motori
O-0751	Driving	Tell us your ideas about how we can improve transportation...Fairview area. Don't make the mistake of putting so much commercial business in one area where roadways are difficult to expand.
O-0752	Driving	On major highways, people do not understand that the far left lane is for passing. Our hwy system can not work properly if people are impeding traffic in the far left passing lanes. Teaching uneducated drivers this will speed up our highways. I drive 1500
O-0753	Driving	Tell us your ideas about how we can improve transportation...need easier access to new mall in NOTL and new developed area between Glendale and homer bridges. Warning lights some distance away from canal to let oncoming traffic know that the bridge is up
O-0754	Driving	Lakeshore Rd is in terrible shape from the canal to notl
O-0755	Driving	Would like some street lights
O-0756	Driving	Better roads.
O-0757	Driving	Extend 406
O-0758	Driving	Fix traffic signal timing and allow two lane left turn at Geneva and Westchester to mitigate traffic jams and cutting in.
O-0759	Driving	Port colborne link bus is not available to the east side of port colborne
O-0760	Driving	Traffic @ badly timed lights
O-0761	Driving	Traffic light takes too long to turn right and too short advance left
O-0762	Driving	Limit should be 100..
O-0763	Driving	Communication with the Seaway. Allie only one bridge up at a time between Lock 1,2,3 (Homet)
O-0764	Driving	One bridge up at a time
O-0765	Driving	One bridge up at a time
O-0766	Driving	Repair
O-0767	Driving	Repair
O-0768	Driving	Repair
O-0769	Driving	Fix this intersection
O-0770	Driving	Build a bridge
O-0771	Driving	Only one bridge up at a time
O-0772	Driving	You have the hospital there and you can't get to it quick because of all the development
O-0773	Driving	So conjested

O-0774	Driving	Traffic lights in this area are poorly timed and contribute to congestion
O-0775	Driving	A corridor to cut through this area. East to West or even North to South. Both?
O-0776	Driving	Lakeshore gets busy. Some stretches are narrow and bordered by deep ditches.
O-0777	Driving	Need improved highway to Buffalo
O-0778	Driving	Direct access to the hwy403
O-0779	Driving	There is way too much dangerous and fast moving tractor trailer and heavy truck traffic on highway 20
O-0780	Driving	Speeds that vehicles travel on highway 20/west st are dangerous
O-0781	Driving	We need better access points for the QEW for truck traffic and regular traffic
O-0782	Driving	Need direct access to hwy 403
O-0783	Driving	Busy in the summer. Too many pedestrians. Build a walking bridge over street or a path under the street
O-0784	Driving	Needs more lanes for commute
O-0785	Driving	Needs more lanes for commute
O-0786	Driving	Needs more lanes for commute
O-0787	Driving	Need to fix dangerous intersection
O-0788	Driving	The Geneva to 406 going south bound is ridiculous
O-0789	Driving	Backlogs, terrible roads, busses don't have clear paths or separate places to pull in/drop off
O-0790	Driving	Improve Traffic Management Information between Toronto and Niagara, accident, construction and road condition report, traffic diversion concepts.
O-0791	Driving	Lights are not coordinated and traffic backs up
O-0792	Driving	Lights are not coordinated and traffic backs up. Also lanes on one side weave to right under the overpass then back to the left on the other side and many near accidents here.
O-0793	Driving	Bartlet Street Escarpment Crossing - Highway interchange already built
O-0794	Driving	Intersection improvements needed
O-0795	Driving	Intersection Improvements Needed
O-0796	Driving	Problem & opportunity. The entire length of Thorold Stone Road east of Kalar to Stanley (urban area) is way too fast. The road is too wide, lane widths are too wide and speed limit should absolutely not be 60km/h (Kalar to Montrose). These comments about
O-0797	Driving	Same as above
O-0798	Driving	Same as above
O-0799	Driving	Same as my comment in NF. This is an urban area, time to calm traffic flow and facilitate a safe, urban realm.
O-0800	Driving	Same as my comment in NF
O-0801	Driving	Getting to Hwy. 403 in order to travel further west from the top of the escarpment is an arduous process. I currently use RR 65 and Hwy. 6 but

		it is not ideal given the significant curves along the route. The Niagara GTA corridor would help but is likely
O-0802	Driving	Fourth Avenue is getting very congested and development in this area is continuing to grow. Better access management methods should have been implemented earlier in the planning process. As development proceeds in this area, look for ways to make through
O-0803	Driving	Look for ways to improve communication to the driving public about the availability of the Welland Canal bridges. This will require much better information from the St. Lawrence Seaway authority. The CAA app is helpful but is not always complete as it may
O-0804	Driving	Glendale Avenue between the Pen Centre and Merritt Street is very congested and difficult to use due to the number of traffic signals and intersections combined with the commercial development. Chestnut street could be readily extended from Glengarry over
O-0805	Driving	Look at use of roundabouts in many more locations to allow traffic to flow continuously.
O-0806	Driving	You better have a navigation system to get around St. Catharines if you are a visitro..
O-0807	Driving	Make smaller lane widths to slow down traffic
O-0808	Driving	Interchange at Con 6 and hwy 405
O-0809	Driving	This is terrible street design and forces vehicle use.
O-0810	Driving	Again a terrible road design, which is it a street or a road?
O-0811	Driving	Encouraging ride sharing and carpooling will lower congestion.
O-0812	Driving	Another bridge maybe?
O-0813	Driving	or another bridge here?
O-0814	Driving	poor access off qew to NOL
O-0815	Driving	People still don't know how to drive this roundabout. Could be marked heavier to ensure safety.
O-0816	Driving	The amount of cracked/ damaged pavement and pot holes makes it very difficult and uncomfortable to drive down this street at any speed. It feels like tons of speed bumps. Worst road I've ever walked on.
O-0817	Driving	additional lane(s) here would greatly help. Traffic is regularly congested here.
O-0818	Driving	add another exit here. Between ES Fox, Minacs, golf courses - an additional exit somewhere near here would clear up traffic around the mall.
O-0819	Driving	Driving north on Stanley from Bridge St. to Thorold Stone Rd., the line markers seem to steer people into the right lane that turns right onto Thorold Stone going to the Gale Centre. The line markers should steer vehicles to the left two lanes so cars ar
O-0820	Driving	This road needs to be expanded to 2 lanes each way.
O-0821	Driving	Needs a roundabout
O-0822	Driving	lanes congestion
O-0823	Driving	Border crossing information

O-0824	Driving	Provide Border crossing travel times
O-0825	Driving	Traveler information
O-0826	Driving	Develop a truck mountain access in Grimsby please. The current accesses used by trucks go through neighborhoods and there have been quite a few accidents. This is not okay and it endangers the public.
O-0827	Driving	Drivers are often confused with what to do at this corner. Some use their signal if continuing straight, but there is potential for major problems at this intersection
O-0828	Driving	Buy the property and build Townline all the way through.
O-0829	Driving	absolutely ridiculous line ups to get onto the highway for right side lane getting on Niagara Bound and Toronto Bound. solve this problem.
O-0830	Driving	Absolute pain in the behind driving through this intersection
O-0831	Driving	The road is so jammed up it take forever to get to the pen centre
O-0832	Driving	Terrible road to drive down, too much traffic and lights dont coordinate
O-0833	Driving	Gridlock may be addressed by QEW widening but where is the initiative to get commuters out of cars?
O-0834	Driving	if I want to get groceries, driving is the best option because taking two buses with a lot of groceries is really difficult
O-0835	Driving	Crossing the canal.
O-0836	Driving	Need for traffic speed cameras on 406 .Very fast and aggressive driving
O-0837	Driving	congestion
O-0838	Driving	Horrible traffic
O-0839	Driving	This is a terrible off ramp. The turn is too tight and comes to a complete stop quickly. There are no lights and people do not stop properly. As well... When on the QEW and merging to take this off ramp.. It also merges with the other on ramp and many ti
O-0840	Driving	Traffic continues to be a huge problem, inhibiting access to Toronto, which could be one of Niagara's biggest strengths as a potential bedroom community for the GTA.
O-0841	Driving	Dangerous intersection. Increase signage.
O-0842	Driving	This whole area is a mess
O-0843	Driving	Ease traffic and wait time for drivers by giving opportunity to know that bridges are up at qew when heading to notl. Instead of exiting qew at welland Ave, notify drivers bridge is up and to continue on qew
O-0844	Driving	Create better highways between small towns.
O-0845	Driving	Traffic
O-0846	Driving	Trucks on Victoria Avenue traveling at high speeds through Vineland etc. leading to escalated maintenance costs. These trucks may be attempting to by-pass QEW weigh station. This should be looked into and proper steps to maximize road safety and environ

O-0847	Driving	Sometimes they have several bridges up at the same time...lock one,lock two and lock three. ...not only inconvenient. ...but dangerous for emergency services
O-0848	Driving	Way too much congestion in the firstlouth area.....I avoid the are at all costs
O-0849	Driving	Driving is the only option to get around niagara unless you live in and stay in the same city. Residents in Grimsby/Lincoln don't have an option when commuting
O-0850	Driving	very dark uneven road - very dangerous during winter
O-0851	Driving	This exit causes immense congestion during peak hours due to the single lane. There should be a re-design so those getting on the onramp are off to the side so those going forward can continue without sitting.
O-0852	Driving	Improve communication on Welland Canal bridge openings. Online posted information is sometimes inaccurate causing delays. Include electronic signage a mile away on different roads to advise travelers of bridge status and imminent openings.
O-0853	Driving	Standardize the speed limit on the service roads. Right now it's up and down like a yoyo. It varies between 60-80 just within short distances especially around the Grimsby area.
O-0854	Driving	Road is in dire need of repair.
O-0855	Driving	Way too many potholes.
O-0856	Driving	This intersection is dangerous. Traffic is too heavy in rush hour and people get tired of waiting at lights and start darting into traffic, running lights, etc.
O-0857	Driving	Traffic congestion
O-0858	Driving	Have to wait for trains all the time. Trains break down and shut off half the city
O-0859	Driving	Please ask the police to enforce our driving laws. I have seen drivers drive through while school buses have their lights on and the stop sign out.
O-0860	Driving	very busy getting in and out in the mornings/afternoons - due to dropping off students at 2 highschoools
O-0861	Driving	Heavily congested on weekends due to large number of people going to Costco
O-0862	Driving	The QEW is always backed up from Beamsville to USA
O-0863	Driving	New 406 exit needed
O-0864	Driving	Speed limit from 80 kph to 50 kph is too drastic. Keep it around 70 kph
O-0865	Driving	Too congested
O-0866	Driving	Glendale is very busy and poor movement of traffic during rush hour
O-0867	Environment	I moved here a year ago from Oakville and one of the first things I noticed was that I can't recycle nearly the items I could in Halton Region.
O-0868	Environment	Naturalize parks

O-0869	Environment	We must protect the lands in the Niagara-on-the-lake region.
O-0870	Environment	Cars on Nickel Beach? We can do better!
O-0871	Environment	See how beautiful Burlington made their waterfront with shops, walking, activities. No condos please.
O-0872	Environment	bus terminal is like Carbon gas chamber.I wonder if somebody check how much commuter inhale toxic gases while transit /waiting need change in design
O-0873	Environment	Promoting the Bruce Trail more
O-0874	Environment	community programs to encourage use of our green spaces/public pools
O-0875	Environment	we could plant greens, flowers in downtown St.Catharines and have somebody take care of them (Volunteer, youth in the community) since this area is known as the Garden City.
O-0876	Environment	heavy traffic in tourist intense areas cause more air pollution
O-0877	Environment	New home development needs to be slowed down in rural areas and improved in the urban areas of Niagara. The Greenbelt is less green every year
O-0878	Environment	Please keep the green belt in mind. Don't shorten our wetlands and don't cheap out or cover up environmental problems for urban sprawl.
O-0879	Environment	underutilized park facilities - fenced soccer area, fenced baseball and summer swimming only. No benches, no play area...could be more like Russell Avenue park area.
O-0880	Environment	Not enough neighbourhood greenspaces protected with all of the planned developments
O-0881	Environment	Downtown Niagara Falls should be cleaned up and made greener.
O-0882	Environment	Lovely forested area here could have groomed hiking/walking trails and bike paths
O-0883	Environment	Convert old rail line from Fonthill to Thorold into a cycling corridor!
O-0884	Environment	Attached restaurant and park/patio for waiting patrons... Or multi level parking lot for monthly pass go train subscriber, with security.
O-0885	Environment	Public walk through park with benches fountains lighting for walkers and cyclist to train hub
O-0886	Environment	Better and more frequent buses mean fewer cars on the road with a reduced carbon footprint.
O-0887	Environment	Please try to beautify Victoria Avenue. There is plenty of foot traffic here already, but it's an ugly environment
O-0888	Environment	With Better public transit there is not as much emissions and it will help the enviroment
O-0889	Environment	Clearer trail markings needed
O-0890	Environment	Ghg emissions across the region due to transportation issues
O-0891	Environment	Somewhere Near this Maker is a Landfill and it Wreaks of Methane. This Lets me know the Water purification and Greenhouse Gases are not being kept in Check Here!
O-0892	Environment	More bike/ walking trails that are actually connected to make it possible to stay on the trail to commute.

O-0893	Environment	park, playground
O-0894	Environment	loss of environment
O-0895	Environment	There's lack of tree's in this park.
O-0896	Environment	Use of automobile should be taxes or fees attached by usage. The money should be put into a dedicated fund for public and active transportation networks. It is currently too cheap to drive and way too expensive for people to try to get around with a pat
O-0897	Environment	Walking the bruce trail we are often on the road...which is very narrow..
O-0898	Environment	General comment: Trees should be planted along all major routes connecting Niagara's municipalities. It's good for all users. Added bonus for cyclists and pedestrians as a wind break, otherwise it can be a long, ugly unfriendly travel route.
O-0899	Environment	The Niagara Region is just fine with regard to environment -- the region has great open spaces -- low population -- low amount of polluting industrial companies -- do not spend money on this item
O-0900	Environment	Roads and curbs and bike lanes along this stretch are always filled with debris from the businesses along this road! Very hazardous to cyclists
O-0901	Environment	Eco friendly forms of transit
O-0902	Environment	the trash in and along the river and canals
O-0903	Environment	Do Not expand into our best land and soil area for major transportation route
O-0904	Environment	Raze abandoned areas within cities and create recreational areas/hubs for cycling, hiking and parks and limit building of new subdivisions to those areas only! This is for all over Niagara region!
O-0905	Environment	It'd be better to make a green area at the Target plaza as it's the hub for city buses, college and regional buses
O-0906	Environment	need more green spaces
O-0907	Environment	More running/walking/hiking
O-0908	Environment	Can we turn this into a proper public park? It is such a beautiful stretch of lakeshore for walking, but is often littered with garbage and broken bottles.
O-0909	Environment	Stinky smell in the summer
O-0910	Environment	have more areas to enjoy nature
O-0911	Environment	More parks green space needed
O-0912	Environment	Not enough places to go to get away from the traffic and fast pace. We need more nature trail locally, more trees...
O-0913	Environment	Continue to develop and maintain parks as the Garden City
O-0914	Environment	Facer street, with its cultural heritage, has the potential to be community hub - a 'little Europe' - with proper investment.
O-0915	Environment	raw sewage being dumped into the water that flows in to port not to mention the hole 12 mile creek system is dirty
O-0916	Environment	port waters pretty back I would not eat any fish outa this area , fun fact go swimming here and you risk the chance of an ear infection

O-0917	Environment	Extend lakefront walking/cycling trail at Charles Daley under QEW and connect with Jordan Harbour. In partnership with CN establish a walking trail on old bridge pylons to connect with twenty mile creek trail up to Balls Falls.
O-0918	Environment	Expand our parks and our natural areas. Greater support of our trail systems, the Bruce Trail and all of our bicycle routes. Greater promotion of the inland waterways and creeks for canoeing and kayaking. Plant more trees. Keep development away from nature.
O-0919	Environment	Create pull overs for cyclists through the Willoughby Marsh with information about it.
O-0920	Environment	This part of the Bruce Trail could use some sprucing up - some of the trails and stairs are starting to show their age and are becoming unsafe.
O-0921	Environment	St. Catharines is a perfect size for bicycles and the reduction in automobile usage would benefit us all
O-0922	Environment	We need more green spaces everywhere in the regions....and rules....eg. for every tree that gets cut down, another one or two needs to be planted....and this includes planting in parking lots.
O-0923	Environment	If transit is available the environment will suffer less with fewer vehicles on the roads.
O-0924	Environment	Updated park equipment...like playgrounds and splash pads
O-0925	Environment	There should be a way to get from the Great Wolf Lodge area to the Gale Centre without having to go all the way down Bridge Street.
O-0926	Environment	Improve shoreline along Grimsby from west to east to make it accessible
O-0927	Environment	Port Colborne and surrounding areas need easier accessibility
O-0928	Environment	Improve access and enhance waterfront trails as far as possible along the Lake Shore
O-0929	Environment	Niagara is a unique environment that can grow fruit, amongst other great things. Development must be stringently governed to preserve this. We don't need more subdivisions; we need work longevity and a strategic/smart/environmentally considerate transpo
O-0930	Environment	St. Catharines has beautiful water fronts that are inaccessible to the general public or poorly designed. We should be looking into making the water front accessible and enjoyable to the general public.
O-0931	Environment	Dirt bikes and all terrain vehicles
O-0932	Environment	butterfly bird utopia
O-0933	Environment	rural interface opp
O-0934	Environment	Niagara Falls is not so pretty.. not really.. The second you step out of this 'tourist' zone, it all falls apart.. streets are falling apart, buildings are dirty, sidewalks bare from all life but garbage and just plain ugly.. it's actually an embarrassment
O-0935	Environment	Too many cars on the road....lots with only one or two people
O-0936	Environment	This playground is always falling apart, and hasn't been updated in over ten years, the tarmac and basketball nets are falling apart, the

		swing set is small and old, there is a ton of room and putting in more climbers would keep the kids from playing in th
O-0937	Environment	It's both a problem and an opportunity; Chippawa is close to the Falls itself, has lovely views of the water, and could do with some of the bridges aside from the newest one being improved. Clearing off the trails, improving the scenery on a nice walk fro
O-0938	Environment	The proposed new Truck Route over the escarpment should not cross through sensitive lands in Lincoln that have been protected by the Greenbelt Act
O-0939	Environment	Revitalize the Merrit Trail- clean up junk/trash/shopping carts on the trail and in the water. Create lighting and emergency/safety services such as emergency phones for greater public safety in isolated areas that are popular (and could be more so) for h
O-0940	Environment	Revitalize the Merrit Trail- clean up junk/trash/shopping carts on the trail and in the water. Create lighting and emergency/safety services such as emergency phones for greater public safety in isolated areas that are popular (and could be more so) for h
O-0941	Environment	Better mark the entrance to this Conservation area! I can't find it
O-0942	Environment	Needs a "slow down" or "caution" sign near the entrance to the Cave Spring conservation trail!
O-0943	Environment	Leave this beautiful and undeveloped!! Places like these reduce depression and make Welland worth living and working in.
O-0944	Environment	Opportunity to leave some green space! Green space is valuable to mental health and regulates climate. It makes this region beautiful.
O-0945	Environment	DO NOT ALLOW the CN line to carry commuter GO transit to SAVE the Lake Ontario shoreline from Grimsby to NOTL from looking like the Mississauga-Oakville corridor! YEECH!
O-0946	Environment	Improve the park more. The dog park is great. We need more things like that around the city
O-0947	Environment	there should be immediate and intensive planting of trees along barrier walls on the QEW to mitigate sound, pollution and to beautify what is currently a very ugly introduction to Niagara
O-0948	Environment	barrier walls along highway need to be planted with trees & large shrubs to mitigate noise, pollution and to combat invasive weed species which are presently the only living thing flourishing along highways. It is a thoroughly ugly & disagreeable introdu
O-0949	Environment	The environment should be the top focus. Without a healthy environment we do not have health therefore increased costs in medical needs. Focus on the environment, with the right mindset, could create jobs and a healthy place to live and work.
O-0950	Environment	trash left out
O-0951	Environment	Create a ribbon of park land along and inclusive of the Bruce Trail
O-0952	Environment	While the region is viewed as a green space it is difficult to search and find volunteer opportunities toe courage trail/beach clam up efforts.
O-0953	Environment	More parks.

O-0954	Environment	Signs need to be posted about litter making the area look ugly
O-0955	Environment	minimize car use
O-0956	Environment	Keep wet land for park and recreation
O-0957	Environment	Better upkeep more for kids to do
O-0958	Environment	make the city proud of our environments.
O-0959	Environment	Create, facilitate creation of shared rides
O-0960	Environment	Development is over taking - and too many developers have politicians in their pockets. NPCA is a PRIME example.
O-0961	Environment	Please stop building on green belt land
O-0962	Environment	Building a community garden (veggies and flowers) could improve some of the lower income areas of Niagara Falls and encourage community pride. It would also help supply some of the lowest income families with fresh vegetables and fruits.
O-0963	Environment	More use of canal path
O-0964	Environment	Lots of illegal dumping here
O-0965	Environment	Abundance of wildlife in South Niagara. Owl prowl tours, Marcy's Woods nature hikes, lots of opportunities to expand on "eco-tourism"
O-0966	Environment	Shrinking habitats
O-0967	Environment	The Dog park is never used, maybe make a community garden there?
O-0968	Environment	a well used path, but also has the most garbage. we could have all kinds of tourist opportunities with this path but who will want to come and see mattresses, grocery carts and garbage in the river and canal?...not to mention all the dog s*** that owners
O-0969	Environment	Must preserve natural and protected areas (like the escarpment) which attracts folks to the region (both as new residents and tourists)
O-0970	Environment	try to protect more green space
O-0971	Environment	to clean up and develop the beach, remove invasive species
O-0972	Environment	Too much pollution from so many cars on the road
O-0973	Environment	We need a ban on drive-thru restaurants...too many motors idle
O-0974	Environment	Trails and active living and transportation should be promoted in all areas of Niagara. Need to be easy to access and interlinked. For transportation, tourism and active health
O-0975	Environment	More resources should be devoted to maintaining a pleasant beach environment during all seasons
O-0976	Environment	When we link what is existing to new plans in people movement...it will affect jobs, businesses, education and local economy in Niagara Region
O-0977	Environment	Stop all further development along lake frontage and reserve for long public terms use as population grows.
O-0978	Environment	invest in gardening and maintaining Queenston Heights including the view from the tower of the Niagara River
O-0979	Environment	Environmental concerns should be considered in areas considered for development.
O-0980	Environment	Nature and clean water and air

O-0981	Environment	Amazing area but would be nice if dogs could be off leash
O-0982	Environment	Don't cut down what remains of our forests for development. Trees are carbon sinks, for one thing, and they shelter much wildlife.
O-0983	Environment	Build a bridge
O-0984	Environment	Please do not ruin our Niagara Environment with a second major highway between the US border and Toronto
O-0985	Environment	Impact of high volumes of traffic on Niagara environment.
O-0986	Environment	Build multi-purpose trail as an extension of Livingston Ave West in Grimsby, instead of road. This will make it possible for families to bike/walk to Smith School and sports complex and will save the ancient forest/woodlot. In that area.
O-0987	Environment	get heavy transport out of our small towns
O-0988	Environment	Throwing in some street trees is always a good idea. Forget the "clear zone", trees calm traffic flow. The more obstacles we remove from the road to make "driving easier or safer" has been proven to be counterproductive as cars drive faster and collisions
O-0989	Environment	Same as above
O-0990	Environment	Same as above
O-0991	Environment	Same as my comment in NF
O-0992	Environment	Same as my comment in NF
O-0993	Environment	expand the greenbelt area proposed by Thorold Council and PALS
O-0994	Environment	help Fort Erie to preserve its Carolinian forests and wetlands
O-0995	Environment	Preserve and protect the headwaters of the Welland River
O-0996	Environment	Keeping as much space for farming and green spaces are important. Having sustainable means of transportation are great and innovative for the future.
O-0997	Environment	More direct trail from Brock to the Mill.
O-0998	Environment	Walking/cycling trail should be available in this area on either side of 12 Mile Creek
O-0999	Environment	There are a lot of old abandoned buildings around the city, why not tear them down and build parks
O-1000	Environment	Put as first priority when planning transportation and development
O-1001	Environment	Plant more trees
O-1002	Environment	Protect what little is left
O-1003	Environment	Better enforcement of no-smoking by-laws in and around the transit platform so that those with allergies are free to come and go with less concern of triggers for attacks.
O-1004	Environment	Better bike paths and increased/augmented traffic would mean fewer cars on the road.
O-1005	Environment	smell from water treatment plant at municipal beach
O-1006	Environment	Park
O-1007	Environment	park
O-1008	Environment	Park

O-1009	Environment	Make sure to protect valuable farm land from urban sprawl. Development seems to be consistently tracking west along 4th avenue yet so much existing (brownfield) vacant real estate and industrial properties in St. Catharines remain as a blight on areas of
O-1010	Environment	New developing areas should consider having an easily accessible park.
O-1011	Environment	Revamping downtown should be open to having a green park other than Montebello.
O-1012	Environment	There's an open, unused lot on this corner that's being renter out to Rescue Dogs and Menchies. Don't you think this would make a beautiful civic park with trees, bench and a great towering mural by a local artist?
O-1013	Other	ATTENTION NORTH NIAGARA: There is life and a comfortable lifestyle south of RegRd 20 ie south Niagara, but you don't live here and will never figure it out. You will continue to hijack most of the resources.
O-1014	Other	Rail service. No longer having access to via rail from the Niagara region is wrong. We now have no travel by rail for passengers in the Niagara region. This is deplorable.
O-1015	Other	Just as a whole - transit should be under Niagara Region and one united transit system. Not just in theory. Just one single transit system.
O-1016	Other	GO train! I have been hearing about it coming to Niagara for 45 yrs. When I hear it now, I think is all talk...no action.
O-1017	Other	cleaner streets,makin the walk niceror biking
O-1018	Other	Extend WEGO to other areas outside of Niagara Falls in peak seasons to encourage easy transportation throughout the region for tourists.
O-1019	Other	link from welland to catch a go train to go thru from niagara to hamilton, burlington, oakville to toronto. Each and every day.
O-1020	Other	As live in the west end of wainfleet, there are many routes I can take to get places. I don't usually have trouble with getting around Niagara. But it would be nice to have quicker routes!
O-1021	Other	providing a train line here would be the best option
O-1022	Other	Some areas without sidewalks/ not handicap accessible
O-1023	Other	Acquire land and building for go train terminal and go bus service loading point with catwalk crossing over rail system. Permilla st. And great western st. Maybe a bit of a pill to cut off.
O-1024	Other	Better ways to commute instead of busses going all around the city
O-1025	Other	7th street lighting waterfront trail
O-1026	Other	Way finding and snow clearing welland canal trail as well as obstructions and lighting
O-1027	Other	better street lighting along Hagar Street, from Wellington St. to Burger St.
O-1028	Other	Regional Council is not effectively working to preserve this excellent farming area that makes up a lot of the Niagara Region . . Housing construction will not save the region, it will only serve to destroy the unique agricultural environment we have. Ag
O-1029	Other	Big trucks coming through town...nasty

O-1030	Other	Ontario street is very busy.
O-1031	Other	one way makes difficulties when main st closed for parades etc
O-1032	Other	Would like to see a designated parking lot for people driving in to access the walking trail
O-1033	Other	The conditions of Drummond road between Morrison and Thorald are terrible. Potholes everywhere. It is very bumpy. This road needs to be repaved asap.
O-1034	Other	Most of St. Lawrence Ave. needs to be repaved. Very bumpy
O-1035	Other	Always delays at this RR Crossing. Trains often too long.
O-1036	Other	Can't get the interactive map to work!
O-1037	Other	taxi , buses for country areas not just city
O-1038	Other	taxi , buses ,
O-1039	Other	taxi
O-1040	Other	Cash inflow. Use Seaway and gm lands to promote responsible motorcycle trails use. Charge fees to use. Multiuser
O-1041	Other	Not enough trains.
O-1042	Other	No train
O-1043	Other	Not enough trains
O-1044	Other	Buses too expensive
O-1045	Other	Create overnight parking for people to leave their cars and bicycle around Niagara.
O-1046	Other	Overnight parking for cycle tourists needed at Locks 1, 3, 7 and 8, plus Welland.
O-1047	Other	There should be a central information centre at the Go station/bus terminal where tourists can get information regarding travelling throughout the city & region.
O-1048	Other	with transportation comes tourist and jobs
O-1049	Other	Lack of parking!
O-1050	Other	art culture hub
O-1051	Other	sell ft erie to buffalo as a destination
O-1052	Other	art and culture hub
O-1053	Other	Add longer transportation (later bus routes) for workplace workers
O-1054	Other	The defunct Prudhommes Landing would be an ideal location for a ferry service to Toronto.
O-1055	Other	Recent attempts to launch a ferry service to Toronto have failed. They may need subsidy to get over their birthing pain.
O-1056	Other	Truck traffic
O-1057	Other	Terrible drainage implementations using urban techniques in a rural area has led to wash-outs and more water crossing the road than there was before "improvements". Engineering plans for projects like this should account for differences between rural and
O-1058	Other	new commercial developments should be required to provide lockers/showers/bike racks to promote cycling

O-1059	Other	It would be great to fly to places from here!!
O-1060	Other	Complete the Greater Circle Route AND Lake Ontario Waterfront Trails for both Bikes and Walking
O-1061	Other	The QEW in general from Fifty Road and east is horrible in the winter. The road crews should be out and have roads clear BEFORE the people. Hamilton and beyond are hugely noticeably better
O-1062	Other	Bus terminal times are horrid. All the buses come at once, then people miss their transfers and the bus terminal is empty for half hour / hour, when buses could be running at different times to account for people who transfer buses and for when buses are
O-1063	Other	Creating a student community
O-1064	Other	Overall this is an attractive location for person from the region and most recently from the GTA to live. However there is a need to address the regional road which ironically is worse where it is most used (along Sodom between Willick and Main) .
O-1065	Other	A train to Toronto / Hamilton that I can catch in any town/city part of the niagara region
O-1066	Other	tourist sight. the old canal
O-1067	Other	Embrace alternative transit options ie. ride sharing, private micro-bus businesses, less regulations for cabs to make them cheaper, etc.
O-1068	Other	Have canal ferry
O-1069	Other	It would be wonderful to develop a hiking trail on our escarpment.
O-1070	Other	Can't think of anything else.
O-1071	Other	Airport...use for transit to Island airport for commuters.
O-1072	Other	we are fortunate to have a canal which is used strictly for recreation. this is a perfect all year round opportunity for tourism. Why not have lights all along it in winter, or skating (if weather allows) winter games, summer games, gardening, triathons, c
O-1073	Other	PARKING. This is getting ridiculous. Just a joke. Straight money grabbing scam! There is no where to park and I have been towed 4 times in the last 364 days. It's getting expensive we need places to park that. Preferably free Especially in the areas where the
O-1074	Other	By having the Go-Train only run seasonally, this essentially eliminates it as a reliable option those looking to commute daily to Toronto, GTA can use. The Go-bus/ train option to GTA currently does not always match up and is lengthy.
O-1075	Other	More surveys like this one!
O-1076	Other	Open up old welland canal for recreational use and bring people into our city
O-1077	Other	Transportation corridor to Toronto would be great for the region
O-1078	Other	The cost of using a taxi in this region is cost prohibitive for people to use to get from one city to another for employment. For example a taxi ride from Grimsby to Beamsville is \$20.00 ++
O-1079	Other	Hovercraft base with direct connection to Toronto and possibly Hamilton

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-1080	Other	Increase the routes
O-1081	Other	Improve population growth
O-1082	Other	travelling by bike is very dangerous, this needs to be radically improved. Having the GO train is vitally important to the area for road safet, tourism and commuting. Go survey the best transportation systems in the world and bring those ideas back to Nia
O-1083	Other	We need public / private partnerships to provide affordable and cost effective, environmentally friendly neighborhood based car sharing (hopefully electric and self driving eventually)
O-1084	Other	Ferry service across Lake Ontario to Toronto
O-1085	Other	There is often black ice along this section of the QEW, resulting in multi vehicle accidents and major delays (in winter). Suggest road crews be more proactive about treating surfaces in this section
O-1086	Other	There are few alternatives to taking the Burlington Skyway. Could there be a bypass?
O-1087	Other	mid pen truck router
O-1088	Other	Traffic Light should be able to switch during rush hour traffic without a 20 car pile up leading onto the highway. Where 's the safety in that?!
O-1089	Other	There should be another bridge connecting Carlton Street and Grapeview Drive to relieve pressure at Fourth Avenue
O-1090	Other	Need someone in Port Colborne to take charge of marketing tourism.
O-1091	Other	There is no consistant or timely means of traveling within the Region of Niagara particularly Welland, Port Colborne, Fort Erie to St Catharines or Niagara Falls where the jobs and services are. Plowing is terrible on highways and roads cutting down on p
O-1092	Other	Need 24 hour city bus service
O-1093	Other	There needs to be a way to directly get from Niagara to downtown Hamilton and McMaster University as there was residents that work in the city/school or attend the university.
O-1094	Other	Parking on side of road blocks road here. There is a park, why not have spaces to park there. Someone is gonna get hurt.
O-1095	Other	More parking for downtown events
O-1096	Transit	Bus service between Port Colborne and St Catharines would help get people out of their cars for daily commuting
O-1097	Transit	As a student (especially one looking for work in the summer), it is nearly impossible to reliably travel between St. Catharines and Niagara Falls on a regular basis. Unfortunately, a lack of buses means that I can't look for job opportunities nearby becau
O-1098	Transit	Bussing in Thorold is too limited given the number of Brock students who live there. The summer is especially a problem, since some routes only run in the mornings and evenings.
O-1099	Transit	As far as I have seen, the GO train is not operational during the fall and winter. Increased GO service would be greatly beneficial.
O-1100	Transit	not enough bussing
O-1101	Transit	Bus

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-1102	Transit	Bus
O-1103	Transit	Bus
O-1104	Transit	Bus
O-1105	Transit	Because of the traffic issues it would be wonderful to have GO service at least in Grimsby, if not even closer to St. Catharines
O-1106	Transit	better transit to and from South Niagara
O-1107	Transit	Go service frequency needs to increase.
O-1108	Transit	Offer free bus service for a period to allow people to see the benefits of not driving their cars
O-1109	Transit	Not enough transit to welland. Perhaps have buses to go more than just Niagara college
O-1110	Transit	the GO bus stops on the street which is right after a double left off the 420. give them a proper place to stop as it hinders traffic in the summer
O-1111	Transit	need buses that run in the west end
O-1112	Transit	Getting to Niagara-on-the-Lake and then getting around via transit is essentially impossible, limiting the options I have to visit the many lovely sights it has to offer.
O-1113	Transit	I would like to see late night buses for Brock students living in Thorold, especially on weekends when students may stay out late in downtown St. Catharines. Perhaps extend the service of the 21 until 11:00 pm on Saturdays and Sundays just like on weekday
O-1114	Transit	A shuttle directly linking Niagara College to Brock University could open up new possibilities for joint programs between the two institutions.
O-1115	Transit	Insufficient regional transportation to/from all of south Niagara.
O-1116	Transit	Can't get to and from city to city
O-1117	Transit	Bring the go train to the Niagara region. This needs to occur soon and not be pushed out for years.
O-1118	Transit	Transit between NOTL and St. Catharines bus terminal
O-1119	Transit	Lack of transportation to and from rural areas
O-1120	Transit	People living in Pelham are completely reliant on their cars. There needs to be public transit better connecting Pelham to Welland and St. Catharines.
O-1121	Transit	It would be good to have more frequent train connections between St Catharines and Toronto.
O-1122	Transit	High public transit user fees.
O-1123	Transit	Reducing public transit user fees can incentivize additional users to the system and additional use of the system from existing users, reducing stresses on other forms of transit (vehicle congestion, road maintenance, etc) and reducing the region's enviro
O-1124	Transit	Need to establish Regional Transit, not local systems
O-1125	Transit	Students would LOVE is busses went from Thorold to downtown, many student have classes there!

O-1126	Transit	More busses that go other than just Brock!
O-1127	Transit	There is a totally lousy amount of buses and routes available in Niagara Falls
O-1128	Transit	There are no reasonable links between St. Catharines and Niagara Falls for students and employees
O-1129	Transit	Need better efficiencies in Welland - half hour headways
O-1130	Transit	Need ONE major transit hub in populated area - current Target plaza hub doesn't make sense for the city.
O-1131	Transit	wanting to travel to a Go Station closest but needing to go all the way to St.Catharines to just have to take a bus to get to the actual Go Station in Burlington.
O-1132	Transit	I can't take a bus to St Catharines from Kitchener or Hamilton, save at very inconvenient times (extremely early, or very late)
O-1133	Transit	High taxes yet no bus routes...pathetic
O-1134	Transit	cannot get to job areas around Niagara with this simple bus system
O-1135	Transit	worker shuttle buses from welland / FE /POCO /Wainfleet etc (into Niag Falls and back again) means local employment for shuttle bus operators and workforce for tourist zone that is constantly looking or employees
O-1136	Transit	large REGIONAL parking lot and Go Buses first followed by train service once demand dictates
O-1137	Transit	Poor inter-community transportation options.
O-1138	Transit	Lack of coordination between bus services
O-1139	Transit	Bringing in GO Train services all year provides so many opportunities for growth
O-1140	Transit	No transit from LINCOLN to St Catharines
O-1141	Transit	Frequently accessed social services such as The Salvation Army should definitely be on a transit route (to be honest, it may be, and I'm just not aware), but it definitely wouldn't come often. This should be timed when their food bank is open.
O-1142	Transit	The regional transit is only accessed from this location. Perhaps extending to areas such as Crystal Beach/Ridgeway or increasing the local transit times to meet the Regional bus would be an improvement. There should also be express buses into St.Cath wit
O-1143	Transit	As far as I know, there are no regional buses that run from Port Colborne. Residents have to get to Welland to access regional transportation which is almost next to impossible unless you have a friend that can drive you. Many clients from Port Cares are
O-1144	Transit	people coming into the city that arrive at the train station often have to walk with all their luggage all the way to the downtown bus station. This is not a good way to welcome visitors. Improving transit efficiency to include transfers, shuttles or city
O-1145	Transit	Long waits in between buses (30 minutes in the daytime, 60 minutes after 6PM). Drivers sometimes pass people waiting at a stop. They will sometimes see them though.

O-1146	Transit	direct routes to and from larger cities like TO, Hamilton, Oakville - encourage migration to our city
O-1147	Transit	Buses absolutely need to be ran past 6pm, this city is a service based city and as a student, plus I work and live here, I depend on bus transportation past 6pm and so do many others.
O-1148	Transit	Add Go train service
O-1149	Transit	little transportation opportunity to NOTL, which is one of the best destinations in Niagara region.
O-1150	Transit	not enough routes, no service on sundays or evenings, no choices of payment method (no debit machine in terminal), old run down buses,
O-1151	Transit	I hate the stop out here in the middle of no where. The GO stop for St.Kitts should be downtown near the bus terminal.
O-1152	Transit	This drop off point in Niagara Falls is in the middle of no where also. Why is this stop not near Clifton Hill or closer to the Casinos?
O-1153	Transit	Bus and train
O-1154	Transit	Poor time options buses do not run very often and are usually not well connected in cities like NF or Welland
O-1155	Transit	Improve transit to and from other towns in the region to improve economic opportunities for citizens of the area.
O-1156	Transit	No daily public transportation from NotL to any other city in the Region that is dependable and allows for more employment opportunites for those without vehicles.
O-1157	Transit	Should have mor transit to train station, and pedestrian/walking paths from busier glenridge area. More train service
O-1158	Transit	extend the GO Train
O-1159	Transit	West Niagara should have some way to connect communities. At the moment if you don't drive you are out of luck to go anywhere
O-1160	Transit	ability to easily get hook ups to areas within and external to the Niagara region
O-1161	Transit	Everybody wants half hour routes. I myself don't take the bus because I am handicapped and can't stand at bus stops.
O-1162	Transit	Express bus to Fairview Mall area
O-1163	Transit	Fort Erie could be the transit hub for ll travelers coming into Canada as well as entering into the USA. Niagara Falls just doesn't have the space to allocate it properly. Also, a transit system connecting us with Welland would be a much needed improveme
O-1164	Transit	Lack of options for public transit to and from the GTA
O-1165	Transit	#7 bus needs to run later and #109 needs to be more frequent
O-1166	Transit	Increase bus routes in the core Brock-Pen-Downtown area.
O-1167	Transit	More timely connection between downtown St. Catharines and downtown Niagara Falls would be helpful.
O-1168	Transit	Our bus only runs once an hour. It makes it very difficult to connect to welland or get anything done in a timely manner
O-1169	Transit	Connecting to port colborne is difficult
O-1170	Transit	Taking a bus to Toronto is very time consuming

O-1171	Transit	There is no transit
O-1172	Transit	Niagara transit need all routes to be 7 days a week, This is a tourist town and employees do work 7 days a week and from 6am till midnight
O-1173	Transit	Regional transit need to have more hours of operation and 7 days a week
O-1174	Transit	Bus routes are horrible and connections are physically difficult for handicapped and anyone with physical impairments.
O-1175	Transit	Little to no transit access in port
O-1176	Transit	Need more frequent connections between Welland and other cities. It is hard for people without cars to access jobs in other areas of the peninsula when bus service is so poor.
O-1177	Transit	Does a city bus have a regular stop here? I wish one did (Wilfrid Laurier and Welland Canal Parkway)
O-1178	Transit	Not enough transit options early in the morning for getting from St. Catharine to Niagara Falls. When my car was in the shop I was unable to get to work on time via transit as the earliest buses got me to work late.
O-1179	Transit	Bus service hours not aligned with needs of local workforce
O-1180	Transit	Insufficient inter-city connections for e.g. GO train
O-1181	Transit	transit between municipalities is difficult and time consuming. inadequate service means I must have my own car instead of relying on public transit. public transit does not run early or late enough to get to work or social events.
O-1182	Transit	No evening and weekend service on the Niagara street route. I work along the route and can't get to work in time for 7am start. Extended service would be great. Also for the Woman's shelter
O-1183	Transit	Extended service for ppl to get to the hospital as a cab ride for most can be \$20. Maybe even considered later service or 24 hour service
O-1184	Transit	Extend service on Scott Street as it covers a lot of area and doesn't run on evenings and weekends
O-1185	Transit	Increase frequency of busing and provide funding for busing to encourage the use of transportation - think large city scale like TTC - Niagara covers a HUGE area on the map, and yet we are not meeting accessibility needs of the community
O-1186	Transit	Improve transit to health care outside of the city and region. Important to remember that when hospital services were amalgamated ie/mental health located in St. catharines - people STILL require mental health services! It is well known that people with m
O-1187	Transit	Insufficient transit
O-1188	Transit	We should provide more GO transit times and options
O-1189	Transit	I placed the transit in the middle of Niagara Falls, St. Catharines and Welland to represent the problem of public transit availability to various municipalities within the Region. If you live in Niagara you essentially need to own a car to get around, wh

O-1190	Transit	better schedule from FE outbound
O-1191	Transit	No GO train at all
O-1192	Transit	Challenging to get to this side of town from Brock quickly. Would be nice if there was a bus that went directly here.
O-1193	Transit	NF transit and the regional transit dont link up arrival times,
O-1194	Transit	Bus stops dont get cleared in the winter, bus stops are just spots on peoples lawn, in the mud in the rain
O-1195	Transit	The bus doesn't travel down Niagara street at all, on evenings and weekends. Very frustrating
O-1196	Transit	Need a better transportation hub in thorold, to connect to Niagara Falls and back to st.catharines.
O-1197	Transit	Bus stops along this route
O-1198	Transit	Bus stops along this route
O-1199	Transit	Bus route
O-1200	Transit	lack of buses taking one from the North End to the south end on weekends and evenings.
O-1201	Transit	Create additional buses that would take one from one city to another with fewer stops or transfers. Also buses to Niagara on the Lake would be very benefical
O-1202	Transit	Public Transit in Lincoln
O-1203	Transit	An upgraded rail station, parking and easy road access. Looking toward the day when regular GO rail transit is a reality, a modern facility is a must.
O-1204	Transit	Us
O-1205	Transit	I tried to find a way to get someo ne from Fort Erie to The NF tourist area, there isn't one. There is alot of development in Fort erie which will bring tourists and visitors to the area. Unless they bring a car (many come by bus) they have no way of expl
O-1206	Transit	regular reliable transportation to and from Fort Erie will not only bring people to existing and new attractions in the area but take people coming to those attractions to other areas of Niagara.
O-1207	Transit	The bus route stops short, not near close enough to walk home
O-1208	Transit	Buses that only come once an hour is not sufficient.
O-1209	Transit	Regular all day connection to St Catharines GO and regional bus service
O-1210	Transit	More weekend buses should run throughout Thorold with extended hours.
O-1211	Transit	There should be more buses running in St. Catharines and Thorold during the summer months.
O-1212	Transit	Buses should run more often to and from Niagara College and St. Catharines/Thorold
O-1213	Transit	There should be better bus routes in Fort Erie. (Run more often, go to more locations, be able to travel outside of Fort Erie by bus easily)
O-1214	Transit	Move the bus loop from walmart make it a stop to via station and build new mid rise dense housing units condos.

O-1215	Transit	No bus routes going south. Only GoBuses going North. Would be very helpful to residents in these areas if there's bus routes for within Niagara. Especially going to The Falls.
O-1216	Transit	There are not much bus transportation to go within Niagara. If I have to do groceries, I have to walk, or to wait for my husband to get off work from St. Catharines, or I have to call a taxi cab. And for a mother of two kids (3 y/o and a 10mos old, it is
O-1217	Transit	Opportunity to have a bus stop for passengers whose destination is on the opposite side of the route.
O-1218	Transit	Bus system that connects St Cathariens to NOTL centrally in order for those without vehicles to access jobs and service people.
O-1219	Transit	The last bus leaving Welland is at 8:30, this is silly for those who wish to work in welland without a vehicle or make trips to see friends. Having a bus system that extends the hours until 11 like in st catharines is best suited.
O-1220	Transit	Cheap, accessible bridge bus option similar to that of Sault Ste Marie . This will increase border crossing for those without vehicles.
O-1221	Transit	busing from Thorold South sucks, longer bus hours please
O-1222	Transit	more buses linking niagara please
O-1223	Transit	Very sporadic transit between Welland and Port Colborne
O-1224	Transit	Proposed layover for GO transit over canal
O-1225	Transit	Direct line to Thorold would be amazing!
O-1226	Transit	intercity regional transit needs to be more accessible and timely including evenings and weekendsweeknd
O-1227	Transit	Another bus stop to take people to the hub at main street
O-1228	Transit	more transit hours between welland/st catharines during weeknights and weekends
O-1229	Transit	create transit for niagara-on-the-lake to connect to other towns
O-1230	Transit	Not frequent and reliable enough for non driving employees to NOTL from St Catharines area. Would help improve employment issues.
O-1231	Transit	Go bus should stop downtown terminal Need regular and frequent Transit to/from Hamilton & TO.
O-1232	Transit	Express GO service to Union
O-1233	Transit	No public transit at all
O-1234	Transit	Please explain why everything north of this maker goes completely dark after 5:30 PM and doesn't work on Sunday?
O-1235	Transit	Please explain why everything north of this maker goes completely dark after 5:30 PM and doesn't work on Sunday?
O-1236	Transit	Please explain why everything in this maker Turns into a rhetorical loop after 6:30 PM and doesn't actually go anywhere but north and south not really connecting with anything in the city?
O-1237	Transit	We have a very bad option here for hours of operation and frequency. We can't take jobs in surrounding towns and have to depend on transit - we loose our jobs - bosses don't care about our bus issues - there are too many others to take our place - so we g

O-1238	Transit	Can't get to school via public transport
O-1239	Transit	No decent public transit
O-1240	Transit	Buses don't run frequently enough to make it a choice. If you miss a bus by a few minutes, you have to wait an hour for the next.
O-1241	Transit	Go train should stop in Grimsby. With Hub for regional transit taking over. At least until ridership justifies expansion to first St Cath then later Niagara Falls
O-1242	Transit	North south train to connect Niagara Lake Erie to Ontario. Like the Ottawa O train
O-1243	Transit	People can use a bus in this area for work purpose in the area, also to walk in to Niagara on the Lake or to exercise on canal walkway.
O-1244	Transit	Having half-hourly bus service stop between 5:30 and 6:00 discourages commuters from using the bus and has a negative impact on downtown businesses. Extending half hourly service to 7pm would encourage more people to take the bus to work downtown and would
O-1245	Transit	Better go buses
O-1246	Transit	Train to/from Niagara
O-1247	Transit	Potential ferries to/from Niagara to Toronto. How cost effective and efficient would this idea be?
O-1248	Transit	More GO transportation to Burlington/Toronto
O-1249	Transit	Transit should be region wide, one fare and have a coordinated, efficient and reliable way for people to get around. It should not just be designed for poor people, but for anybody ... so that some drivers will use it. Get a riders network set up with e
O-1250	Transit	a transit service from #58 / #54 from Forks Road to Highway 20. Would unite Welland and Fonthill
O-1251	Transit	There is NO transit available for the residents of Lincoln, a low income area, to enable people to get to Niagara/Hamilton etc. where many of their appointments are. Despite the fact that Niagara Transit is included in their taxes, they do not benefit from
O-1252	Transit	Need GO train to Toronto!!!!!!
O-1253	Transit	bus
O-1254	Transit	Offer later buses between St. Catharines/ Niagara Falls -
O-1255	Transit	Only one bus to and from Niagara Falls and Brock university.
O-1256	Transit	Bus transportation to Niagara on the Lake, would be a great idea, as many people enjoy doing winery tours, and the historical downtown.
O-1257	Transit	Go
O-1258	Transit	More of our students can live at home and yet attend specialized university courses at McMaster (off-campus housing is a major cost to education) and people in this region can have access to more employment in other regions since unemployment here is high
O-1259	Transit	Transit needs to have buses run more often Scott street bus is awful ! Only goes one way , stops in the evening , too much time in between buses , doesn't run on Sunday's

O-1260	Transit	No ability to get on a bus and go to Project Share. Need to walk with heavy bags of food with arthritic hands and a bad knee is terrible.
O-1261	Transit	more avenues for hamilton route
O-1262	Transit	Need buses later at night. And buses on Sundays the world doesn't stop on Sundays. Also a one hour earlier start as I cannot take the bus to work if I work before 8am and get there on time with transfer
O-1263	Transit	A more direct line to Pearson. Possible connection at a GO station in Mississauga?
O-1264	Transit	difficult tourist access
O-1265	Transit	Just get GO Train done!!!
O-1266	Transit	long wait times between buses, buses in mornings too congested from downtown to campus
O-1267	Transit	If GO Trains come to Niagara, the first stop will be Grimsby. Transit should be intensified between Niagara's main urban centres and Grimsby to facilitate GO connectivity.
O-1268	Transit	Very limited transportation times to commute from St. Catharines/Thorold to Niagara Falls. Bus comes infrequently, often leaves early so you must wait at the bus stop 15 minutes before the bus is expected to leave so you do not miss it as it does not wait
O-1269	Transit	NO transit after the NYE concert and fireworks. Huge problems getting home driving or commuting.
O-1270	Transit	Difficult to get from Thorold to Fairview mall, where you catch the GO bus.
O-1271	Transit	NO transit from Fonthill/Allanburg/Thorold South to Niagara Falls
O-1272	Transit	There is a huge opportunity to connect transit to the southern tier. So many young people, so little transportation. Perhaps increasing transit might decrease crime rates by giving people something better to do?
O-1273	Transit	The regional transit for students and workers needs to be readjusted. A person cannot make it on time for an 8:00 class at Brock from Fort Erie. Also, in order to catch this bus, one needs transportation to its pick up point at the Walmart.
O-1274	Transit	The transit system in Niagara Falls needs to be more efficient. A 5 minute car ride to work is a 30 minute bus ride.
O-1275	Transit	Would like to see other connection points for GO transit access- bus or train, when daily service comes to Niagara!
O-1276	Transit	Have buses at least every half hour until at least 9 pm each night. Waiting for an hour after 6:15 pm is ridiculous in a city as large as St.Catharines.
O-1277	Transit	Difficult to attend evening meetings in Welland from St. Catharines no interregional transit after 8pm.
O-1278	Transit	Bus and train
O-1279	Transit	Regional Transit stop in this general area. As a Stevensville resident that doesn't drive yet finds myself going to Niagara often, my most cost effective way is getting a ride to Fort Erie to get on a transit bus to the Falls. Seems pointless to go one wa

O-1280	Transit	The bus does not come frequently enough on this route.
O-1281	Transit	Better transit from north niagara to south niagara
O-1282	Transit	Need reliable transport to & from Grimsby. Need reliable intra Grimsby transport once you arrive at train / bus stations
O-1283	Transit	The Welland Transit system is terrible. There is no service on holidays or Sundays (!?!), and it does not practically serve moving people in the North End to commerce hubs like Walmart and the Seaway Mall.
O-1284	Transit	Later scheduled bus times for people working later shifts
O-1285	Transit	Need more availability later evenings & weekends for after work-to-home trips
O-1286	Transit	New tourist location
O-1287	Transit	Go train
O-1288	Transit	buses don't coordinate times
O-1289	Transit	Need a better inter municipal system.
O-1290	Transit	Need a better inter municipal system.
O-1291	Transit	We need a bus route here
O-1292	Transit	Create better transit between St. Catharines and Niagara Falls
O-1293	Transit	The transit system in welland is horrible. there is no service later in the evening and on sunday
O-1294	Transit	daily go trains!!!
O-1295	Transit	None
O-1296	Transit	There is so little transportation from Pelham to downtown St. Catharines I have to walk half the time. so awful
O-1297	Transit	Can't get to Hamilton from the downtown terminal.....
O-1298	Transit	can't get to thorold unless I want to be on a bus for half an hour
O-1299	Transit	I don't have a car, I commute if it's too far to walk. I can walk from dorchester rd thoroldstone intersection to Clifton hill with my tolddler in the stroller. The bus system is so inefficient, for example im in the said intersection waiting for a bus to
O-1300	Transit	Provide service
O-1301	Transit	Why are the buses always arriving so early...they have fifteen minutes to get here and I often see them waiting for 5 plus minutes
O-1302	Transit	Why does the bus going up and down lundysx lane not connect with the city buses anymore? Ever since this change I've barely been up lundys lane and no longer shop at no frills
O-1303	Transit	Buses used to come down here that connected with the city buses time wise. Now people have to walk or wait for a wego bus
O-1304	Transit	Not enough public transportation to and from the area to the west of St. Catharines and the rest of the South Eastern region
O-1305	Transit	No regional transportation to and from the Fonthill/Pelham area
O-1306	Transit	connecting Niagara regionally...
O-1307	Transit	Connecting Niagara Regionally

O-1308	Transit	In my mind the Niagara Falls - St Cath. route needn't a ride to the new Outlet Mall, or at least not every hour. And also that'd be great if you find out different route away from the dump, The smell, especially during the summer is horrible!
O-1309	Transit	It takes hours to get from PC to St Catharines
O-1310	Transit	It takes hours to get out of fort erie
O-1311	Transit	It should be easier to get to Brock from the whole region
O-1312	Transit	more buses from downtown to Main street
O-1313	Transit	not enough transit
O-1314	Transit	Biagara Falls routes are horrible. inconvenient for job shifts
O-1315	Transit	There isn't a bus that goes straight down into Ontario. Too many buses take the same routes and it is inconvenient.
O-1316	Transit	Improve regional transit
O-1317	Transit	Improve regional transit.
O-1318	Transit	Start here...
O-1319	Transit	Link to here...
O-1320	Transit	Finish route here. Less than 1/2 hour 1 way. Extend local transit to these locations.
O-1321	Transit	There is only one bus every hour between Welland and Brock and times are minimal. This needs to expand.
O-1322	Transit	There needs to be a bus that goes to the Brock Learning lab on Lockhart Drive. Going on the trails in the winter or when its raining is not safe, and it isn't safe at night either.
O-1323	Transit	At the moment during the year, there are only greyhound and megabuses that go from Brock and St. Catharines toward the Hamilton and Toronto areas. This is not the best for students who wish to go home on weekends or even commute from outside of town. It w
O-1324	Transit	regular and frequent reliable bus or shuttle service to and from Pelham to neighboring communities
O-1325	Transit	I usually use the school as my office space, so I don't leave until late when the buses have all stopped running. I suppose I could walk to the mall?
O-1326	Transit	Drinking and driving is a big no-no, but I want to go out and have a good time. Taxis cost too much, and Queen street is too far to walk to. Autonomous cars could get me and my friends to the bar, and back home safely... You'd have to make them easy to cl
O-1327	Transit	There is no public transportation in this area. I would have better job options other than fast food and greenhouse work if there was a connection to other cities the niagara region
O-1328	Transit	Better transit to niagara college
O-1329	Transit	No GO service
O-1330	Transit	Not enough bus service for people to get to and from work...day and night

O-1331	Transit	Niagara transit all bad
O-1332	Transit	Need public transportation
O-1333	Transit	more bus so one can commute to work and home
O-1334	Transit	Have the buses connecting at a sub station city as well as regional buses
O-1335	Transit	more buses connecting the ends of the city
O-1336	Transit	Commuter train service through the Region
O-1337	Transit	Not enough buses to connect onto..too many transfers. Since the buses have changed over it is more difficult to use the bus system . I am always late or cannot make the connection I need to get where I need to be on time. Way to many transfers to get any
O-1338	Transit	Regional busses don't meet up with local bussed at terminal. Need to take a taxi to terminal in order to get to a regional bus in time for work.
O-1339	Transit	Not enough buses.
O-1340	Transit	Please expand go transit for daily year round trips to and from Toronto.
O-1341	Transit	Outlet collection at Niagara needs more transit options. Students can't work night shifts because no buses leave after close
O-1342	Transit	More transportation options for NC students
O-1343	Transit	More frequent bus service within city
O-1344	Transit	Better services for seniors required
O-1345	Transit	Give free fares with bike racks to kids so they can get to Thorold.on a bus
O-1346	Transit	The old number 6 was the best u could get across town north south very fast. A lot of people live in apartments in the north end and work around or in the casino. With the new system now sometimes u change 3 buses and it takes an hour.
O-1347	Transit	para transi
O-1348	Transit	Bus schedules, transfers etc can be improved especially the evening schedule.
O-1349	Transit	extend bus routes do people can get to rural areas for work opportunities ex. greenhouses
O-1350	Transit	improve current transit systems
O-1351	Transit	Bus once broke down on highway, sucked
O-1352	Transit	bus at NC rarely shows up to St Catharines or doesn't show up at all
O-1353	Transit	busses are disgusting and dirty, rain falls through the ceilings, I feel like the lights are gonna fall on me
O-1354	Transit	Not all Brock routed busses need to go onto Schmon Pkwy
O-1355	Transit	Confederation Heights needs a bus to and from the Pen Centre
O-1356	Transit	Transit from 9th St. To GO in Beamsville and Grimsby
O-1357	Transit	It would make sense to have Regional transit service at the new outlet mall and Niagara College. The Glendale area is growing and there is

		great opportunity to make the area pedestrian friendly and less car-oriented.
O-1358	Transit	Ideal location for a transit hub. Room for parking, GO Train/Bus connections, should NF locations prove difficult to develop.
O-1359	Transit	Use existing CN rail corridor to reestablish a made in Niagara electric trolley system, to compliment future GO Transit. Getting to and from Toronto is NOT going to be the white knight savior for our regional woes. We need to connect all of Niagara togeth
O-1360	Transit	There are still rail lines connecting Fort Erie to Welland and then to the rest of Niagara for the outer regions to be included. New rail beds are expensive, let's make use of everything that is already existing!
O-1361	Transit	Improved connections needed between city bus and GO Bus.
O-1362	Transit	Improved transit needed from rest of Niagara with Fort Erie.
O-1363	Transit	Transit needed to Beamsville and Grimsby.
O-1364	Transit	Brock Students need better access to regional transit - the regional transit schedules are too limiting for the student schedules.
O-1365	Transit	utilize old train station for easier travel
O-1366	Transit	Train or buses that could bring people and bicycles to the region
O-1367	Transit	Terrible traffic light. Too many accidents and near accidents
O-1368	Transit	Buses filling loose schedule, leaving too early or arriving too late. It's not fair when your bus is just about to pull to the terminal, and the bus you need to transfer to is already leaving. It would also be nice if bosses were more consistent in showin
O-1369	Transit	Should be a main hub in the region
O-1370	Transit	Limited public transit available in Welland, extremely limited connections to other cities from Welland.
O-1371	Transit	Allow access to go bus from here to connect to GTA, have more public transit available throughout all of Niagara.
O-1372	Transit	Allowing transit during Sunday to Minacs, for working opportunities, as it is extremely difficult to manage during the weekend, and it's mandatory to work/be available for the weekends.
O-1373	Transit	not enough bus service for confederation area of thorold
O-1374	Transit	Regional transit moved to the other side of the city from the east end to the west end. This made A LOT of commuters from Welland either lose their jobs in Niagara Falls or made it difficult and stressful getting to and from work. The hours should be exte
O-1375	Transit	put normal city buses back on ludys lane. It's extremely annoying having to use a passport to go grocery shopping. I've stopped using the city bus because of this.
O-1376	Transit	We need to meet the needs of anyone working outside their home communitybuses need to run from 5am to 2am to accommodate all the people working in tourism and hospitality especially who many cannot afford a vehicle of their own and rely on public tra
O-1377	Transit	To move people and encourage less car use in the Niagara area.
O-1378	Transit	Go service

O-1379	Transit	Live in St.Catharines, worked in welland, didn't have a car.. It was very hard to make a 8:30 to 4 job work and get home at a resonable time.
O-1380	Transit	GO Service (all day) to Niagara and feasibility of express train links to Toronto .
O-1381	Transit	Please improve transit options to the outlet mall. Current system does not support the opening and closing times of the malls or weekends and holidays.
O-1382	Transit	The website is extremely unoptimized and completely inaccessible for contact with the system in regards of suggestions, complaints or even questions. Also busses could just as well stop at 5.45 because the busses change to 1 per hour in the middle of rus
O-1383	Transit	It is not easy for folks to get to and from Port Colborne & Welland at different times. Long waits and indirect routes make it hard
O-1384	Transit	I can't get to work from downtown to the town and country Plaza area in sundays without transferring many times.
O-1385	Transit	There are not enough routes. Too long in between Lack of buses after specific times No proper scheduling over weekends
O-1386	Transit	Not enough buses for "locals", everything is tourist based. Routes are too far apart for timing Chippawa needs more service and extended hours
O-1387	Transit	No transportation on Sunday. Huge problem for residents of Welland. Welland has a lot of seniors, mothers with young children and disabled people whom without transit are unable to leave their home on Sunday.
O-1388	Transit	Direct bus lines to/from Fourth Ave / Martindale area
O-1389	Transit	not enough buses at different hours
O-1390	Transit	create routes to location - not only the niagara college route - which is expensive
O-1391	Transit	regional transit does not run early enough, late enough, or often enough, and doesn't link up properly with local transit. also it, and local transit doesn't run on holidays or sundays. local transit needs to run earlier in the morning and later on saturd
O-1392	Transit	Improve transportation to Niagara-on-the-Lake and add cycle paths to Hwy 55
O-1393	Transit	Lot's of teens/other persons who would like work outside of Fonthill, but do not have transport. Extra labour force sitting here.
O-1394	Transit	Not enough hours of transit no Sunday or late Saturday service- soon no hospital and no way to go there except by taxi or ambulance and no \$\$\$\$ to pay for it without jobs
O-1395	Transit	No bus routes go through this area

O-1396	Transit	Lack of heated area in a major transfer point is terrible in the winter. Time between buses can be up to 30 minutes and waiting there with only partially enclosed seating areas in -30 degree weather is awful.
O-1397	Transit	bus stop/route down King
O-1398	Transit	Bus stop/route down Main St.
O-1399	Transit	Bus Stop
O-1400	Transit	Bus stop/route down Steele
O-1401	Transit	No frequent, reliable transportation
O-1402	Transit	No public transit
O-1403	Transit	connections to Hamilton
O-1404	Transit	No transport to Niagara Brock monument. I tried to plan a trip from downtown to the monument and now there is no transport available. No direct and no lay-over trip. So I ended up to use a taxi.
O-1405	Transit	Connection between communities
O-1406	Transit	Transit lines have been cut and rely on tourists and heavy populated areas, giving a lot of residents without transportation. What if some of these people were disable, unable to walk long distances, low income, and relied on the bus service that was take
O-1407	Transit	So with the current increase in fare, that is generally the same price as the gta. The only difference is the bus service should be extended later, especially on weekends, no matter of its Sunday or holiday.
O-1408	Transit	More local transit to rural areas
O-1409	Transit	Buses only run every 30-60 minutes....it's difficult to get to work, etc.
O-1410	Transit	There is a large red vacant building that is located next to the railway and a large piece of property on Oakdale. I believe it used to be used as the old recycling plant. It is in a perfect location to connect to the 406 and is situated near the QEW and
O-1411	Transit	Connect Smithville to Grimsby and Beamsville by transit
O-1412	Transit	No transit here to connect to the rest of Niagara.
O-1413	Transit	No bus service between Hamilton Grimsby Beamsville Vineland Jordan
O-1414	Transit	Very little if any Taxi service in Grimsby
O-1415	Transit	Go Bus service is 2 miles away from Downtown Grimsby and with no taxi or local public transportation available it is very had to get to this service.
O-1416	Transit	Need for more frequent and more consistent bus service into and out of Niagara-on-the-Lake
O-1417	Transit	Buses are always so unreliable for timing that they can be very hard to catch. This is a problem if you have to get somewhere by a set time, but can't leave too much earlier.
O-1418	Transit	Does not run late. College students are unable to safely travel after 11pm
O-1419	Transit	Include at least one stop in fonthill in niagara region transit. The current st catharines to welland bus would be able to handle this with minimal added distance and time.

O-1420	Transit	Merging of the three local systems and the regional could provide cost savings and improved services for all cities. Fare boxes and systems from niagara falls, website and apps from st catharines. Not sure what welland could provide. Perhaps space for a
O-1421	Transit	Not exactly easy and cost effective to get to the outlet by bus and the college busses are usually overpacked.
O-1422	Transit	The Wego does not line up with the 113 bus routes at all... Making me wait 55 minutes for the next bus or walk the 20 minute walk home.
O-1423	Transit	No bench or bus shelter on the side of the road where I wait every day with about 6 other people while we wait, but there is a large bus shelter on the other side of the street where I never see anyone...
O-1424	Transit	The bus system in Welland has some poor coverage near the college and mall. I would gladly visit other shopping areas in the town, but there aren't enough bus stops in the area and no routes that link them without going to the downtown terminal. Making
O-1425	Transit	It is impossible to get out of the town of Queenston without owning a vehicle. Last year there was a trial shuttle that linked it to Niagara College and the new outlet mall. This is a good step, but seeing it run year long, even in a limited capacity, wo
O-1426	Transit	Bus route with stops in Port Robinson and in-between Welland AND Niagara Falls. Also Need to extend bus times to run past midnight
O-1427	Transit	Your Regional transit does not service the (lower paid, employment rich) tourist area of Niagara Falls.
O-1428	Transit	More buses or later buses
O-1429	Transit	More public busses extending from Niagara College and Brock University to outer areas of living.. as well as more frequent busses to St.Catharines and Niagara Falls.. however, not to allow these large busses in quiet towns ie. not on Haist Street for exam
O-1430	Transit	Bus from Crystal Beach to FE takes a long time, infrequent, no evening or Sunday service. To get to NF from CB too much of a trek.
O-1431	Transit	subway or go train from St Catharines to rest of region
O-1432	Transit	Needs a GO Train/Bus route that can allow people to arrive outside of Welland before the workday begins, and arrive back in Welland after the workday ends.
O-1433	Transit	I'm adding this because I have nothing else to say.
O-1434	Transit	I'm adding this because I have nothing else to say.
O-1435	Transit	Need more bus routes in Thorold, especially a bus route from Confederation Heights neighbourhood directly to Pen Centre
O-1436	Transit	Insufficient service
O-1437	Transit	Lack of service for residents
O-1438	Transit	public transit to the united states

O-1439	Transit	promote and offer heightened public transit connecting Niagara Falls to St. Catharines
O-1440	Transit	No late night services, it is difficult to work part time, as the last bus that runs back to Niagara College from St. Catharines or Niagara Falls ends between 8 and 9. Most retail stores are open till 9 or 10 :(
O-1441	Transit	Niagara Falls transit needs major improvement. The Niagara region bus cost too much for me to go to work at Minacs from Niagara Falls we should be able to take it cheaper than normal cause we are only going a quarter of the way
O-1442	Transit	Should be a region bus going to Grimsby as well as else where in the region
O-1443	Transit	Should have transit going to and from Fonthill from Niagara Falls
O-1444	Transit	Would LOVE a bus that went to municipal beach and the farm stands across the canal from the carlton/bunting area
O-1445	Transit	North with transport takes forever
O-1446	Transit	Too few trips (currently 6) make it very difficult to properly travel to and from Port Colborne.
O-1447	Transit	Create a bus that goes from Niagara Falls to Port Colborne
O-1448	Transit	Despite only taking 15-20 minutes to drive here from port colborne, it takes over 3 hours to bus here from the same location.
O-1449	Transit	Faster transit from Toronto to Niagara Falls
O-1450	Transit	Year round GO train. I would use to travel to and from Hamilton and the GTA
O-1451	Transit	To and from Fort Erie, non-existent as far as i know
O-1452	Transit	Busy summers, we need a busy connecting st catharines to the beamsville area, will help in hiring of summer staff
O-1453	Transit	It would be nice for a bus to come down here and back around Montrose for the square
O-1454	Transit	none
O-1455	Transit	make some
O-1456	Transit	Regular transit routes needed to Region's cities.
O-1457	Transit	Inter-regional bus routes.
O-1458	Transit	Not enough transit connecting cities. Too long a wait between buses. Could smaller buses with greater frequency solve this ?
O-1459	Transit	Town of Pelham attempting bus service in town, but what residents really seem to want is access to the surrounding cities. Especially for young people to find work.
O-1460	Transit	Faster way to 71st kits.
O-1461	Transit	I'm not sure 100% where Main and Ferry is on this map, but this place as a bus terminal is terrible. The crosswalk is nice but half the people don't use it as everyone's afraid to miss their buses. Our bus system is so stressed even on the new system beca
O-1462	Transit	direct rail connection to union station in Toronto
O-1463	Transit	Seasonal Ferry Connection between Toronto and St. Catharines

O-1464	Transit	Seasonal Ferry connection between Grimsby and Oakville/Mississauga
O-1465	Transit	I think the Median Centre and the Performing Arts Centre are wonderful...but I wouldn't dream of taking my family to events on transit. Current schedules don't permit this.
O-1466	Transit	Welland Transit is horrible. You are either always super early where you need to go or calling in late. There are many times people miss transfers locally or regionally. Plus no Sunday services hurts a lot of people who rely on transit everyday from peopl
O-1467	Transit	Transit stops too early
O-1468	Transit	Yvery poor public transit exists from PC to other cities in the region .
O-1469	Transit	The closest transit hub is Wal Mart in Fort Erie or Chippawa.
O-1470	Transit	The closest transit hub is Fort Erie or Chippawa
O-1471	Transit	Extend a regular, more frequent GO Train service to the Niagara Region -- to St. Catharines and Niagara Falls
O-1472	Transit	More seating or bus shelters.
O-1473	Transit	Sidewalk is never shoveled or salted in the winter. It is dangerous to walk on. If the city will not shovel the sidewalks where the transit drop off is the residents should be fined for not taking care of their sidewalks.
O-1474	Transit	Better later bus to and from great wolf for employees.
O-1475	Transit	Need the GO train to come into Niagara!
O-1476	Transit	There needs to be better, more frequent busses from welland to the St. Catharines GO Bus station.
O-1477	Transit	There needs to be direct transit from niagara to Toronto without transfers in Burlington or hamilton.
O-1478	Transit	Busses need to run to all areas of the region on Sunday.
O-1479	Transit	Getting to Fort Erie, Niagara Falls, more directly, no evening/night service
O-1480	Transit	Go Transit, needs to happen
O-1481	Transit	Offering a public transportation option for residents to travel within their town and/or adjacent townships would be a great asset and benefit to residents.
O-1482	Transit	A direct route to the GTA for commuters and residents is a must. I would love to see a Ferry service (pedestrian or vehicle) across the lake.
O-1483	Transit	The entire transit system needs to be reworked to be more convenient. Low ridership is mostly due to lack of access in certain areas, and length of time between buses, making trips sometimes longer than walking. Especially on weekends.
O-1484	Transit	Welland could use better connections to St. Catharines via the transit system.
O-1485	Transit	Running a new Regional Transit line from Downtown St. Catharines down Regional Road 81 through Jordan, Vineland, Beamsville, and Grimsby, connecting at the Casablanca GO Station, is an ideal "quick win" for NRT.

O-1486	Transit	The proposed West Niagara route on the original 10-Year Plan for NRT included Smithville in the Lincoln and Grimsby run. This would destroy any potential interest from riders in Grimsby and Lincoln as the additional hour the trip out to West Lincoln and
O-1487	Transit	Brock University students currently cannot use the NRT buses as a part of their U-Pass. If students were allowed to use these buses, it would create a greater demand for their services and be a much more positive "visual" for residents of the Niagara Reg
O-1488	Transit	Go train connection between Toronto and Niagara Falls
O-1489	Transit	More routes to Welland/rest of Niagara, with pick ups at other places than Niagara college, and during the rest of the year. Also routes to the new downtown performance centre/meridian centre
O-1490	Transit	More service needed
O-1491	Transit	A connection between Niagara and NOTL should be a great way to get individuals in this community to travel out to NOYL expansion
O-1492	Transit	Routes that are easy to navigate and straight forward along major streets not going all over the place to 40 different spots it's really hard to get around by transit and extremely unreliable- it's a tourist town we work 24 hours a day
O-1493	Transit	Rail
O-1494	Transit	Bring GO transit into the Niagara area on a more regular basis
O-1495	Transit	Improve transit to and from Grimsby to Niagara
O-1496	Transit	No busses or trains to get out of beamsville. I do not have a car so this makes it hard to get to appointments. Or to travel to see family in the Toronto area.
O-1497	Transit	The buses that come here don't run often enough and don't link up at all
O-1498	Transit	Transit doesn't run love enough
O-1499	Transit	Buses and public transit FROM Port Colborne to Niagara Falls
O-1500	Transit	there is only one bus for this area
O-1501	Transit	There should be better public transport between the cities, especially since all 3 hospitals in Niagara Falls, Welland & St. Cath have specialized treatments for Niagara residents. Very few parents let their youth bother to use public transport b/c it tak
O-1502	Transit	Need the Route 20/120 to also run in the opposite direction. Also it would be good for Brock to get Go Bus service.
O-1503	Transit	No transit available at this time
O-1504	Transit	Transit very slow and unreliable
O-1505	Transit	Nothing to fonthill
O-1506	Transit	Thorold buses are a nightmare
O-1507	Transit	NOTL has lots of jobs for students but only accessible with car
O-1508	Transit	Anything out of town takes 3 transfers unless you plan for the one bus to Toronto

O-1509	Transit	Welland has low jobs, barely anything going for it but is a middle point from fort Erie port colbourne Niagara falls notl thorold pelham st Catharine's. Opportunity to build a middle bus terminal to support regional transit build jobs
O-1510	Transit	There doesn't seem to be a lot of options for public transit in/around the Port Colborne area. As well, some cities run later than others. Maybe a study could improve services like public transit.
O-1511	Transit	Transit between Niagara falls and st. Catherine's and other surrounding communities
O-1512	Transit	Smoother highway connections between cities in the surrounding areas
O-1513	Transit	More connections
O-1514	Transit	There should be more regional bus stops along the route...especially within city limits..for example the 7-11 on east main st in welland
O-1515	Transit	It is incredibly difficult to travel by bus in Niagara Falls.
O-1516	Transit	As a resident of Port Colborne I am forced to drive a car which can be very costly due to the lack of public transportation in the region. Even in other Niagara municipalities the transit available is inadequate with long unreliable wait times and very fe
O-1517	Transit	Sunday bus serviced is awful! The fact that we pay the same as Toronto and only get bus service till 11/12 on weekdays and 8 on Sunday's is dumb! Worst transit ever!
O-1518	Transit	Poor buses in thorold
O-1519	Transit	there is no bus that goes all the way down linwell. its like bloor st in Toronto. there should be a bus that goes all the way.
O-1520	Transit	Only one bus an hour back and forth from niagara campuses. No buses really to anywhere else in welland from niagara/downtown st catherines
O-1521	Transit	Only buses to st catherines from niagara college and outlet mall are to downtown terminal or pen centre. Students often need to go to other areas where there still aren't many connecting buses. Direct line to Brock would also be helpful as well as buses o
O-1522	Transit	Only one bus that connects from notl to Niagara Falls. Many job opportunities for students so more buses more often would be helpful for them to be able to use to get to/from. Also no buses on Sunday is a problem as students who do not drive and work on S
O-1523	Transit	Many students are choosing to live in thorold for school but are restricted to areas as there aren't many buses from thorold to notl/welland creating a long commute
O-1524	Transit	Many students like to visit notl strip as there is a lot to do and job opportunities however no buses that go straight to there from notl campus/outlet mall. Creating a direct line would probably also increase tourism to both areas
O-1525	Transit	Some form of daily public transit between West Niagara & St. Catharines is necessary & long overdue

O-1526	Transit	Getting from mohawk college back to niagara and then return trips
O-1527	Transit	Busing in niagara falls, bus once an hour taking multiple buses to get to where we are going due to no city buses on Lundy's lane
O-1528	Transit	There is no transit. However, also an opportunity to provide inter-municipal transit with Grimsby and Lincoln or Hamilton.
O-1529	Transit	GO service coming to Grimsby has huge potential for transit throughout the Region and will better connect us to Toronto and Hamilton.
O-1530	Transit	difficult to travel to downtown Niagara Falls
O-1531	Transit	difficult if not impossible, to get to NOTL by anything but car
O-1532	Transit	There should be a direct bus to the new outlet mall.
O-1533	Transit	brock rapid needs to come more frequently
O-1534	Transit	Transit between municipalities and continued improvements within St. Catharines will create greater opportunities for jobs while at the same time taking people out of their cars creates a healthy environment.
O-1535	Transit	Buses to do travel to my street after 6 p.m
O-1536	Transit	Bus and train here please.
O-1537	Transit	Buses
O-1538	Transit	There are pain points felt across all of Niagara when you have a job or can't land a job because you live in a different city and depending on the bus to get from point A-B in timely manner for work restricts the options of the employer and employee.
O-1539	Transit	Movement to areas outside of the city limits have the hospitality jobs I am looking for
O-1540	Transit	No transit is available to make take advantage to of the NOTL hospitality market and the jobs that are there.
O-1541	Transit	GO bus stopping at Fairview is useless. You have to take 2 local buses just to get there.
O-1542	Transit	busses do not have enough room to pull over (on major streets) for riders, and cause much traffic congeestion
O-1543	Transit	Bus consistently late and sometimes skips run
O-1544	Transit	Buses never on time for classes, also if coming from the last Brock Link bus which arrives at 10:15 there is no way to reach the East End of Welland easily
O-1545	Transit	Niagara Regional transit should arrive here later than 8/9 pm
O-1546	Transit	Limited bus lines cause people to have to take multiple lines
O-1547	Transit	Frequent busses should go to the outlet mall
O-1548	Transit	Busses need to run later on sunday
O-1549	Transit	Can't get here after 7pm on Sunday
O-1550	Transit	More bus time options in and out of pelham
O-1551	Transit	Brock rapid transit and niagara falls transit are not timed well. Its usually i have to wait half hour for the 105 bus to come or the bus leaves 1 minute before I am dropped off by the Brock Rapid bus (then Id have to wait an hour). Therefore the buses ne

O-1552	Transit	Train needs to go all the way until niagara falls and not end in burlington. Having the train come to niagara falls can connect niagara to toronto and no one will have to worry about parking there or driving there or even driving to burlington just to tak
O-1553	Transit	As a student living downtown, I see tons of students have to take the 110 to get to (what used to be). Target Aza in order to get to school. Why not cut the middle man and just put the school buses downtown? Why Target Plaza when the majority of students
O-1554	Transit	transit to welland NC campus from thorold hub to spread out student traffic
O-1555	Transit	lower bus fairs during the evenings in an attempt to encourage people not to drink and drive.
O-1556	Transit	More routes in densly populated areas outside the city centres so people can take a bus instead of a car
O-1557	Transit	Transit to the target plaza is not ideal when traveling to the falls. It makes the times longer having to wait for another bus to take me further in.
O-1558	Transit	No reasonable way to bus to St Catharine's outside of the Brock shuttle that stops running in the spring and summer. Shouldn't take over an hour to get from Target to the city
O-1559	Transit	No way to get to Hamilton
O-1560	Transit	Bus diversion to outlet center makes this route unprofitable for anyone making more than minimum wage.
O-1561	Transit	Go Transit literal goes around in a big circle here
O-1562	Transit	Should not take 45 minutes to get here
O-1563	Transit	More buses needo to come and go from here
O-1564	Transit	Transit hub- multiple types of transportation
O-1565	Transit	Huge problem for students who don't have a vehicle - they can't get anywhere conveniently. Common areas they like to get to and require more service hours are the pen centre, Fairview mall, cheaper grocery stores, and pharmacies or walk in clinics
O-1566	Transit	St catharines to welland transit is atrocious
O-1567	Transit	Not enough service and ,times of service not advertised enough. need a consistant bus route
O-1568	Transit	Problem with convenient pubic transportation.
O-1569	Transit	Sending out all the buses going to the Pen at the same time from the terminal is redundant and inefficient. I noticed that this happens on weekends and evenings. I don"t know if it's true during regular hours.
O-1570	Transit	Bus access to the more industrial parts of St Catharines would really help people without cars getting to work and would openup a bigger workforce availability to those industries in St Catharines.
O-1571	Transit	Needs more bus routes AND weekend service
O-1572	Transit	Needs more buses on weekends. Would be nice if buses stop at the earlier plaza too (LCBO/The Keg; etc.)

O-1573	Transit	Affordable, convenient daily service to and from Hamilton/GTA would make St. Catharines a more attractive city to live in! With more affordable housing prices, a slower pace of living, but with easy, hassle-free access to the big city, St. Catharines woul
O-1574	Transit	For commuters that frequently travel between the GTA and Niagara region
O-1575	Transit	Local transit needs to decrease time between trips and offer earlier/later trips especially on sundays.
O-1576	Transit	Not enough transit during weekends and the summer months.
O-1577	Transit	There are not enough buses to and from Port Colborne Also Transit in Port Colborne is lacking rather than once an hour it should be twice an hour and there should a bus dfrom 12-1pm rather than a break
O-1578	Transit	No transit
O-1579	Transit	Transit is limited, should be 24/7 for some routes, and come more frequently.
O-1580	Transit	Bad hours for the #6
O-1581	Transit	No transit on Sundays and reduced transit on Saturdays.
O-1582	Transit	No transit to Pelham.
O-1583	Transit	Bus route joining east west.
O-1584	Transit	Increase route options to make bus transportation more useful. Seems getting from one side of the city to the other us quite difficult in less then two hours
O-1585	Transit	Limited transportation to college, students are graduating highschool at a younger age and few have access to a vehicle and a license to drive
O-1586	Transit	Limited transportation to and from Brock
O-1587	Transit	Transit to Brock is poor. It's a 6 minute drive. Two buses shouldn't be necessary.
O-1588	Transit	No transit reaching outer villages of niagara such as smithville/beamsville. There is barely even a taxi company that runs for these towns.
O-1589	Transit	Go services very limited
O-1590	Transit	Buses travel way too fast and still cannot make connections at Main St. Downtown Route needs more time allowance and more frequent buses.
O-1591	Transit	Evenings and weekends buses have to drive way too fast to stay on schedule and make connections. More time allowance needed in schedule for buses to operate safely especially in community safety zone.
O-1592	Transit	Same as Kalar road comment.
O-1593	Transit	Increase transit options for linkage between Grimsby, Lincoln, and St.Catharines. No regular schedule public options exist.
O-1594	Transit	Needs public transit traveling in and out of town. It would like to travel to thorold, St. Catharines and welland.

O-1595	Transit	Buses need to come more frequently when traveling within/between towns/cities
O-1596	Transit	Less bus transfers (I.e. When travelling from Thorold to the new St Catharines hospital)
O-1597	Transit	Need more public transit along major roads throughout the Pelham area to destinations in St. Catharines, Welland, Thorold and Port Colbourne
O-1598	Transit	No enough buses, only 6 daily. People can't hold a job. Hourly buses needed.
O-1599	Transit	There are currently very limited transit options to coordinate with student schedules to and from Niagara College campuses.
O-1600	Transit	Inter regional transit is lengthily expensive and difficult
O-1601	Transit	Have to transfer many times before getting to destination
O-1602	Transit	connecting St. Catharines via Hamilton to Mississauga and beyond
O-1603	Transit	Bus Service merge the three transit commissions
O-1604	Transit	Transit to and from NOTL is only to certain areas, not allowing for other residents to utilize transit without having to drive there first.
O-1605	Transit	When going to Toronto, I take the Megabus, Unfortunately they have removed service towards Kitchener Waterloo area, and so I'm forced to drive or go all the way to Toronto first which then makes a 2 hour trip last all day.
O-1606	Transit	Transit to areas not currently serviced.
O-1607	Transit	Need GO train available to travel to TO Union.
O-1608	Transit	Need more transit and more available times for current transit
O-1609	Transit	Chippawa buses need to run later in summer
O-1610	Transit	Create bus stops from Stevensville (Black Creek as well as downtown) to and from larger surrounding cities/towns. I.e. Fort Erie, Niagara Falls and Welland
O-1611	Transit	weekend bus schedule sucks. it needs to be later or better routed.
O-1612	Transit	No transit exists in Grimsby. One bus line looping Livingston and some other streets is way past due. High school students need to be able to take a bus!
O-1613	Transit	A chance to showcase one of the best beaches in Niagara!
O-1614	Transit	Need bus that goes down Kalar at more convenient times and meets with the we go to downtown... Similar to the bus system before the recent change
O-1615	Transit	When you take a Go bus or coach bus into Niagara Falls there is no easy access to the remainder of the region. You have to take multiple transfers between city busses and the regional bus. A trip between Hamilton and Niagara region takes 45-60 mins in a
O-1616	Transit	Transit routes in the city collapse into a couple of community routes after 6. For anyone who wants to use transit to visit other regions you have a 6pm curfew in order to easily make it back home. Travel between cities in this region is geared towards ca

O-1617	Transit	Students that attend high school at E.L Crossley secondary school in Fonthill do not have any public transportation, it would be good if there was a bus going to and from Welland in the morning and afternoon.
O-1618	Transit	Their should be more bus stops here
O-1619	Transit	Widening of road
O-1620	Transit	Public transport frequency should be increased
O-1621	Transit	It would be great to have a regional transit system that covered the entire area with frequent stops at a large variety of places
O-1622	Transit	Transit from St Catharines or GTA into NOTL
O-1623	Transit	Transit to / from NOTL from GTA or St Catharines
O-1624	Transit	Options for seniors to travel from smaller communities to Dr appointments, etc across region
O-1625	Transit	No linwell bus on evenings/weekends
O-1626	Transit	No bus access here.
O-1627	Transit	How do these folks get to work if they don't drive?
O-1628	Transit	Just 6 bus services to and from Port to other communities. Long wait times between services. Links are not synchronized
O-1629	Transit	Transit service on regional Rd 81
O-1630	Transit	Go train!
O-1631	Transit	Go train
O-1632	Transit	Not frequent enough / not enough service on Saturdays / Need something on Sundays
O-1633	Transit	As people age in Port Colborne it would be helpful to provide modes of transportation other than driving. A lack of public transportation means that the only way you can live in PC and work elsewhere is to own a car. This limits young people to other ar
O-1634	Transit	Young people living in Fort Erie need a vehicle if they want to continue to live here, but must work elsewhere. Convenient, rapid transit from all of our small Niagara communities will allow young people to continue to live here.
O-1635	Transit	Go transit to and from Toronto.
O-1636	Transit	There no affordable, convenient transportation to and from the Gta.
O-1637	Transit	lack of service between municipalities
O-1638	Transit	for student from niagara to niagara college
O-1639	Transit	No bus here
O-1640	Transit	extended bus service
O-1641	Transit	There is just one bus in every hour
O-1642	Transit	Not many buses or transit coming or going from Niagara. Would be nice to and from have transit from TO
O-1643	Transit	Go train expansion to Niagara.
O-1644	Transit	Transit needs to follow daily job migration needs to get people from smaller communities to employment in St. Catharines and Niagara

		Falls. Should also be flexible on times to meet higher demand periods and be 24/7. Ride sharing should be explored and inc
O-1645	Transit	I wish buses ran more often between st catharines bus terminal and niagaracollege, at least at one or two more times during the day
O-1646	Transit	not enough buses, wait times are too long in between buses and reaching other municipalities is time consuming and cumbersome. Jobs are in NOTL and N.F. but workers in St. Catharines or Welland take an hour or more ride to get to work, when it is 15 min o
O-1647	Transit	free service for trips to the hospital for those in financial need.
O-1648	Transit	Better access to bus transportation to everyone, not just Brock student specific
O-1649	Transit	Additional busses to connect to Niagara college, do our kids are not standing in an overcrowded bus. If there was an accident, it would be catastrophic to our children
O-1650	Transit	Buses do not run often enough
O-1651	Transit	THERE NEEDS TO BE GO TRAIN SERVICE TO TORONTO
O-1652	Transit	Not enough transit or busses leaving this area unreliable
O-1653	Transit	Regional transit too infrequent and only has one stop
O-1654	Transit	Transit system in general in Niagara Falls is a mess. Even the bus drivers can be heard commenting on the fact that the system is terrible. Buses are late, end early, have weird schedules and have weird routes. A complete overhaul by a qualified person or
O-1655	Transit	The buses suck. A lot of people work night shifts and on Sunday's...the transportation system should reflect this
O-1656	Transit	Once Brock and Niagara College are done for the summer, the buses are extremely limited in Confederation Heights. Can take up to 1-1.5 hours to get from Confederation Heights to Pen Centre.
O-1657	Transit	Bus 20 to Pen Centre turns left here onto St. Davids W before heading to Front Street N, if it were to continue a bit further up road to Townline it can still continue its route on Front Street N without much impact on time. This would make it easier for
O-1658	Transit	There needs to be a GO Train linking Niagara with Toronto on a regular basis. For anyone visiting Niagara from Toronto or out of province or country it is very difficult/expensive to get to and from the region unless by private car.
O-1659	Transit	The whole of Niagara Falls transit is a mess and should be more organized then what they are
O-1660	Transit	Welland transit needs improvement
O-1661	Transit	hard to find bussing on weekends
O-1662	Transit	hard to get here from st. catharines
O-1663	Transit	very long route
O-1664	Transit	Need transit for Brock & Niagara College students to travel to Port Colborne
O-1665	Transit	I would like to go out for an evening in Grimsby and take public transportation home. It's hard to get a taxi in Grimsby.

O-1666	Transit	There is no convenient public transportation
O-1667	Transit	Need a WAY more efficient system... I should not have to wait forever to catch a bus...
O-1668	Transit	No local or regional transit serving where I live. Beamsville is a growing community.
O-1669	Transit	Transit is not running enough to make it a viable option for most people
O-1670	Transit	No transit
O-1671	Transit	Ni transit
O-1672	Transit	Connect niagara to toronto by water with ferries
O-1673	Transit	All the bus routes are routed through the downtown terminus. It is very inconvenient for transit riders to go across town because time is wasted on transfers.
O-1674	Transit	not enough connections to the rest of the region
O-1675	Transit	There is no co-ordinated transit in Niagara, e.g. Pelham has a pilot with no clearly demarked stops nor indication of where it will take you. \$100,000 of govt. funding and it will be wasted because no one takes it because they don't know where or how lon
O-1676	Transit	Niagara bus route not running on weekends is a huge inconvenience
O-1677	Transit	Have weekend buses go to Happy Rolphs as not everyone can drive there and kids love it!
O-1678	Transit	111 ends too early and no later bus to cover it
O-1679	Transit	Local buses must run with extended schedules from March Break to Thanksgiving to allow tourism employees working in minimum wage jobs to access this area and travel home from jobs that finish after midnight. This is a poverty and safety issue.
O-1680	Transit	Providing GO train/extending the route would also make access to the Niagara region far more accessible to the many people in the GTA without access to vehicles - again a boost to Niagara economy - win/win.
O-1681	Transit	Need more transit to GTAn Hamilton, St. Catharines for College/University Students at student rates.
O-1682	Transit	Municipal Transit in Welland does not operate early/late enough nor on Sundays to effectively serve community. Routes are antiquated.
O-1683	Transit	Buses never leave on time and the buses don't connect with other buses
O-1684	Transit	Go Train! St Catharines future / eco growth lies in supporting GTA commuters
O-1685	Transit	Ferry Service to GTA - St Catharines future / eco growth lies in supporting GTA commuters
O-1686	Transit	most people in port colbourne drive to st catharines or welland. a bus goin to n from port and to and from st kitts will should help those with jobs an those seeking work (with no transportation) broaden there search

O-1687	Transit	Only a single bus, once an hour after 6 and on Sundays. As a person who uses buses as my primary transportation, it makes it difficult to get home after work or being in downtown niagara falls during said times.
O-1688	Transit	Maybe consider putting one of those booths or something next to this bus stop. It's on a narrow strip of grass beside a busy road, I feel a little unsafe waiting for a bus in this area.
O-1689	Transit	There is NO public transit save a lone GO bus at Casablanca and QEW
O-1690	Transit	create a better Transit hub
O-1691	Transit	mostly with St Catharines system, needs an overhaul
O-1692	Transit	better transit services to and from Fort Erie
O-1693	Transit	Better transit services to and from Lincoln and West Lincoln
O-1694	Transit	Better transit services to and from Port Colborne
O-1695	Transit	Public transit should not be using and stopping on such small streets, such as Westland St. Buses should be only using main roads, such as Rykert, Vansickle in this area. Those looking to take transportation that live on these smaller streets could easily
O-1696	Transit	Bus times are not lined up appropriately. For example, travelling from west St. Catharines to North St. Cathariens the buses never align. You will arrive at the terminal to find, the north end bus left a few minutes ago and will now have to wait another
O-1697	Transit	Need more buses to go go different places in St catharines and Niagara falls that come from Niagara college.
O-1698	Transit	UNDERWATER TUNNEL!!
O-1699	Transit	Less people would drive if there was a means of public transportation between Grimsby, Beamsville, Jordan, Niagara on the Lake, Niagara Falls etc. Especially with so many tourists coming through each year and the wineries and events.
O-1700	Transit	No transit in grimsby.....ridiculous
O-1701	Transit	Welland' bus schedule compared to St. Catharines is a joke, particularly in the evenings
O-1702	Transit	No bus connect east or west
O-1703	Transit	there needs to be a link between Toronto and Niagara
O-1704	Transit	We should have buses running more frequently just like Hamilton and Toronto, given we are not as big of a city but I feel having more frequent bus times would help
O-1705	Transit	Bring back the bus that ran down around Jill Drive
O-1706	Transit	i find it difficult for find out routes for the niagara falls transit routes in the city of niagara falls.. sometimes i call for route information, and after i take the advice of the person i spoke to i find there was a much better route available to me.
O-1707	Transit	i have seen many many job ads that say "drivers license required" or "own transportation to and from work required". Can employers be educated that not everyone has a drivers license and there are other ways to get to work. also, carpooling to remote ar

O-1708	Transit	Routes dont cover enough of the city. Walk too far to catch bus. Plus more travel options to travel to other cities please
O-1709	Transit	need regularly scheduled bus routes to both NCC and Brock University as well as the Seaway Mall and St. Catharines Pen.
O-1710	Transit	Transit is overpriced, needs more flexible hours since it doesn't run on Sundays and doesn't run early enough and late enough and routes are sometimes too far apart, is often late, runs in dangerous weather too often causing local businesses to have to b
O-1711	Transit	The Via Station is basically unused. We should be using it for the Via or at least the GO.
O-1712	Transit	It takes longer, and is more of a hassle, to travel to some destinations, than it does to travel back (or vice-versa) due to transit routes that 'loop' instead of return along routes.
O-1713	Transit	General issue - Bus transit: It is difficult to decipher routes. To my knowledge, there are no direct east/west, or north/south routes. For example; to travel from one end of Linwell Street to the other requires at least one transfer point, instead of
O-1714	Transit	Not enough buses between NOTL/SC/NF/Welland
O-1715	Transit	no transit from port colborne to fort erie
O-1716	Transit	if there was a tansit line between port colborne and ft erie it would help with tourism, allow more people to work between the two cities and help with tourists staying at sherkston
O-1717	Transit	welland transit is not accessible for near sighted passengers[the roads are not all marked with street signs and buses have no announcement system
O-1718	Transit	A central location in Niagara for a Go Train terminal rather than along Lake Ontario across the tender fruit land
O-1719	Transit	A cross lake ferry to Toronto and USA locations
O-1720	Transit	Better high speed, more frequent rail service (VIA) from Hamilton-Toronto to Niagara Falls, Welland.
O-1721	Transit	Hours don't accommodate students working - early & late hours. Also not frequent enough runs.
O-1722	Transit	More bus routes in area
O-1723	Transit	Main bus terminal in unsafe part of town. New hub should be designed
O-1724	Transit	Direct routes from other main streets to new developments
O-1725	Transit	Direct main routes" not to terminal
O-1726	Transit	Stop the service break
O-1727	Transit	Keep all busses running later
O-1728	Transit	Better regional transit to niagara-on-the-lake for those who work there and local tourists to reduce traffic and parking congestion.
O-1729	Transit	Increase regional traffic generally, making it more user-friendly (fares/schedules) to decrease demand on hi ways
O-1730	Transit	Takes too long to ride the bus
O-1731	Transit	Easy, creative, reliable, accessible, convenient and affordable public transportation in all areas of Niagara. The current system is either non

		existent, not reliable, not efficient or not cost effective to make people want to use it. We need to move fr
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O-1738	Transit	Since there is no transit...we have an opportunity to make it great.....and take advantage of the GO and local transit to make us all mobile in the Niagara Region
O-1739	Transit	The service stops in St. Catharines
O-1740	Transit	Public transit stops in Stoney Creek/Winona
O-1741	Transit	need transit link from from Pelham to Brock. Pelham is testing a mini-bus to Welland now. Would need more and faster links to make this a viable way to get to Brock
O-1742	Transit	Have a single bus station instead of two
O-1743	Transit	A public transit journey between Port Colborne and St Catharines takes about two hours. Its a three hour bus ride between Port Colborne and Niagara Falls. There isn't even an indirect connection between Port Colborne and Fort Erie. This needs to be improv
O-1744	Transit	Transit for North end residents to the pen centre/brock university without transfer. Don't use transit now because it would take 1hr+ to do so.
O-1745	Transit	improve transit to the outlet mall, improve knowledge of available transit there
O-1746	Transit	We need more buses to St Catharines, Welland from college

O-1747	Transit	I go to school in Niagara Falls, and I live in St. Catharines. The transit system to do this is nearly impossible and several students end up spending hours on buses, when the city is only 15 minutes away from our own.
O-1748	Transit	The buses don't run enough, and don't run late enough. Many people work until 11pm, and the last bus leaves the terminal shortly after. This means if the person needs to catch a transfer, they don't get downtown with enough time to do so, leaving them str
O-1749	Transit	Transit link between Grimsby and Smithville
O-1750	Transit	Improve transit between municipalities. Regional transit.
O-1751	Transit	More services with more frequency
O-1752	Transit	Bus times are limited
O-1753	Transit	Absolutely need GO to Niagara region hourly, daily
O-1754	Transit	Place all regional emphasis on getting Go transit to Toronto as a Provincial priority not just a brief mention. Improve bus connectivity from smaller towns to central stations in St. Catherines or Niagara.
O-1755	Transit	Tell us your ideas about how we can improve transportation...Go train access through entire Golden horseshoe area is my greatest hope.
O-1756	Transit	Holistically - Public Transit linking north south region, although available, is fragmented. It is recognized that cost to operate improved and reliable regular service would not make this feasible, which basically limits any future hope under current eco
O-1757	Transit	The public transit system needs a lot of improvement. It's expensive & takes forever to get anywhere.
O-1758	Transit	Provide a means of transportation that actually travels to Hamilton. As a student who attends school in Hamilton via Public Transit, it takes me 5 buses (about 3 hours) each way. There is no bus that directly travels to Hamilton. The Go bus goes as far as
O-1759	Transit	Tell us your ideas about how we can improve transportation...lower the cost of the bus prices and passes it is ridiculous!!!!!!
O-1760	Transit	Express trains to GTA for commuters. Improve frequency of local transit. Enact shopping cart bi-laws to discourage anti-social forms of transportation.
O-1761	Transit	Tell us your ideas about how we can improve transportation...more transportation from niagara falls, thorold, st. Catharines to GTA
O-1762	Transit	Increase transit services for seniors who no longer drive or walk well
O-1763	Transit	Improve public transportation to Toronto
O-1764	Transit	Use smaller buses. It frustrates me to see empty or near empty buses driving around - use some minivans or small buses. We need a regional transit system but the public really doesn't use it enough to justify large empty buses driving around
O-1765	Transit	I have a car so getting around is easy, just costly (fuel). But without a car, it took me 6 hours to get from Oakville to Crystal Beach when my car was in the shop". Transfer, with no elevator, and a suitcase, from the GO Train to a bus, wait at the Targe

O-1766	Transit	cashless payments I.e presto,debit/credit
O-1767	Transit	Encourage a regulatory framework that allows use alternative transit like Uber XL; incorporate transit concerns into new communities; incentives for car (eg Zipcar) sharing stations in new communities, etc. Car sharing near transit hubs is also important.
O-1768	Transit	You did not ask me any questions about the accessibility of buses, routes, times. People with a disability want to be included - and it is very hard and very expensive for people on limited incomes (retired or ODSP)to get around Niagara much less in/out o
O-1769	Transit	Train service connecting Welland, NF and St. catharines..
O-1770	Transit	The fact that the go bus to Burlington makes a stop in Stony Creek, by turning up the red Hill Valley Parkway, adds more than half an hour to the trip. It goes too far out of the way.
O-1771	Transit	An opportunity to link up St.Catharines with Toronto by rail.
O-1772	Transit	My son goes to school here and why is there no bus on Drummond?? Also main & ferry is where my son has to transfer ... It's a horrible area ... I'm always worried about his safety.
O-1773	Transit	More transit should be coming out here
O-1774	Transit	One ticket forbabbus ride from grimbsy to welland
O-1775	Transit	Transit in Welland is ineffective and unrealistic. Service to Brock and Niagara College is great, but connections to Hamilton and the GTA are extremely poor. It shouldn't take 4 hours to bus from Welland to Hamilton. Buses should also run past 7pm on week
O-1776	Transit	Bring the GO all the way to Welland
O-1777	Transit	Bring Go train year round and daily to the St. Catharines VIA rail station
O-1778	Transit	Parking at the Fairview mall for GO users
O-1779	Transit	Pubic transit that went through areas like the Short Hills would encourage people to walk and hike.
O-1780	Transit	some of the buses stop circulating at hrs 18:00 with no available alternate within reasonable distance.
O-1781	Transit	Schedule
O-1782	Transit	We Go to Chippawa
O-1783	Transit	Build s bridge
O-1784	Transit	Not accessible waiting area, dangerous to get to bus
O-1785	Transit	Coach Canada used to run daily trips along Hwy 8 and that has stopped in recent years. This leaves residents with fewer transit options. Big opportunity to improve this.
O-1786	Transit	Getting to work at the new hospital
O-1787	Transit	Better transit option to Burlington is needed, all year round
O-1788	Transit	Not enough access
O-1789	Transit	Passenger rail service to St Catharines
O-1790	Transit	Promote passenger rail from PT Colborne to St Catherines
O-1791	Transit	Transit link to old town NOTL and Virgil

O-1792	Transit	Need connections to Downtown Hamilton
O-1793	Transit	Need connection to downtown Hamilton
O-1794	Transit	Need connection to downtown Hamilton
O-1795	Transit	Suggest expanding the park and ride for GO bus/GO train
O-1796	Transit	Bus more efficient between communities
O-1797	Transit	Connect NF to NOTL (both ways) expand current WEGO service - it's great but limited.
O-1798	Transit	Development of GO Bus connections that align with city and regional transit systems
O-1799	Transit	More transportation on evenings and weekends to accommodate student life.
O-1800	Transit	Additional Pen Centre routes in this region of Thorold to accommodate student life.
O-1801	Transit	Easy access from Community to Community. On Scheduled routes and runs. Affordable a Must
O-1802	Transit	Vineland needs Regional buses running along King St. If a bus could run from St Catharines to Grimsby that would be perfect.
O-1803	Transit	Lets get to the Go with some Regional transit!
O-1804	Transit	Direct route to Windsor-Essex County
O-1805	Transit	Direct route to London
O-1806	Transit	Go Train, VIA/AMTRACK High speed train region bus system that is both time efficient and cost of fare making it marketable to riders
O-1807	Transit	not enough convenient transportation from Burlington/Hamilton /St Catharines from Grimsby
O-1808	Transit	Same as my long winded response to the right. I am placing these markers to illustrate where all modes can be improved and accommodated.
O-1809	Transit	Same as above
O-1810	Transit	Same as above
O-1811	Transit	Same as my comment in NF
O-1812	Transit	Same as my comment in NF
O-1813	Transit	We need a bus service that goes around the outside of the city so we don't have to go down town just to come back out to where we started
O-1814	Transit	changed bus route off of Pelham at Vansickle and the area is developing.
O-1815	Transit	bus service to hamilton and st cath
O-1816	Transit	We need more transit so it is easier to get around town, buses coming more often and more routes
O-1817	Transit	Skyway only supports road travel - need new canal crossings that support all modes, particularly public transit and Go rail. Skyway limits airport's effectiveness as well.

O-1818	Transit	Need integrated public transit system for Niagara Region - location of marker central but not intended to be taken as site specific - entire region needs this
O-1819	Transit	Better public transit into and throughout the Region using EXISTING transportation arteries. Building another hwy through the region is a ridiculous idea.
O-1820	Transit	Close to Brock, but takes a long time to go to Brock by bus. Bus route needs improvement.
O-1821	Transit	canal is an impediment to GO train service to Niagara. Should forecast usage to see if same benefit could be obtained by terminating in St Catharines. Might result in a quicker extension of service into Niagara. Location of Niagara terminal not conducive
O-1822	Transit	Is a direct route to YYZ airport feasible?
O-1823	Transit	more frequent bus routes throughout city would make bus travel more appealing. Every half hour is not convenient
O-1824	Transit	There should be regular bus service from train station making more frequent stops along River Road/Niagara Parkway to the Falls. The Wego bus doesn't take residents on the side streets leading off River Road into account in both directions.
O-1825	Transit	not enough buses
O-1826	Transit	we need go train service year round and daily
O-1827	Transit	Transit has improved a bit since I moved here and I really like the new app that gives bus departure/arrival times in "real time," but I think there is much more that can be done here, in particular with the promise of GO trains.
O-1828	Transit	It should be much easier to get around the Niagara region without a car. In addition to the day-to-day needs of residents, this would also be really beneficial for tourism.
O-1829	Transit	If there was a go train there would be more opportunity for the people in smallish towns to get into bigger cities allowing for more work opportunities and less congestion on the highway
O-1830	Transit	Transit from West Lincoln to Grimsby, Beamsville
O-1831	Transit	Direct Bus from Brock-Pen Center-Shopping Outlet Niagara on the Lake
O-1832	Transit	Great business Opportunities if you can get the Brock students to this area
O-1833	Transit	Transportation hub in centrally located part of Niagara
O-1834	Transit	No Sunday service within Welland
O-1835	Transit	u should have a bus to brock that drives by lundys lane because it is a busy intersection and without it students like myself are forced to buy a vehicle to get to and from school due to the lack of public transportation near my home
O-1836	Transit	Takes forever for buses to be able to turn put of pen during peak hours
O-1837	Transit	Buses are always late, consider having them set to arrive at xx:50 or xx:20 instead of five to the hr/ half hr. Allows students to gwt to class,

		classes end on the 50 so they will still be able to catch the buses if they arrive/ leave 5 mins earlier
O-1838	Transit	Limited connections from feeder communities into a amalgamated system that provides real access.
O-1839	Transit	GO service must be year round but to get it, we must address our fledgling intermunicipal transit network.
O-1840	Transit	Potential for a more direct bus route from Brock area to the downtown, without going through the various suburbs.
O-1841	Transit	to get anywhere (besides school) i need to take two buses.... thats not ok when there need to at least be a bus to the mall to get essential items
O-1842	Transit	Light rapid transit through out Niagara to connect with the GO system
O-1843	Transit	Maybe add a street car system like the TTC to and from niagara falls,
O-1844	Transit	non existent public transportation
O-1845	Transit	need bus going to heartland forest
O-1846	Transit	need bus going to club italia -- nighttime mostly since events are finishing late
O-1847	Transit	Not enough transit to and from downtown in Thorold.
O-1848	Transit	102 Bus more frequent bus times in evening.
O-1849	Transit	More transit options from Port Colborne
O-1850	Transit	More transit from City of Port Colborne to the Seaway Mall in Welland
O-1851	Transit	Buses, esp. evening ones, are inconsistent and take a long time
O-1852	Transit	The roundabout is dangerous
O-1853	Transit	Not enough of it, especially between municipalities
O-1854	Transit	no bus service from Grimsby to anywhere but Toronto
O-1855	Transit	Not enough reliable and efficient inter community transportation in the region
O-1856	Transit	More students would commute to Brock and NC if they had Go Train access to the region, bringing in essential money and helping grow Niagara's economies.
O-1857	Transit	Summer and evening bus service to Brock needs to be increased, given that courses are offered during these times. Both Brock and local transit would benefit from increased enrollment and subsequent funding.
O-1858	Transit	Very little n in the way of public transport.
O-1859	Transit	There's no public transit that goes to the new outlet. So for individuals working at the outlet, it's harder to get here. If there is transit here, it needs to be faster.
O-1860	Transit	There needs to be public transit from St. Catharines to Nlagara on the Lake for individuals who work here during the busy summer days and nights.
O-1861	Transit	Separate city and regional pass, cannot afford both
O-1862	Transit	No real bus set up

Online Consultation Results – Appendix C: Comments received on Opportunities through MetroQuest and Accessible Online Survey

O-1863	Transit	Regional buses are very long between cities and end too early. Last bus leaves at 8pm.
O-1864	Transit	Regional bus ends too early.
O-1865	Transit	Port Colborne Link Bus should have a bus that picks up passengers from Welland after 10pm
O-1866	Transit	Transit takes one hour to travel a small town. Transit only goes until 7pm. None of these things is convenient for jobs, shopping or doctors.
O-1867	Transit	Bus stop
O-1868	Transit	Bus stop.
O-1869	Transit	Bus stop
O-1870	Transit	Bus stop
O-1871	Transit	Bus stop
O-1872	Transit	Bus stop
O-1873	Transit	TRAIN
O-1874	Transit	Bus stop
O-1875	Transit	Bus stop
O-1876	Transit	Bus stop
O-1877	Transit	Bus stop
O-1878	Transit	Bus stop
O-1879	Transit	Bus stop
O-1880	Transit	Bus
O-1881	Transit	Transit to and from Niagara College is a major problem for the 10,000 students living all across Niagara Region. Opportunity to establish all higher educational institution campuses as hubs within the Region for transit because of the extremely high rider
O-1882	Transit	Transit to and from Niagara College is a major problem for the 10,000 students living all across Niagara Region. Opportunity to establish all higher educational institution campuses as hubs within the Region for transit because of the extremely high rider
O-1883	Transit	Niagara College faces significant challenges with transit to the Niagara Falls campus, and many students live within the Niagara Falls city limits. Opportunity to establish all higher educational institution campuses as hubs within the Region for transit
O-1884	Transit	Public Transit between Niagara Falls and St Catharines
O-1885	Transit	No Transit in this area
O-1886	Transit	Have more public transit between Welland and St Catharines
O-1887	Transit	more Niagara region sunday service
O-1888	Transit	I had an opportunity to work around here, but since there is no public transit which I can use my Niagara College student card, they did not hire me due to the inconvenience
O-1889	Transit	Insufficient bus schedules
O-1890	Transit	No direct way to go to Thorold
O-1891	Transit	Not much bus schedules too

O-1892	Transit	Need more regional bus stop
O-1893	Transit	Bus routes changing throughout the day, have to go to different stops with little notice due to no updated bus time at the stop.
O-1894	Transit	Extend GO transit throughout niagara. It would be easier to get to Toronto
O-1895	Transit	If there is a problem on the 403 Toronto bound, it is very difficult to get to niagara from Ancaster area
O-1896	Transit	Open the idea of creating a ferry to Toronto. Create a framework, soft bidding process and feasibility study.
O-1897	Transit	Include transportation to GO train to Greater Toronto Area and also to downtown Niagara Falls.
O-1898	Transit	There is no public transit to the local malls and grocery stores.
O-1899	Transit	There is none. Kids, seniors and others without a vehicle are prisoners in the are between Hamilton and St. Catharines.
O-1900	Transit	Increased transportation to the GTA
O-1901	Transit	BETTER BUS ROUTES AND TIMES. THE CURRENT SYSTEMS SYSTEM SUCKS
O-1902	Transit	The GO station is small and outdated and is not in a good location for extended service. Dailey GO service is essential to economic growth and a new station location should be considered.
O-1903	Transit	More transit options from this location to Port Colborne and/or the Seaway Mall
O-1904	Transit	No public bus service to Stevensville/Black Creek Communities
O-1905	Transit	More transit options to connect Fort Erie to other areas (Welland, The Falls, etc)
O-1906	Transit	The density on buses to Niagara College is so incredibly bad I would argue that it's a serious health and safety concern. AT LEAST 2 extra bus times need to be added between 7:00 and 9:00am.
O-1907	Transit	Offering a regional bus to here could open up more options for Niagara residents working there AND to tourists that visit Niagara-on-the-lake in the summer which would lessen traffic on the QEW
O-1908	Transit	By providing folks in Thorold South more options for transit it would make things easier for folks who are without cars to get to work within the region
O-1909	Transit	There are currentl not enough buses that head to St Catharines in the summer. As many students take summer having a stop for the bus at the school would make sense
O-1910	Transit	Having transit in Grimsby would allow for more opportunities for business owners who would have more potential customers and folks with out cars wanting to work in the city
O-1911	Transit	Have a bus from brock to niagara on the lake college
O-1912	Transit	No transit connection to Wainfleet
O-1913	Transit	Poor connections to regional transit network, duplication
O-1914	Transit	It takes more than an hour to get from one side of city to the other

O-1915	Transit	Transit within Fort Erie is not at a level where it can serve as a serious alternative. The bus system is both too infrequent - and takes too long to get anywhere to truly serve as an attractive alternative to driving.
O-1916	Transit	The original "neighbourhood plan" for the Bridgeburg area of Fort Erie included a potential "Go Station" here. A rail connection from Buffalo through this area would create tremendous opportunity.
O-1917	Transit	While public transportation has improved to get people from one area of the region to another smaller communities such as Fonthill continue to not have access. Since we now have many services such as health care regionally this poses a problem for people
O-1918	Transit	Have a bus that runs from the GO stop straight to Brock University for students, in order to save time. It takes an hour to get from the GO bus stop to Brock, because you have to have a lay over downtown, and usually you have to wait at least 15 minutes f
O-1919	Transit	Buses don't run early on weekends, so if students have 8am midterms they either have to catch a ride with friends or pay for a cab, which is ridiculous
O-1920	Transit	Buses don't run late, employees at the mall usually work until 10 or 10:30 pm, and there are almost no buses to take. So people, many of them students, have to walk home in the dark and in unsafe places, making for a dangerous walk home.
O-1921	Transit	Many students at Brock would benefit from a bus down this path
O-1922	Transit	Seniors in small communities need transit. Aging population and not enough retirement homes/LTCs. More seniors are going to be living at home. They need help
O-1923	Transit	Go train service
O-1924	Transit	Go train service!
O-1925	Transit	Needs transit stop for residents i9n the new subdivision
O-1926	Transit	Difficult to get from Brock Univeristy to region past downtown and other Niagara cities
O-1927	Transit	Needs to be a bus that goes to downtown St.Catharines from Thorold.
O-1928	Transit	Hubs should be university, colleges and hospitals
O-1929	Walking Cycling	no bike lane
O-1930	Walking Cycling	a safe cycling route between Welland and St Catharines would get people out of their cars
O-1931	Walking Cycling	Many Brock students live in these Thorold neighbourhoods to the East of campus, but despite the close location the walk to campus is very dangerous. Installing some kind of walkway, or even signage or lighting, could improve students' commutes.
O-1932	Walking Cycling	It would be great if the pathway could be widened making it easier for walkers and their pets to share with cyclists
O-1933	Walking Cycling	Paths along the shores...all the way!
O-1934	Walking Cycling	I moved to Niagara a year ago and have had problems find walking trails and maps of locations and trails including the Welland Canal Trail.

		Even trying to use the computer to find the trails and parking, access points was very limited, checking in with t
O-1935	Walking Cycling	Dangerous riding bikes on roads with cars...not enough bike lanes and the ones present are too narrow.
O-1936	Walking Cycling	Create a downtown that has pedestrian and non motorized vehicle only
O-1937	Walking Cycling	It is not currently safe to cycle along Glendale between Taylor Road and the canal. I like to cycle along the canal, but there isn't a safe way of getting there.
O-1938	Walking Cycling	No safe infrastructure in place for cyclists and pedestrians
O-1939	Walking Cycling	busy in the summer. change the lights so that pedestrians cross all at once and then cars have there turn. trying to go right onto the 420 in summer is tough as the GO stop is always dropping people.
O-1940	Walking Cycling	need bike/running lanes
O-1941	Walking Cycling	I would love to see better walking/cycling options for Brock students living in the Confederation area, with the possibility of a pedestrian bridge over the 406 from Winterberry Blvd. to the Lofts. Even barring that, improving Decew road for cyclists woul
O-1942	Walking Cycling	South service road is rough for biking, do I must use the north service road
O-1943	Walking Cycling	There is no bike lane in this area, parallel to the highway
O-1944	Walking Cycling	Lakeshore Road from St.Catharines to NOTL is no longer safe for cycling during the summer because of increased traffic. Cycling lanes are needed.
O-1945	Walking Cycling	more bike paths and walking/hiking parks
O-1946	Walking Cycling	Make main high street of queen street in NOTL pedestrian only
O-1947	Walking Cycling	Make Queen street NF pedestrian only
O-1948	Walking Cycling	Make St Paul St in St Catharines, pedestrian only
O-1949	Walking Cycling	Beautiful waterfronts with little or no public access...lacking cycling/walking opportunities
O-1950	Walking Cycling	Create a cycling/walking path along York Rd. so that everyone can be safe and enjoy the beautiful scenery!
O-1951	Walking Cycling	Create a walkway and marked cycling area all along Decew Rd. and 1st Ave.
O-1952	Walking Cycling	There is beautiful cycling/walking trail most of the way from Fort Erie to Niagara-on-the-Lake. But there is a dangerous section through Niagara Falls where bikes have to share the road with heavy traffic.
O-1953	Walking Cycling	Make all future Regional Road reconstruction allow for all forms of transportation to be equal and safe.
O-1954	Walking Cycling	Add more cycling paths throughout the city, including more rural/scenic routes where drivers tend to speed more and there is reduced visibility for cyclists
O-1955	Walking Cycling	Not safe for biking
O-1956	Walking Cycling	There is no cycling track and condition of roads are very bad especially Queenston Road the wrose road of any kind of travel

O-1957	Walking Cycling	Walking and cycling in general are not well attended to.
O-1958	Walking Cycling	Dangerous roads for cycling. There is an opportunity for bike tours between wineries if roads were improved with cycling paths or lanes
O-1959	Walking Cycling	More pathways or lane ways in housing develop areas
O-1960	Walking Cycling	Need enhanced safe cycling, walking and hiking opportunities for all abilities/ages.
O-1961	Walking Cycling	Niagara has the opportunity to make the waterfront great. Like Burlington . Instead of ripping down heritage buildings to leave a mess, and build a 17 story building, create a user friendly space. With waterfront walkways, restaurants, stores, and condos
O-1962	Walking Cycling	dangerous cycling
O-1963	Walking Cycling	Cycling dangerous
O-1964	Walking Cycling	Should have cycling lanes, for the full length of the street.
O-1965	Walking Cycling	Cycling lanes
O-1966	Walking Cycling	Cycling lanes especially around the Pen Centre
O-1967	Walking Cycling	Cycling lanes popular with cyclist
O-1968	Walking Cycling	popular for cyclist
O-1969	Walking Cycling	more encouragement of foot/cycle traffic to downtown
O-1970	Walking Cycling	Poorly-coordinated lift-bridges; excessive waits for active transportation modes; opening when no canal traffic
O-1971	Walking Cycling	Almost no room for vehicles, never mind bikes. Very dangerous for walking because bikes are forced onto the sidewalks
O-1972	Walking Cycling	poor sidewalks (old need repair), poor snow removal, very few bike lanes on busy streets
O-1973	Walking Cycling	the Niagara Region in general is not user friendly to pedestrians at all!!!
O-1974	Walking Cycling	Sidewalk connection needed on north side of Woodlawn between Northwood Drive and Rice Road. many children crossing Woodlawn to access sidewalk on south side.... Not safe!
O-1975	Walking Cycling	Busy pedestrian traffic to park, should have sidewalks
O-1976	Walking Cycling	there are no side walks, cars speed down this street, very unsafe road to walk ont. New development happening, lots of people walking on the road to get to trails, etc. Bush, transport trucks, etc. do at least 80km down this road.
O-1977	Walking Cycling	As roads are being re-paved and improved they need to make wider shoulders for cycling and walking
O-1978	Walking Cycling	Bike trail ends forcing ride on the road with vehicles moving at high speed. Opportunity to improve the Niagara Circle bike route and connect trails
O-1979	Walking Cycling	a walking and bike path along the river in this area
O-1980	Walking Cycling	More bike lanes
O-1981	Walking Cycling	Need to improve travel by bike through Niagara Falls - especially highly populated areas.
O-1982	Walking Cycling	stop sign needed, students from Brock residences cross over

O-1983	Walking Cycling	Too few sidewalks
O-1984	Walking Cycling	Too few sidewalks
O-1985	Walking Cycling	No bike lane on a fast traffic bridge. Sidewalk only on one side makes traversing inconvenient.
O-1986	Walking Cycling	Consider making St. Paul St a pedestrian only zone. There's no parking anyway really. Better opportunities for businesses around the PAC
O-1987	Walking Cycling	Build some kind of pedestrian bridge to connect the trails
O-1988	Walking Cycling	Add bike paths along major routes.
O-1989	Walking Cycling	A walking/cycling crossing parallel with the QEW would better connect the west half of St. Catharines with the east half north of the highway.
O-1990	Walking Cycling	Widen Lakeshore right to NOTL and beyond for the safety of cyclists. The road is very busy and dangerous in the summer.
O-1991	Walking Cycling	Winters are mild here but walkways not cleared like friendship trail
O-1992	Walking Cycling	Hwy 3 or main street is busy. There are no side walks on my side of the hwy and no crossing nearby. It makes it difficult to access the vale Centre with children. Riding bikes is scary too. The road is too narrow.
O-1993	Walking Cycling	More pedestrian accesible areas should be availabe near the falls without outragious parking fees to reach them.
O-1994	Walking Cycling	Paths from this subdivision are secluded and should be more open/safe. I feel unsafe walking alone from this area into the second woods subdivisions.
O-1995	Walking Cycling	Connecting the various trails here that go along the creek, and up to brock and the lake, add signs and transistions between the trails
O-1996	Walking Cycling	Taking the trail along the canal you have to pass over and back across the canal multiple times through the city, making it more direct would be helpful
O-1997	Walking Cycling	Terrifying biking up ontario street. It is one of the most direct N/S roads in the area and it is not very bike friendly north of welland ave, with busy traffic, rough roads and trucks.
O-1998	Walking Cycling	Niagara falls is terrible for walking everywhere except some tourist areas. Would like a walkable community, especially in my neighbourhood. City still primarily plans around cars. I love the walking in Kanata - why can't new developments in the falls
O-1999	Walking Cycling	Man drivers on McLeod don't give cyclists a lot of room when there's no bike path. On this road when cycling you're often forced pretty close to the side of the road due traffic volume and lack of bike path. The sides of the road seem to have the most dam
O-2000	Walking Cycling	Another main road way through the city without any sort of bike lane. It would be great on thorold st road all the way to the edge of the canal. As the bike lane goes west past kalar it could become a path just off the side of the road keeping cyclists aw
O-2001	Walking Cycling	This section is pretty bad for cycling too. The road is in good shape but there's no lane for bikes. Cars often speed down this road and when on a bike it can be pretty nerve raking with no lane of your own on a bike. I think a bike path or walking trail

O-2002	Walking Cycling	No safe way from the north end to down town by bicycle!
O-2003	Walking Cycling	Bike lanes needed along McLeod; from Thundering Waters to St. Michael's school at least...promote walking/cycling to students
O-2004	Walking Cycling	No sidewalk
O-2005	Walking Cycling	Drummond hill is dangerous for cyclists
O-2006	Walking Cycling	There are no sidewalks that lead to the Thorold area, which could lead to potential pedestrian accidents.
O-2007	Walking Cycling	Cycling through rural areas is growing, but the roads are narrow and it is dangerous in a lot of the popular cycling paths for bikes and cars to share the road.
O-2008	Walking Cycling	No sidewalks. In winter road is icy and difficult to walk on
O-2009	Walking Cycling	Poor sidewalks and very poor snow removal in the winter
O-2010	Walking Cycling	Beautify this vintage area for cycling to downtown, with the new expansion of the bergoying overpass a main straight to new Go train terminal for cyclist walkers and drivers
O-2011	Walking Cycling	adding Bike lanes for travelers.
O-2012	Walking Cycling	Not good shoulders on many roads for riding or walking. I take my life in my hands when I walk in the country as there is nowhere to go when a car comes.
O-2013	Walking Cycling	Biking here is nearly impossible due to a high volume of drivers unwilling to share the road
O-2014	Walking Cycling	Safer routes for walking and cycling improve health for those who use these modes of transportation.
O-2015	Walking Cycling	Too narrow for safe cycling.
O-2016	Walking Cycling	Improve cycling infrastructure in and between these two cities
O-2017	Walking Cycling	There are not a lot of sidewalks. Not only is there a city bus route here, but this neighbourhood is full of children being in close proximity to 2 schools.
O-2018	Walking Cycling	The greater Niagara circle goes to road through this part of Fort Erie. LOVE running the trail. I've run 4/5 of it so far I believe.
O-2019	Walking Cycling	Not very pedestrian friendly area!!
O-2020	Walking Cycling	Could have been a beautiful jogging/cycling path.
O-2021	Walking Cycling	Missed opportunity by city council to extend the millennium trail. (opportunity is spelled incorrectly in the drop down menu)
O-2022	Walking Cycling	It'd be nice if there was a scenic waterfront trail here. Instead, city council will probably do something foolish like sell this pristine waterfront green space to chinese investors without telling anyone.
O-2023	Walking Cycling	Paths/sidewalks for safety of people who walk or ride bikes down hwy 20
O-2024	Walking Cycling	more bike paths
O-2025	Walking Cycling	Bike lanes insufficient/cyclists inconsiderate to motor traffic or the roads are just too narrow
O-2026	Walking Cycling	One of the worst areas for cycles riding a few across.
O-2027	Walking Cycling	Can't be done. No bike paths poor sidewalks.

O-2028	Walking Cycling	Tough to walk and bike.
O-2029	Walking Cycling	Not bikeable or walkable.
O-2030	Walking Cycling	Feels dangerous close to high speed traffic when trying to use the bike path
O-2031	Walking Cycling	Cycle Path could be better marked
O-2032	Walking Cycling	There are very few actual bike lanes - even on the main roads.
O-2033	Walking Cycling	The sidewalk is leaning in to the riverine, very slippery in the winter, no bikes allowed on sidewalk and its dangerous to ride on the road.
O-2034	Walking Cycling	This path isn't well lit and can be scary for people who commute on foot to Secord Woods from the Pen Centre. This is a considerably shorter path than taking Hartzel Road but isn't safe.
O-2035	Walking Cycling	This is a very dangerous intersection for pedestrians as people coming off/on the ramp are pretty terrible at not following closely through the intersection after the end of the advance green nearly hitting people rightfully crossing while the walk sign i
O-2036	Walking Cycling	Proper cycling lanes.
O-2037	Walking Cycling	sidewalk on one side of this road please
O-2038	Walking Cycling	Hwy 20 is not safe to walk or cycle - the downhill portion between Haist and Pelham has no room for cyclists
O-2039	Walking Cycling	The new (!!) 2 lane section between Fonhill and the 406 has no sidewalk or cycling path. Yet there are cyclists and walkers on this section regularly forced to move with car traffic
O-2040	Walking Cycling	Cyclists are reported getting hit on this road regularly. There is no real other way to go North/South here. Bike path?
O-2041	Walking Cycling	It seems crazy not to be able to safely ride a bike to the YMCA. It is scary on any of the major roads and especially where they intersect with the QEW.
O-2042	Walking Cycling	Most large shopping malls are not friendly for either pedestrians or bikes. There should be a requirement for developers to make their malls walking and cycling friendly.
O-2043	Walking Cycling	The Pier and waterfront is such an opportunity.
O-2044	Walking Cycling	Develop more waterfront trail. Continue the expansion of the trail that is in Burlington/Hamilton.
O-2045	Walking Cycling	hiking traild
O-2046	Walking Cycling	No Sidewalks
O-2047	Walking Cycling	Cycling
O-2048	Walking Cycling	The bicycle lanes abruptly become unsafe.
O-2049	Walking Cycling	Need bike paths along so many roads in Niagara Falls and these bike paths can then be used for people using scooters because right now they drive on the sidewalks and if they have to go onto the road it is dangerous. 2 people in 2015 were hit by vehicles
O-2050	Walking Cycling	Lakeshore is a beautiful main cycling route, but it can be rough, have narrow to no shoulder or protection from vehicular traffic which is

		often high speed. Make it safer and more comfortable to cycle and more people will use it. It's frustrating to have
O-2051	Walking Cycling	North Service road is part of a designated cycle route. More separation/protection for cyclists is needed due to high speed traffic. Needed along entire length of service road and designated water front cycle route.
O-2052	Walking Cycling	Part of a designated cycle route. Shoulders are too narrow, traffic is high speed, pavement is rough. Needs improvement to be friendly to cyclists.
O-2053	Walking Cycling	The designated water front cycling route is extremely difficult to find and navigate through St. Catharines even for locals who are more familiar with the area. Would be used more if the route was clearer and had more flow.
O-2054	Walking Cycling	On canal crossings, a pathway on the road portion of the bridge is preferable to having to dismount to cross on the pedestrian walkway. Grating that doesn't catch a thin tire would feel safer. Allowing cyclists to continue to use the roadway would provide
O-2055	Walking Cycling	On canal crossings, a pathway on the road portion of the bridge is preferable to having to dismount to cross on the pedestrian walkway. Grating that doesn't catch a thin tire would feel safer. Allowing cyclists to continue to use the roadway would provide
O-2056	Walking Cycling	On canal crossings, a pathway on the road portion of the bridge is preferable to having to dismount to cross on the pedestrian walkway. Grating that doesn't catch a thin tire would feel safer. Allowing cyclists to continue to use the roadway would provide
O-2057	Walking Cycling	The improvements here are amazing however a serious problem that remains is cars passing cyclists on blind corner (over the centre line bump strip). They don't realize that oncoming traffic = crash and/or veering into cyclist or pedestrian they are trying
O-2058	Walking Cycling	Bike lanes required. This is major route. High speed traffic and no shoulder are a bad mix.
O-2059	Walking Cycling	Bike lanes required. Major route, high speed traffic, no shoulder.
O-2060	Walking Cycling	Entire canal parkway from Port to Port is a beautiful major cycling route. Often car drivers are hostile to cyclists because drivers feel entitlement to road (telling cyclists to use the path). It is unsafe for cyclists who typically travel 20 km/hr+ to u
O-2061	Walking Cycling	Major cycle route between St. Catharines/Niagara Falls. No shoulder, high speed traffic. Shoulder or bike lane needed.
O-2062	Walking Cycling	Shoulder or bike lane needed along entire Thorold Stone Road.
O-2063	Walking Cycling	Shoulder or bike lane needed along entire Portage/Drummond/Main Street roads.
O-2064	Walking Cycling	Intensely used intersection at Main and Ferry by cars, pedestrians and cyclists. Bike lanes required and every accommodation for all users to safely function. This spot with improvements could be used as an example for best practice. So many businesses an

O-2065	Walking Cycling	Bike lanes required on the entire length of Lundy's Lane. High traffic, no shoulder currently.
O-2066	Walking Cycling	Bike lanes required. Currently high traffic, no shoulder.
O-2067	Walking Cycling	Victoria Avenue is used by many bike riders but there is no bike lane or shoulder and traffic is high speed. Bike lane required.
O-2068	Walking Cycling	Better integration of bikes on roadway is required. The multiuse path is not viable for cycle traffic over 15 km/hr. Cycle tourists often travel at faster rates that are unsafe for multiuse trails. Niagara Parkway often has no shoulder and car users do no
O-2069	Walking Cycling	Bike lanes needed along full length of Beaverdams road.
O-2070	Walking Cycling	Crosswalk or some solution required to cross street here. By bike you are forced to dodge highspeed traffic or ride illegally on sidewalk or wrong way on road to get to intersection of Montrose/Lundy's Lane to cross in order to proceed into town.
O-2071	Walking Cycling	Bike lanes required. High speed traffic, no shoulder.
O-2072	Walking Cycling	Protected bike lanes required on Montrose bridge crossing QEW
O-2073	Walking Cycling	Bike lanes required on full length of Montrose regardless of whether there is an adjacent pathway.
O-2074	Walking Cycling	Close Clifton Hill to vehicular traffic from Ellen Avenue to Niagara Parkway to increase safety, pedestrian and cyclist use and benefit businesses. Create a multilevel parking lot on a neighbouring block if needed. There is so much wasted, poorly used lan
O-2075	Walking Cycling	General comment: make all major connecting routes between municipalities usable by all groups! How can you commute by anything other than car if it is unsafe? How do you teach your kids to ride if there are no safe roads for them?
O-2076	Walking Cycling	Pelham Road coming down escarpment from Rockway is high speed, rough and has no shoulder, no sightlines, cars pass unsafely. Improve road surface, add bike lanes, sign for no passing (of any user).
O-2077	Walking Cycling	Rough surface road with no shoulder in areas. Bike lanes needed and signage for no passing where no visibility due to corners and hill crests along entire Effingham but especially big hills.
O-2078	Walking Cycling	more bike paths needed. Longer traffic lights
O-2079	Walking Cycling	St. David's Rd is a major commute for students living in Thorold to Brock. Many ride a bike, but there are no bike lanes
O-2080	Walking Cycling	No bike lanes
O-2081	Walking Cycling	cycling lanes not utilized. parking lost and lanes reduced. (people don't know how to use left turn lanes)
O-2082	Walking Cycling	A bike pump station....and dog bag drop off.
O-2083	Walking Cycling	Start/mile marker for canal trail.... Bike pump station...
O-2084	Walking Cycling	this road is incredibly unsafe for walking from the college until the bridge
O-2085	Walking Cycling	The apps help but the bridge can cause major delays for cyclists who cannot take long detours, like cars can
O-2086	Walking Cycling	No bike lanes here. They abruptly stop.

O-2087	Walking Cycling	The Wine Route provides a unique opportunity to build cycling infrastructure. All country roads should be marked with bike lanes.
O-2088	Walking Cycling	Unable to bike from Thorold to Niagara Falls Safely
O-2089	Walking Cycling	Could advertise more of the walking and cycling trails to Brock students. We are currently not aware of that.
O-2090	Walking Cycling	There are no bike lanes down Lundy's Lane!!!
O-2091	Walking Cycling	NEED BIKE LANES!
O-2092	Walking Cycling	NEED BIKE LANES!
O-2093	Walking Cycling	unsafe road conditions for cycling; too narrow/crowded and poorly maintained. yet I've been stopped by NRP for opting to use the sidewalk in pouring rain conditions because I "should use the road as a vehicle"
O-2094	Walking Cycling	cars treat the right turn stop sign and crosswalk as though it says pedestrians must yield to traffic. drivers should be ticketed for rolling through this stop
O-2095	Walking Cycling	Unsafe pedestrian area at night. I've witnessed several near misses where pedestrians have been brushed by cars. Need to improve lighting.
O-2096	Walking Cycling	The overpasses are not pedestrian friendly at all.
O-2097	Walking Cycling	Some sort of walking/cycling bridge that isn't quite as high in altitude as the Peace Bridge would be nice to see.
O-2098	Walking Cycling	There are difficult to reach buttons for crossing the road. The cross function should be automatic with a green light as in many other communities. Also, the sidewalks are not very good or non-existent when one is confined to a wheelchair
O-2099	Walking Cycling	There is a curb here which blocks the sidewalk quite effectively when one is traveling by wheelchair. This is deplorable, and causes great stress to the body and mobility device when one tries to 'hop' the curb to carry on on the very sidewalk that is in u
O-2100	Walking Cycling	Please promote the walking trails more
O-2101	Walking Cycling	Could benefit from some cycling trails
O-2102	Walking Cycling	Add cycling lanes
O-2103	Walking Cycling	Too much emphasis on developing cycling lanes etc at infrastructure cost when we have no adequate control of cars. Bicycles are recreational - mostly not for seniors / disabled. Current encouragement of Eco-scooters / bicycles has increased safety issue
O-2104	Walking Cycling	The "walkway" between Thorold and Fitch on the west side of PCD is a muddy ditch for much of the year. It needs to be properly paved.
O-2105	Walking Cycling	There is no way to walk or cycle on S. Pelham Road and not be in danger with traffic. There are no sidewalks and only the most minimal shoulder.
O-2106	Walking Cycling	Unsafe for cyclists
O-2107	Walking Cycling	Unsafe for cyclists
O-2108	Walking Cycling	Unsafe for cyclists

O-2109	Walking Cycling	Not safe for cyclists
O-2110	Walking Cycling	Need a safe lane for cyclists/walkers on escarpment routes
O-2111	Walking Cycling	no room for cars to pass cyclists
O-2112	Walking Cycling	when making bike lanes, rather than squeeze them onto busy road ways, rather put the bike lanes on a parralle road which is not as busy yet still, so you're suppling a bike route in the popular routes yet in a safer manor being one street over
O-2113	Walking Cycling	Continuous Biking/walking trail from Pt. Weller east to NOTL without using the dangerous (for bikers and walkers) Lakeshore Rd.
O-2114	Walking Cycling	connecting the waterfront trail to other trials in Niagara... Paving some of the unpaved trail and marking of trail ...
O-2115	Walking Cycling	Bike lanes in St Catharines are fractured at best
O-2116	Walking Cycling	create bike lanes to promote people in the area to reduce emissions and walk/bike to grocery stores etc.
O-2117	Walking Cycling	Make safer routes throughout region
O-2118	Walking Cycling	Need bike lanes and sidewalk to access to new YMCA we paid for in Grimsby
O-2119	Walking Cycling	Improve along Thorold Stone/Taylor
O-2120	Walking Cycling	Chataqua is such an interesting neighbourhood! It would be great to squeeze in walkways or paths.
O-2121	Walking Cycling	Get bike racks already.
O-2122	Walking Cycling	Needs sidewalks!! Very busy street with new development and walkers are unsafe walking on the curvy road.
O-2123	Walking Cycling	Extend walking trails along canal across the city sooner rather than later.
O-2124	Walking Cycling	People speed down this street. Needs speed humps because 80km/hr in a residential area is too fast when kids are playing.
O-2125	Walking Cycling	Needs be safer for both
O-2126	Walking Cycling	All of Lakeshore road needs be safer for cyclists as it connects to Greater Niagara Circle Route and is the only way for cycle tourist from Toronto to get through St. Catharines, Port Dalhousie, and on to NOTL
O-2127	Walking Cycling	upgrade and trail between Pelham and Thorold
O-2128	Walking Cycling	no sidewalks or bike lanes leading into Fonthill, Fenwick...
O-2129	Walking Cycling	Other than a bus transportation needed a trail or a connection for walking or cycling connecting to other major cities would be beneficial
O-2130	Walking Cycling	There is currently no bike access between nagara falls st. Kits and welland. Traveling the country roads are too dangerous since there is never a shoulder like on thorold town line road between thorold and Niagara Falls.
O-2131	Walking Cycling	St. Catharines is not a safe city for cyclists. It is clear that cyclists have barely been considered to this point. Reducing carbon emissions should also be a priority for any responsible city at this time when climate change is an alarming reality. Prom
O-2132	Walking Cycling	I walk home from work on this route regularly. Cars zoom up Geneva and turn right. They do not slow down very much or look carefully as

		they approach the green light, but turn right without looking. All four of my family members have almost been hit here
O-2133	Walking Cycling	This is a main pedestrian and cyclist thoroughfare. It could be made much safer with bike lanes and signage etc.
O-2134	Walking Cycling	Really hoping there will be bike lanes on the new bridge!
O-2135	Walking Cycling	These trails are great but could be improved so it is easier to bicycle from downtown to Port Dalousie. So many people use them! How about paved cycling trails?
O-2136	Walking Cycling	Connect bike trails throughout the city and to Those great trails along the Niagara River. This would be great for tourism and locals.
O-2137	Walking Cycling	Welland Road in poor condition for cyclists
O-2138	Walking Cycling	Improve walking trail by paving and widening
O-2139	Walking Cycling	make more walking trails
O-2140	Walking Cycling	Extend the bike trail and pave it all the way to Lowbanks.
O-2141	Walking Cycling	Better signs for directions for bikers.
O-2142	Walking Cycling	Need wider or designated bike lanes and more of them through out st catharines
O-2143	Walking Cycling	Capitalize on active transportation as a viable mode of transport with complete routes
O-2144	Walking Cycling	The library at the Mcbain centre is up near the highway and hard to walk to because of the location . In the winter the sideways are never plowed and forcing people to walk on McLeod Rd. Or not use the library . Also there should be a tunnel or walking ty
O-2145	Walking Cycling	There is not enough places for pedestrians to cross safely all along Ontario street. As well as when it rains car splash water from holes in the ground and I have been personally soaked by this.
O-2146	Walking Cycling	Promote and develop cycling in small towns. More bike racks and cycling friendly amenities to encourage cycling
O-2147	Walking Cycling	Continue development of walking and cycling trails throughout city
O-2148	Walking Cycling	Connecting Merrit trial more effectively with the downtown which brings Centennial Park access
O-2149	Walking Cycling	No bike lane ...busy/ dangerous. No alternative with bikes...community cut off Dangerous grit in tunnel leads to many children being injured on bikes Ridiculous situation
O-2150	Walking Cycling	Walking on Niagara Falls road you have to cross a NEW small bridge. There is a sidewalk on this narrow bridge so you don't have to compete with cars....the sidewalk end that joins the crosswalk has a guardrail wrapped around it....it is also overgrown wit
O-2151	Walking Cycling	Build walking/bike lane
O-2152	Walking Cycling	Improve/create safe cycling network throughout Niagara. Public education
O-2153	Walking Cycling	Reg 81 very dangerous through Jordan Hollow for cyclists
O-2154	Walking Cycling	The development patterns of 4th Ave have resulted in an area that is too car-oriented and not pedestrian friendly. It is a major hub of

		commercial activity in the Region and is only oriented to cars. What can we do to make this area more pedestrian-friendly
O-2155	Walking Cycling	Crossing of Canal. Prior to 9/11, pedestrians & cyclists could cross along the top of closed lock doors. Perhaps utilization of the ice/safety lock doors where former jackknife bridge (Thorold Stone Road) and a secure corridor leading eastward can be co
O-2156	Walking Cycling	Cyclists face many problems crossing the QEW in NF. Work with MTO to downgrade access to HWY 420 from Montrose to Dorchester providing a safer crossing of the highway to using Lundys Lane along the paved shoulders. This could be worked in conjunction w
O-2157	Walking Cycling	Beaverdams Rd, though a NF responsibility, has speed limits that oscillate between 4way stops. Reduce speed limits to 60 kph in rural area throughout. This will enhance safety for golfers crossing and cyclists as well.
O-2158	Walking Cycling	The Regions Waterfront Initiative needs more of the local Municipalities to actively sign on. Greater emphases needs to be put on establishing more local destinations for the people who already live here. Build it, then more tourists will come. We have mo
O-2159	Walking Cycling	Niagara and Main intersection with the trail. Trail needs to be put under the Main Street and Division Street Bridges. Also major problems with the east side trail at intersections. Another problem the west side trail where it crosses Lincoln. Most people
O-2160	Walking Cycling	A formal connection is needed at the north end of the Merritt Island Trail with the Canal Trail. Currently most people use the railway right-of-way to get across the old canal.
O-2161	Walking Cycling	Berlin Wall. A barrier at the Welland-Port Colborne boundary which is impossible for wheelchairs to pass, along with Street Striders. Very difficult for cyclists to navigate. Another barrier is at the west side of the bridge over the old canal in Port Col
O-2162	Walking Cycling	Various barriers on the Port Colborne section of the Friendship Trail at roads. Not needed. Should follow what Fort Erie has done.
O-2163	Walking Cycling	Paved shoulders needed on Lakeshore Road between Townline and Four Mile Creek Road.
O-2164	Walking Cycling	Connection needed between the Canal Trail and the Niagara Parkway Trail.
O-2165	Walking Cycling	Convert former TH&B line into a rail trail.
O-2166	Walking Cycling	Convert former Canada Southern line west of the CP Rail spur to Port Maitland into a rail trail.
O-2167	Walking Cycling	Many people walk and cycle along here and it isn't as safe as it should be considering there are many students and faculty and staff who have to commute along here (especially at night!!). The area should have more lighting and safer pedestrian/cycling p
O-2168	Walking Cycling	Water front is cut up and segmented. Want easier and broader public access to all waterfront
O-2169	Walking Cycling	Brock students living in Thorold can not safely walk to school
O-2170	Walking Cycling	Brock students living in Thorold can not safely walk and cycle to school.

O-2171	Walking Cycling	Cycling paths in Niagara on the lake
O-2172	Walking Cycling	Although a major route which has been suggested by Reg. Councillors for cycling, it is very dangerous.
O-2173	Walking Cycling	No lights, bike lanes, or sidewalks--we need completed streets!
O-2174	Walking Cycling	No sidewalks, too high of a speed limit, no bike lanes
O-2175	Walking Cycling	Not enough room
O-2176	Walking Cycling	Not enough room
O-2177	Walking Cycling	Not enough room
O-2178	Walking Cycling	From port to St Catharines, having solar lights, and cell phone charging stations along the way would be a great improvement.
O-2179	Walking Cycling	Lack of walking paths for pedestrians in such a growing area, I have seen people on the road around dusk and that makes me a bit uneasy as a driver.
O-2180	Walking Cycling	A safe connection utilizing Merrittville Hwy and/or Cataract Road to connect St. Catharines with communities in the south. This should encourage Brock Students and labourers to consider cycling to school or work in either direction. As well safe East /
O-2181	Walking Cycling	Niagara Street needs to be more pedestrian and cycling friendly to allow more Niagara College students, locals and users of the GNCR to access the wide variety of businesses in this area. As of now, it is extremely car-centric.
O-2182	Walking Cycling	Keep the ferry funded and operational. There needs to be a link between Port Robinson and Chippewa for locals and visitors alike to traverse the GNCR.
O-2183	Walking Cycling	Grassy Brook Road needs to be improved and signed as the route connecting Port Robinson to Chippawa.
O-2184	Walking Cycling	and opportunity. McLeod Road needs to be safer for cyclists to connect Port Robinson to Chippawa between Oakwood and Dorchester/Chippawa Pkwy or Dorchester North to Dunn Street.
O-2185	Walking Cycling	2 way traffic is needed on Main and Division Streets to allow GNCR users to safely access businesses in the downtown core. As of now many people travel the wrong direction on Main St. East to access businesses.
O-2186	Walking Cycling	Greater east / west access to the GNCR in municipalities along the canal to allow folks to use the trail as a "highway connecting south to the north.
O-2187	Walking Cycling	safety for walkers and cyclists on st. david's road, especially the overpass
O-2188	Walking Cycling	safety for cyclists on Glenridge hill just below brock university
O-2189	Walking Cycling	When roads are re-done adding cycling/walking to the side of each and every road.
O-2190	Walking Cycling	More cycling lanes through St.Catharines and leading to Niagara-on-the-Lake
O-2191	Walking Cycling	Cyclists and scooters not obeying rules of the road. Don't stop at stop signs, don't regard lights ect.

O-2192	Walking Cycling	would be good to have better cycling trails by the waterfront.
O-2193	Walking Cycling	Extend multi-use trail for walkers and cyclists. Tourists on bicycles are increasing yearly.
O-2194	Walking Cycling	Lakeshore Road is in very bad repair and is very dangerous for pedestrians and cyclists. Cycling is increasing along this route despite the lack of bike lanes or even a shoulder in most places.
O-2195	Walking Cycling	It can be dangerous to walk or cycle in the tourist areas. There should be designated bicycle lanes and traffic controlled lights (like there are at Bender St turning toward the casino)
O-2196	Walking Cycling	Improve and promote walking and cycling trail connections throughout Niagara to take advantage of the beautiful geography that exists here.
O-2197	Walking Cycling	Constriction of pedestrian sky walks over QEW connecting north and south Grimsby.
O-2198	Walking Cycling	Dangerous corner
O-2199	Walking Cycling	Light this trail all the way downtown. Solar lights. A few benches. Maybe separated for bikes and walkers. Make this a corridor downtown!
O-2200	Walking Cycling	Develop this trail! Make it a corridor. Not just a hobo hangout
O-2201	Walking Cycling	Bike path required to major elementary schools
O-2202	Walking Cycling	Unsafe area (Virgil Centre- Hwy 55) for pedestrians and cyclists.
O-2203	Walking Cycling	Lakeshore Rd Niagara-on-the-Lake is unsafe for pedestrians and cyclists
O-2204	Walking Cycling	No sidewalk or path on Macklem St
O-2205	Walking Cycling	New bridge has almost no space for walking. Old bridge allowed bikes and walking to safely travel. Winter the walkway gets all the snow. Bikes cannot be on the bridge at all. Can't be on walkway where two pedestrians can't even pass. And street is too
O-2206	Walking Cycling	Tricky sidewalk that goes off the wrong way when walking from western St Catharine's to Walmart. Preferably a more direct walkway that doesn't divert into the living areas
O-2207	Walking Cycling	Tricky sidewalk/lack of it
O-2208	Walking Cycling	Tricky sidewalk/lack of it to road 56 from Brock university
O-2209	Walking Cycling	Tricky sidewalk/lack of it to road 56 from Brock university
O-2210	Walking Cycling	There is no bike lane to go up the hill on Glenridge avenue. Since bikes cannot travel in the sidewalks, cyclists share the road with cars and trucks, which makes this pathway extremely dangerous.
O-2211	Walking Cycling	No bike lane on Westchester Crescent avenue, making the connection between downtown area and the main way to go to Brock very dangerous to cyclists.
O-2212	Walking Cycling	No bike lane in the beginning of Glenridge avenue. Sharing roads with cars is not safe.
O-2213	Walking Cycling	If there was an alternate route for bikes as they slow traffic in this area. As the curve is sharp cars cannot safely pass but want too.
O-2214	Walking Cycling	more bike lanes are needed

O-2215	Walking Cycling	there are bike lanes around brock university, but because of glenridge hill, it's hard to get from brock to downtown safely
O-2216	Walking Cycling	More designated crossing areas along this major road for high school students crossing to get food, and other peoples trying to cross the street would reduce jaywalking
O-2217	Walking Cycling	Better cycling/ walking maps
O-2218	Walking Cycling	Better connectedness
O-2219	Walking Cycling	No continuity
O-2220	Walking Cycling	The lack of sidewalks on village road is an issue especially since it's a street used by students headed to both DM and SWC as well as Brock students. It's a very wide street, sidewalks would make things safer without sacrificing space.
O-2221	Walking Cycling	Massive opportunity was missed when the new QEW bridge was built. There should have been a separate pedestrian / cycling bridge built. Going from Martindale to Ontario St without a car takes much longer than it should.
O-2222	Walking Cycling	There is not signalisation for the bike roads
O-2223	Walking Cycling	have a bike space on the streets
O-2224	Walking Cycling	space on the roads for bikes
O-2225	Walking Cycling	bike roads
O-2226	Walking Cycling	bike road
O-2227	Walking Cycling	Not enough biking lanes on roads
O-2228	Walking Cycling	Roads are built for motor vehicles, sidewalks are narrow and bicycle lanes are precarious and dangerous
O-2229	Walking Cycling	Add more lakefront trails and walking that is accessible to all.... Better start gage for existing
O-2230	Walking Cycling	Cyclists on the hill to Brock - dangerous conditions for cyclists that also interfere with vehicular traffic flow
O-2231	Walking Cycling	Cross walk should be on both sides of the intersection (crossing from Montebello across Ontario St.). The current crosswalk is on the side of the street opposite the side with the sidewalk.... It is a strange corner for pedestrians.
O-2232	Walking Cycling	wonderful place to do both but with their probs
O-2233	Walking Cycling	Dirt Biker and ATV bullies and hazards noise and smell!!!
O-2234	Walking Cycling	This is a great trail for connecting thorold and St Catherine's. Unfortunately it's not well lit. I tried biking it one night and even with a lamp I ended crashing and hurting my hand badly. This is something that could be great for the region but need
O-2235	Walking Cycling	Slipped on the ice more than once!
O-2236	Walking Cycling	cycling/walking
O-2237	Walking Cycling	need more proper bike lanes
O-2238	Walking Cycling	No bridge until Port Dalhousie
O-2239	Walking Cycling	Poorly maintained and dangerous area in winter

O-2240	Walking Cycling	Downtown core is good for pedestrian traffic, a good starting point to connect the city as a whole
O-2241	Walking Cycling	proper bike path connecting NOTL to St.Catharines along Lakeshore Road
O-2242	Walking Cycling	Cycling lane needed in Port Dalhousie
O-2243	Walking Cycling	Add bike lanes to accommodate cyclists
O-2244	Walking Cycling	Safer cycling along lakeshore.
O-2245	Walking Cycling	Too many streets in the entire region without sidewalks
O-2246	Walking Cycling	We need sidewalks a lot of people get almost hit on this road
O-2247	Walking Cycling	Pedestrians crossing without the crosswalk. Cyclists using both road and sidewalk endangering themselves and others.
O-2248	Walking Cycling	Always a terrible area to walk down, little to no side walks on the right hand side and there are lots of shops people can visit by walking.
O-2249	Walking Cycling	Not a wide enough ahouler for biking.
O-2250	Walking Cycling	Chippawa's a lovely little place and could do with some actual trails or improvements along the creek. Also unrelated but bus services, please.
O-2251	Walking Cycling	this highway divides Grimsby, none of the crossings are pedestrian friendly, they should be wider with green space
O-2252	Walking Cycling	Poor pedestrian/cyclist access to shopping centers
O-2253	Walking Cycling	The "new" LED lights provide very little light on the sidewalks
O-2254	Walking Cycling	I would LOVE to walk or bike to work, but without any sidewalks or joint walk/bike path it feels incredibly dangerous along York Rd. People drive up along the shoulder to pass vehicles because there aren't any turning lanes. Surprisingly busy between 4-5p
O-2255	Walking Cycling	Cycling along glenridge is really convenient to connect downtown with Brock and the Pen Centre but really dangerous in regards to cars and especially busses.... I've started cycling on the sidewalk which i hate doing but I've almost been hit by a bus twic
O-2256	Walking Cycling	This is the worst intersection... The traffic Signals are confusing to follow.
O-2257	Walking Cycling	I ride on the sidewalk because this bridge is a death trap. Also no sidewalk on the other side.
O-2258	Walking Cycling	Could be a great connecting corridor but currently unsafe.
O-2259	Walking Cycling	No sidewalk between Brock and St David's and Tupper
O-2260	Walking Cycling	There is no safe way to cycle to Brock University or the Region offices. There is also no safe way to walk from Thorold to this area.
O-2261	Walking Cycling	I live in PC, but work in St. Catharines. I would like to bike to work, but there isn't a route that I feel safe to travel that is not all on trails.
O-2262	Walking Cycling	Cycling is unsafe after this point heading to the falls because of foot traffic from visitors to the area in the summer. The signs for the trail need to be bigger or a cycling section of the road needs to be given. I use this trail to get to work at Table
O-2263	Walking Cycling	Bike lanes and sidewalks for runners in North Pelham

O-2264	Walking Cycling	Lundys Lane is one of the least walkable streets in the entire city. None of the regional roads are particularly walkable and a few may be over serviced.
O-2265	Walking Cycling	It would be such a wonderful addition for the Grimsby and surrounding community to have a waterfront trail!
O-2266	Walking Cycling	No lights makes it unsafe to ride home from Niagara college, and classes run late
O-2267	Walking Cycling	Bridge always are very narrow
O-2268	Walking Cycling	Roads could use work
O-2269	Walking Cycling	I think the trails need to be advertised more specifically where the enterences are to them. Also providing parking outside of the enterences would help facilitate more convenient use.
O-2270	Walking Cycling	Connecting the future Prudhommes Landing development to the Twenty Mile Creek trail that already exists from 21st Street to Ball's Falls would increase pedestrian tourism in and around the Twenty Valley.
O-2271	Walking Cycling	No sidewalks on north side of Woodlawn; no bike lanes on Woodlawn, which is a busy main street
O-2272	Walking Cycling	It is difficult to walk within this area during rush hours time, 4-7 because of the influx of vehicles making in appropriate lefts and rights. A new traffic signal should be place. All lights to be red for at least 30 second every 30minutes between the
O-2273	Walking Cycling	All
O-2274	Walking Cycling	Please create a stop sign/pedestrian crossing for pedestrians crossing the road to the Merritt Trail across Welland Vale. The curve in the road makes visibility difficult for drivers and pedestrians to see each other.
O-2275	Walking Cycling	Revitalize the Merrit Trail- clean up junk/trash/shopping carts on the trail and in the water. Create lighting and emergency/safety services such as emergency phones for greater public safety in isolated areas that are popular (and could be more so) for h
O-2276	Walking Cycling	Build on trails along Canal
O-2277	Walking Cycling	Treacherous biking for the Brock community to and from Thorold. No walkways and no snow cleared from side of St. David's Rd.
O-2278	Walking Cycling	This road needs either a wider dirt path, or a sidewalk. Many kids/families from Welland bike/walk to Herald Black Park and there have been accidents or dangers due to no sidewalks/walking path.
O-2279	Walking Cycling	Promote safe cycling in Grimsby and through Vineland etc.
O-2280	Walking Cycling	Lack of safe crossing space when there is no crossing guard
O-2281	Walking Cycling	Busy street that is hard to cross
O-2282	Walking Cycling	Dangerous intersection for biking and walking!
O-2283	Walking Cycling	I'm terrified when I have to bike this bridge. Peiple definitely need to slow down and be respectful of the bikers trying to cross the bridge safely!
O-2284	Walking Cycling	With a park on both sides of the street there should be sidewalks and speed bumps wouldn't hurt either.

O-2285	Walking Cycling	There are no sidewalks or bike lanes between Jordan and Vineland.
O-2286	Walking Cycling	Add a sidewalk here! I feel very unsafe walking here with my children
O-2287	Walking Cycling	Bike paths on maint St inconsistent
O-2288	Walking Cycling	Walking nearly impossible here because sidewalk is never cleared in the wintertime
O-2289	Walking Cycling	Aside from Hwy H2O, it's difficult for cyclists to get from one city to another without facing other road hazards and longer than necessary travelling distances. Newer paths/routes might increase cyclist traffic.
O-2290	Walking Cycling	Improve the hydro path for better and smoother biking and rollerblading
O-2291	Walking Cycling	Restrooms, true bathrooms open from dawn to dusk along the canal trails and others that will truly promote use and a great day out, daily use for travel, tourism treks.
O-2292	Walking Cycling	Bathrooms are associated to portapotties near sports parks that service the sports times and not the cyclists, walkers or tourists
O-2293	Walking Cycling	too many transports & poor town re-design have turned Beamsville into an unsafe place for cycling
O-2294	Walking Cycling	extensive transport trailer traffic combined with poor town re-design have made cycling & walking in Beamsville a dangerous & unpleasant experience.
O-2295	Walking Cycling	Areas do not have proper walking / cycling. Little or no lighting makes unsafe to travel in montrose road near mcleod
O-2296	Walking Cycling	need more bike-friendly lanes and lock-ups in downtown St. Catharines
O-2297	Walking Cycling	Create a better way to cycle from St. Catharines to Niagara Falls
O-2298	Walking Cycling	No bike lane
O-2299	Walking Cycling	Canal trail connection is difficult and unsafe
O-2300	Walking Cycling	tough to find smooth roads in niagara for road cycling
O-2301	Walking Cycling	Creating a community whereby citizens can walk and cycle to and from destinations creates a safer and healthier environment.
O-2302	Walking Cycling	no sidewalk for walking. Currently, too dangerous to drive a bike.
O-2303	Walking Cycling	Dangerous walking. Could use a sidewalk.
O-2304	Walking Cycling	Dangerous walking. Narrow roads. Could use a sideewalk.
O-2305	Walking Cycling	Dangerous walking and riding bike. Could use a bicycle lane and sidewalks.
O-2306	Walking Cycling	Dangerous walking. Could use a sidewalk.
O-2307	Walking Cycling	Walking & Cycling
O-2308	Walking Cycling	Too much traffic and not enough space for cars and bikes.
O-2309	Walking Cycling	geneva underpass has drivers nervous, since walkers/riders rarely pay attention to the sharp corner on south side of QEW
O-2310	Walking Cycling	Having to go on the road in the city multiple times due to limited passages
O-2311	Walking Cycling	There isn't enough room for a person in a wheel chair to go around someone with a stroller. Or any other combination of pedestrian item.
O-2312	Walking Cycling	But land to get Bruce Trail into public Ownership

O-2313	Walking Cycling	Downtown sidewalks are a crumbling liability and embarrassment
O-2314	Walking Cycling	People complain about this one constantly, so I can't imagine you will do something about this time. Maybe if enough kids get hit it will be as important as Ec Dev junkets.
O-2315	Walking Cycling	Fourth Avenue is frequented by speeders and cyclists. Too many hills. A bike lane off the roadway should be developed
O-2316	Walking Cycling	can't walk / bike anywhere, the highway is always in the way
O-2317	Walking Cycling	Walking across St. Davids Road overpass over the 406.
O-2318	Walking Cycling	Cycling on this tight area of Welland can be dangerous. There is a bike lane on the first part of Welland then disappears, then past the QEW there is enough space for a bike lane which should be added. Too many people in Niagara use the sidewalks to ride
O-2319	Walking Cycling	Better and safer walking paths over the highway leading to Virgil and other townships
O-2320	Walking Cycling	Provide safe bike lanes that connect the downtown core with other regions of the city. It is impossible to get to/from downtown without travelling on busy/dangerous roads. I would love safe, continuous bike paths that connect the centre of the city with
O-2321	Walking Cycling	Paved shoulders or a bike lane would let people from St. Catharines, bike out to st David's. Also part of wine route
O-2322	Walking Cycling	Improving pedestrian walkways/sidewalks would increase the number of pedestrians. Many neighbourhoods are lacking sidewalks or only have sidewalks on one side of the street.
O-2323	Walking Cycling	dedicated bike lanes not the shared lane that is currently in place
O-2324	Walking Cycling	road is in poor condition and narrow. more traffic making driving or cycling dangerous. rail crossing in poor condition
O-2325	Walking Cycling	No bike/walking path through the Main st tunnel.
O-2326	Walking Cycling	Add bike lanes to Lakeshore to complete the GNCR.
O-2327	Walking Cycling	Build a pedestrian/bike bridge across the rec. canal. This will link Merritt island to the GNCR. Will allow for a walking loop around the Rec canal.
O-2328	Walking Cycling	There should be more pathways for cycling and walking.
O-2329	Walking Cycling	Drummond road in total with surrounding side streets. Horrible for pedestrians
O-2330	Walking Cycling	Lundis.... Contested dangerous no room for cyclists. We need more crosswalks in this city. Especially big roads like Drummond
O-2331	Walking Cycling	Walking, cycling dangerous for children
O-2332	Walking Cycling	Cycling on this road is very dangerous. All the way out towards Jordan, past Home Hardware too. With all the development happening out there, it makes sense to build designated bike lanes.
O-2333	Walking Cycling	There is no side walk. People walk on the median in order to get across. Or people have to take a large detour through confederation subdivision to get to Brock.
O-2334	Walking Cycling	Opportunity exist to improve walking and cycling features and safety in this area and along this corridor

O-2335	Walking Cycling	Cyclists often ride on the road when there is a perfectly good trail. Either improve the trail or discourage them from using the roadway.
O-2336	Walking Cycling	This stretch of road is NOT bike-friendly and is very dangerous.
O-2337	Walking Cycling	Sometimes vehicles get too close on all roads
O-2338	Walking Cycling	Through and around Niagara Falls tourist areas
O-2339	Walking Cycling	I walk this intersection nearly every day to get to my office. It is a dangerous crossing. Drivers make quick turns from Geneva to Westchester without looking at who is already in the crosswalk.
O-2340	Walking Cycling	More sidewalks in the urban area of Pelham; increased bike lanes on major roads.
O-2341	Walking Cycling	Morrison or some east-west corridor should have a path for cycling separate from the road.
O-2342	Walking Cycling	More sidewalks and bike lanes required
O-2343	Walking Cycling	bruce trail, welland canal trail and back roads cycling
O-2344	Walking Cycling	connecting trails across HWy20
O-2345	Walking Cycling	Cycling and walking path
O-2346	Walking Cycling	No room for both cars and bicycles down Lakeshore Road.
O-2347	Walking Cycling	I seldom use my car in my home town, I walk and bike as much as possible.
O-2348	Walking Cycling	Walkable Streets, make James pedestrian only.
O-2349	Walking Cycling	No sidewalks for people to walk
O-2350	Walking Cycling	A sidewalk to get to thorold from brock by walking
O-2351	Walking Cycling	A sidewalk to get across here
O-2352	Walking Cycling	A sidewalk to get from thorold to brock
O-2353	Walking Cycling	Lakeshore is a major road in NOTL. Yet it's in terrible shape and there's no room for walkers or cyclists.
O-2354	Walking Cycling	room for bikes and ebikes
O-2355	Walking Cycling	Safer cycling routes for locals and tourists. We have many beautiful areas to visit, especially along lake Ontario but it does not feel safe riding a bike. Many of these areas are better appreciated by walking and biking, not having to drive a car and
O-2356	Walking Cycling	There is no sidewalk here on this busy hill. There should be a sidewalk for students walking to and from E.L Crossley secondary School to make the journey safer.
O-2357	Walking Cycling	It is hard for pedestrians to walk on this road because there are a lot of curves in the road and drivers cannot see oncoming cars, making it unsafe for both the driver and the pedestrian.
O-2358	Walking Cycling	No designated cycle way at reent
O-2359	Walking Cycling	Keep bicycles off this road. It's dangerous to car drivers. The cyclists take up the entire lane and force us to go around into oncoming traffic on a blind corner. It's dangerous for everyone involved.
O-2360	Walking Cycling	Bicycles use the road even though there is a bike path.
O-2361	Walking Cycling	Inter-city travel by paved trail in the spring/summer/fall by bicycle lanes would improve health and wellness of residents. Additionally,

		could be used, if cleared in the winter for year round use. Improves safety for residents.
O-2362	Walking Cycling	To walk (or cycle) along welland /fourth between Ontario St. and the Smart Centre plaza is very difficult and often dangerous. It is so poorly designed with pedestrians in mind. Including the area further up where the bus stops are, there is no path nev
O-2363	Walking Cycling	Cycling could be made more friendly overall.
O-2364	Walking Cycling	Main st between Christie and Ontario is unbikeable, and it is a key connector in our community .. Needs to be a priority
O-2365	Walking Cycling	Bike lanes needed in tourist areas in Niagara Falls (not just tourists use them!)
O-2366	Walking Cycling	Build sidewalks in new developments.
O-2367	Walking Cycling	Bicycle lanes
O-2368	Walking Cycling	Bicycle lanes
O-2369	Walking Cycling	1 road with a bike lane? Seriously? And a world class cycling trail running through it. A serious problem here. If you don't want cyclists on the sidewalks, provide bike lanes all over town, not just on one street.
O-2370	Walking Cycling	Very bad and dangerous bike lanes in St. Catharines
O-2371	Walking Cycling	I would love to have connected cycling/walking routes, especially along waterways i.e.. canal, rivers, creeks, lakes. Great tourism opportunity
O-2372	Walking Cycling	Could use more bike lanes around Niagara, especially around the colleges and university. St.Davids always has kids riding/walking while cars are merging on and off the highway, it's dangerous.
O-2373	Walking Cycling	We need pathways and safe access for pedestrians over railways. An enclosed pedestrian overpass for the railway would be nice. The township is separated by the railway and makes it dangerous for children to access amenities in the township due to lack of
O-2374	Walking Cycling	Walking and cycling continues to be an unsafe activity in bigger centers. Planning for future road development or adjustment should embrace non-car transportation. Financial incentives should be put into place to encourage cycling as a viable option.
O-2375	Walking Cycling	Speeding - unsafe area Niagara Street
O-2376	Walking Cycling	Build a modern, sustainable cycling/walking path along the canal with some amenities, bathrooms, water fountains, Uninterrupted path where no need to cross onto busy roads
O-2377	Walking Cycling	Bike lane to connect the northern community with downtown/commercial
O-2378	Walking Cycling	Please continue the Millennium Trail southwest of the Paisley January Pool section.
O-2379	Walking Cycling	No sidewalks
O-2380	Walking Cycling	Mcleod Rd needs to be widenend to the end from the school to townline rd. This should include a bicycle path at the side. Also crossing over the QEW on Mcleod Rd is dangerous on a bicycle.

O-2381	Walking Cycling	Clean the bicycle lane so bicycles can actually use it. This should apply to all of Niagara Region
O-2382	Walking Cycling	Create a Bicycle path from Brock university to the Canal Trail
O-2383	Walking Cycling	Lundy's lane is probably one of the worst roads in Niagara Falls to be cycling on. It's very busy and drivers have little patience for cyclists. This often forces cyclists onto the sidewalk for their own safety.
O-2384	Walking Cycling	The stretch of Montrose road from Thorold stone to lundy's lane could use bike lanes. The road seems widen to accommodate bike lanes and should only require repainting of the lines. This would make for one large bike lane from Mount caramel sub division a
O-2385	Walking Cycling	The bike lane here lasts for maybe 10m? Pointless.
O-2386	Walking Cycling	Biking trails in Port Colborne are easy to navigate, flat riding, travels between forests and farmland, relaxing, offer food & drink between Port Colborne,Ridgeway & Fort Erie
O-2387	Walking Cycling	Need more bike paths
O-2388	Walking Cycling	Lots of roads that need sidewalks.
O-2389	Walking Cycling	We have nice area at mud lake, but unsavoiiry characters always seem to be out there smoking pot, acting threatening.
O-2390	Walking Cycling	There is a general lack of safe cycling paths in the whole region. Even though there are cycling lanes marked on some city streets in St. Catharines, there is no barrier / separation between bike lanes and car lanes, and cars routinely go over the line ma
O-2391	Walking Cycling	Niagara has a wealth of cycling trails. Enough already - let's focus on enhancing transit.
O-2392	Walking Cycling	bike lanes and accessibility for pedestrians to key locations is extremely important - shopping malls, hospitals, etc... Accessibility, improved safety, boost to economy.
O-2393	Walking Cycling	Problem riding a bike from Hampton along Glendale to get to the trail at the canal.
O-2394	Walking Cycling	The stretch of 81 between Grimsby and Beamsville is a beautiful road that connects two close urban centres with abundant resources like wineries, the escarpment, and Lake Ontario. Rejuvenating this corridor to make it bike and pedestrian friendly is a gre
O-2395	Walking Cycling	Real opportunity here to connect a substantial Smithville subdivision with a nearby retail hub. If there were an easy and direct way to walk or bike from Alma Acres to Foodland, this would increase pedestrian traffic and decrease car traffic.
O-2396	Walking Cycling	Smithville lacks recreation facilities. By exploiting one of the only natural features - the creek - the community would instantly offer so much more to potential residents and businesses. With a walking/biking/running path near the water (and a proper co
O-2397	Walking Cycling	Cycling lanes on main roads.
O-2398	Walking Cycling	Currently there are no easy cycling options to get to Brock University as Glendale, St. Davids and Merrittville are all heavy automobile roads

		with posted limits above 50km an hour approach Brock. There is a need to create an off road cycling system that
O-2399	Walking Cycling	A dedicated bike lane running along Hwy 8 (similar to the Parkway / Niagara River) should be considered between St Cath and Lincoln. Its beautiful scenery and the current shoulder lane is dangerous on this winding road..
O-2400	Walking Cycling	the trail here is useless, even when the huge bike event came through they went down Ross St instead of following the river road path...a path that's gravel yet the city put all new trees down it? what was the point in that? it's basically only used by th
O-2401	Walking Cycling	Create and finish within 2 years a multi use separate from traffic path that goes from the canal to not!
O-2402	Walking Cycling	Sidewalks would be nice on the side of the road with the apartment buildings. leading down to the apartments. Especially with the development of the new housing going up behind this area.
O-2403	Walking Cycling	Lack of sidewalks on Fallsview and Stanley (on the west sides of the street in some sections) with the amount of pedestrians in the area many end up walking on the road. At night this is a problem
O-2404	Walking Cycling	Cyclists are in a lot of danger when they cross over the bridge. They need a separate lane on the bridge as cars are rarely sharing the road and often drive too close to them
O-2405	Walking Cycling	this road is always used by bikers but it is very dangerous with cars driving so fast. The bad condition of the shoulders mean bikers must use the car lanes.
O-2406	Walking Cycling	Not enough provisions for cyclist's
O-2407	Walking Cycling	cycling from niagara falls to thorold or st catharines is problematic because it is difficult to get into the tunnel.
O-2408	Walking Cycling	a lot of places i go, like the bank and the grocery stores dont have anywhere to lock up my bike when i go there. could there be more bike racks around the city!
O-2409	Walking Cycling	Safer walking along South Pelham with sidewalks on both sides of the road as well as side walks along highway 20 through until the highschool.
O-2410	Walking Cycling	Sidewalks are too narrow for the scooters and strollers and require rail guards at busy intersections to protect pedestrians from fatalities that happen often.
O-2411	Walking Cycling	Sidewalks in residential areas should be mandatory since many families live in these areas.
O-2412	Walking Cycling	Generally, the cycling routes are quite good in St. Catharines (at least in the north end, where I cycle most) - better than some cities - and there are some pleasant recreational paths along the Niagara River and Welland Canal. However, there remain som
O-2413	Walking Cycling	A scenic or, at the very least, safe cycling route to the Historic Village at Niagara on the Lake. Perhaps connecting cyclists in the North end of St. Catharines to the various attractions in and around the village and to the Niagara Parkway Rec Trail.

O-2414	Walking Cycling	Developing the Thorold Fonthill Spur from Fonthill to the Greater Niagara Circle Route
O-2415	Walking Cycling	Long term sustainable plan to continue the Port Robinson Ferry. Also, the identification and development of a route from there to Chippawa to build a half GN Circle Route.
O-2416	Walking Cycling	Paved shoulders along the Niagara Parkway to allow faster cyclists to travel the roadway more safely. Also, a need for an identified route through Queen Victoria Park.
O-2417	Walking Cycling	Blocked off very annoying when cycling!
O-2418	Walking Cycling	Bike lanes begin on highway 8, then end forcing cyclists into the road. Then they start again closer to downtown.
O-2419	Walking Cycling	This healthy & environmentally friendly alternative should be encouraged with better lanes & intersections. Currently dangerous. Also, I often see cars parked/stopped in the bike lane at schools.
O-2420	Walking Cycling	Hard to walk/cycle in tourist areas due to heavy traffic flow
O-2421	Walking Cycling	Create dedicated bike lane
O-2422	Walking Cycling	Walking/Cycling path desperately needs improvement.
O-2423	Walking Cycling	No side walks
O-2424	Walking Cycling	Promote walking/cycling in local communities by having services/grocery etc available in all area of the city.
O-2425	Walking Cycling	Promote walking/cycling in local communities by having services/grocery etc available in all area of the city.
O-2426	Walking Cycling	Promote walking/cycling in local communities by having services/grocery etc available in all area of the city.
O-2427	Walking Cycling	Enhance pedestrian and cyclist safety by adding bike lanes along busy rural roads
O-2428	Walking Cycling	no safe route to bike to brock from here. Options are to go up cataract to merrtille hwy (cars are too fast here) or keep going up to decew (road is narrow and visibility is poor at especially at the hill. would love to see a separate cycle track for thi
O-2429	Walking Cycling	Allanport Road is the principal access for Port Robinson but is not cycle or pedestrian friendly.
O-2430	Walking Cycling	Cycle lanes on Killaly Street West end at King Street - great opportunity for a north-south cycling connection in Port Colborne
O-2431	Walking Cycling	Gord Harry trail ends at Cement Road - opportunity for connection to Greater Niagara Circle Route exists on the extension of Clarence Street.
O-2432	Walking Cycling	There are no sidewalks on Regional Road 3A, making this a rather treacherous journey for pedestrians when Bridge 19 is up or closed.
O-2433	Walking Cycling	cyclist not obeying rules of the road along Ridge and crossing Grimsby Rd 12.
O-2434	Walking Cycling	Expand the walking/cycling path along the canal
O-2435	Walking Cycling	Improve existing trails along the Welland Canal.
O-2436	Walking Cycling	When planning for trails, they don't all need to be paved or gravel. hard packed dirt is more than acceptable.

O-2437	Walking Cycling	Connect Ontario St. and Martindale with a bike path/pedestrian bridge!!!!
O-2438	Walking Cycling	Larger roadside shoulders for cyclists. More connected walking running trails, connecting to government paths and parks. Also better and more affordable year round train opportunity to and from niagara/st catharines to toronto
O-2439	Walking Cycling	Proper bike lanes and improved road on Lakeshore
O-2440	Walking Cycling	People always walking & Jugging on this road with no shoulder & no lights!! So Dangerous!!
O-2441	Walking Cycling	Nature Trail cycling and walking
O-2442	Walking Cycling	No walking/cycling section.
O-2443	Walking Cycling	Cars going in and out of the parking lot makes it hard for people to cross. They don't give people a chance to walk they speed and don't pay attention. With the heavy traffic lights with a cross walk would be great.
O-2444	Walking Cycling	Welland's streets are not safe for cycling. Cars go too fast and don't obey rules of the road. In addition, there are many people on scooters who are confused as to whether they are vehicles or pedestrians. This is dangerous.
O-2445	Walking Cycling	the cycling lanes are not consistent, the stop and start every couple of blocks and they seem to disappear at turning lanes. They are much needed in pretty much the whole city, specially on the busy roads
O-2446	Walking Cycling	Finish the recreational trail system in Niagara Falls
O-2447	Walking Cycling	Build a bridge
O-2448	Walking Cycling	A young boy was killed by a car when walking
O-2449	Walking Cycling	Dangerous to walk or bike
O-2450	Walking Cycling	Dangerous to walk and bike
O-2451	Walking Cycling	Dangerous to walk and bike
O-2452	Walking Cycling	Dangerous to walk and bike
O-2453	Walking Cycling	Many Rural communities such as Campden are located on busy roads. While speed limits are often reduced, they are not always obeyed. Additional traffic calming measures could be implemented to increase safety to walkers and cyclists especially in theses co
O-2454	Walking Cycling	Very congested in summer with people walking, some overflow goes onto streets.
O-2455	Walking Cycling	Where the cross walk is crossing Westchester is so far from the corner, cars turning right off of Glenridge onto Westchester never see pedestrians. I walk this route daily and get cut off/nearly hit by a driver on average of once a week.
O-2456	Walking Cycling	The train bridge is crumbling and rusting and scary to walk across with kids.
O-2457	Walking Cycling	High speed, high truck traffic - like cycling on the qew. Intersections are too wide to cross safely.
O-2458	Walking Cycling	No room for bikes on 4 mile creek road

O-2459	Walking Cycling	The Rockway Hill needs bicycle lanes and repaving very soon. This is potentially the most common route for cyclists going west to rural areas
O-2460	Walking Cycling	Illegal ATVs and dirt bikes are not enforced. I would not even know whom to call and how.
O-2461	Walking Cycling	I like to ride my bike and while I do have access to the Friendship Trail it is not always quicker yet Hwy. 3 is dangerous and Dominion is a mess so I have no real option
O-2462	Walking Cycling	This trail doesn't connect to anything.
O-2463	Walking Cycling	The park is hidden in the ravine allowing for illicit activity and discouraging community use.
O-2464	Walking Cycling	QEW divides the city in Niagara Falls making biking difficult to cross town at the limited and very busy crossings
O-2465	Walking Cycling	Bike lane ends before intersection which is the most important area for a bike lane
O-2466	Walking Cycling	Minimal sidewalks in Neighbourhood despite nearby schools
O-2467	Walking Cycling	It's very difficult in NF to move west to east only a few arterials that cross the "canal cut" and those roads are dangerous. Only Mountain Road has some merit.
O-2468	Walking Cycling	St. Catherines has a lot of work to do to become more pedestrian friendly. Build on the great work of Meridian and First Ontario and start there with pedestrian-focussed streetscapes and then pick your spots of maximum impact.
O-2469	Walking Cycling	Needs sidewalks, lights and bike lanes
O-2470	Walking Cycling	No walking trails around the lake, like Grimsby to Hamilton ' Beach Strip
O-2471	Walking Cycling	Build multi-purpose trail along existing east-west rail corridor to facilitate and encourage active transportation across Grimsby, reduce traffic congestion in downtown core and support downtown businesses.
O-2472	Walking Cycling	Problem: only access to new Southward Sports Complex in Grimsby is by car. Solution: build stairs up the escarpment that connect with a multi-purpose trail leading from the top of the escarpment to the north end of new sports park. This additional entr
O-2473	Walking Cycling	improve accessibility in core area of St. Catharines, the sidewalks are uneven and the use of pavers does not support people with mobility restrictions.
O-2474	Walking Cycling	create more cyclist friendly roads
O-2475	Walking Cycling	Entering an urban area at this point, let's act like it, and lower the speed limit, narrow the road, and provide active transportation infrastructure.
O-2476	Walking Cycling	Same as above
O-2477	Walking Cycling	Same as above
O-2478	Walking Cycling	Same as my comment in NF

O-2479	Walking Cycling	Same as my comment in NF
O-2480	Walking Cycling	We need continuous bike lanes that go from one end of the city to the other
O-2481	Walking Cycling	Cycling along Merrittville Highway is difficult due to a lack of bicycle lanes. These should be considered as the road is rebuilt.
O-2482	Walking Cycling	Implement bike lanes as this is an area with a lot of wineries, etc.
O-2483	Walking Cycling	High traffic area for cycling
O-2484	Walking Cycling	Shore line route req
O-2485	Walking Cycling	We need more bike lanes
O-2486	Walking Cycling	Separated walking/bike path along Four Mile Creek Road to connect Virgil and St. Davids
O-2487	Walking Cycling	This urban design is terrible and a waste of land. This entire area should be a model of walkability.
O-2488	Walking Cycling	Improving on-road cycling opportunities through safe bike lanes, reduced roadside parking and encouraging the behavior will increase the number of healthy cyclists, reduce road congestion and lower the city's environmental impact.
O-2489	Walking Cycling	Trail is utilized very heavily in the summer in Ridgeway/Crystal Beach. It's amazing how many people use it.
O-2490	Walking Cycling	When crossing across scott street from the plaza, you cannot see cars coming out of the driveway because of all of the bushes, and cars can not see pedestrians. It's very scary to cross there.
O-2491	Walking Cycling	With the kids and families coming from the buildings and old pine trail, a cross walk that is triggered by pedestrians pushing the button would be extremely beneficial. Kids and adults run across all the time, and there had been accidents. The only one he
O-2492	Walking Cycling	The sidewalks along parts of River Road are so narrow as to be dangerous, in that people can only walk single file along parts of this busy street in the summer.
O-2493	Walking Cycling	The sidewalks on Blondin, John Street, Phillip, and surrounding streets are in atrocious condition, even dangerous in some parts. When I called to ask the City when these sidewalks might be replaced, I was told instructions were to leave these streets as
O-2494	Walking Cycling	need bicycle lanes- safe and seperate
O-2495	Walking Cycling	no safe cycling to the trail along the canal
O-2496	Walking Cycling	lets get people out on bikes or walking to get their groceries...
O-2497	Walking Cycling	South Pelham Rd. is terrifying to cycle or walk along.
O-2498	Walking Cycling	Inability to walk this road safely
O-2499	Walking Cycling	not enough areas made for biking trails
O-2500	Walking Cycling	I walk a lot in St. Catharines, and most neighbourhoods have good sidewalks. It would be great if more of the trails hooked up with one another. I feel a little unsafe cycling on the roads here.
O-2501	Walking Cycling	Connecting all of the bike paths to make a cohesive system would be helpful. Right now it's super disjointed.

O-2502	Walking Cycling	More sidewalks and cycling options and better lighting by Christian schools and church in Smithville. There are sidewalks there, but very little nor safe lighting.
O-2503	Walking Cycling	There is no sidewalk or viable cycle path along this section of St. David's. This is a major concern as it is one of the direct routes between Brock University and student neighbourhoods. I have often felt unsafe while walking in this area. YOU need to wo
O-2504	Walking Cycling	This street is not accessible for those in Wheelchairs. It is very steep and while I understand there is not much we can do about this, the sidewalk is barely ever cleaned off. Ive seen people have trouble with shopping carts and luggage because there was
O-2505	Walking Cycling	Pediatricians get hit by cars, it's an unsafe intersection.
O-2506	Walking Cycling	Riding up and down the hill is problematic as it causes traffic to stall. eg. Whenever a bicyclist is on the road, buses and cars cannot pass them so they need to wait for the cyclist to pass the hill before traffic can resume again.
O-2507	Walking Cycling	Bicycle parking
O-2508	Walking Cycling	Focus more on making West St south of Charlotte attractive for tourists walking and biking.
O-2509	Walking Cycling	No sidewalks/ bike paths, prventing students to walk/ cycle to /from school
O-2510	Walking Cycling	Students take significant risks walking down Sir Isaac Brock Way (aka St. David's Road) to go from their residences to Brock when buses are less frequent (weekends/nights). This is dangerous and has resulted in student death/injury in the past. Creating s
O-2511	Walking Cycling	there is no sidewalk or street lamps here and buses have knocked over cyclist before
O-2512	Walking Cycling	Connectivity with downtown and loose surfaces.
O-2513	Walking Cycling	Implementing sidewalks and bike lanes between Brock University and Confederation Heights / Brock and St. David's Road area would make it safer for students and others to walk or bike. This is a necessity for some who don't have access to a car and are res
O-2514	Walking Cycling	Make more Bike trails and design them so that they are beautiful and fun to ride or walk
O-2515	Walking Cycling	despite efforts to make cycling safer, it is still too dangerous. Vehicles and cycling don't mix, need bicycle paths inside urban boundaries
O-2516	Walking Cycling	No room on downtown roads for cyclists, especially on the bridge.
O-2517	Walking Cycling	More walking space for students travelling from Brock to their student houses. I understand this will require provincial authorization. Bike lanes and side walks abruptly stop just before the 406 ramp and overpass heading into the subdivision.
O-2518	Walking Cycling	too dangerous
O-2519	Walking Cycling	More pathways that are connected, bike paths on all streets

O-2520	Walking Cycling	Signage encouraging motorists to be accommodating of cyclists (share the road, less cutting off of cyclists as they approach intersections). Also, minor road repairs for safety of cyclists.
O-2521	Walking Cycling	Roads could use signage and/or considerations for bicycle traffic (i.e. bike lanes, even if they are shared lanes with signage posted).
O-2522	Walking Cycling	I live in St. Catharines, and have gradually given up everyday commuter cycling because of the lousy conditions for cyclists and the hostility of local drivers. To achieve a modal shift from cars to other forms of transportation, there must not be so many
O-2523	Walking Cycling	It is currently very difficult to bike to Brock campus, due to the hazards of the Glenridge hill (narrow roads, bike path is dangerous) - a bike only lane or alternate route would get many cars off the roads and encourage healthy lifestyles.
O-2524	Walking Cycling	no bike lanes or sidewalks on Merritville from Brock to Decew road
O-2525	Walking Cycling	no way to bike or walk across canal year round
O-2526	Walking Cycling	no bike lane on Glendale under the highway to the pen centre
O-2527	Walking Cycling	Hazardous trying to get from Thorold when cycling or walking.
O-2528	Walking Cycling	Make a proper cycling waterfront trail here. This is the most difficult and dangerous part of the waterfront trail in ontario.
O-2529	Walking Cycling	not very safe to cycle when traffic is moving 80km/hr.
O-2530	Walking Cycling	Absolutely no shade, and no place to rest. Walking or cycling this road in the summer is brutal!
O-2531	Walking Cycling	Dangerous walking. Could use a sidewalk.
O-2532	Walking Cycling	Ensuring safe streets for the thousands of students that live in an around Brock University that are forced to drive because of unsafe conditions when they could otherwise walk. Opportunity to establish all higher educational institution campuses as hubs
O-2533	Walking Cycling	The traffic lights are so slow....and even when you press the buttons, sometimes they don't work until the next blue lights
O-2534	Walking Cycling	Very dangerous cycling or walking to Dufferin islands from Stanley or Portage due to lack of sidewalks and bike lanes
O-2535	Walking Cycling	Farmers often cycle on this road, cars are always veering off the road to avoid them. City and Farm owners should work on solution. Farmers should help pay for a cycle lane, otherwise train their staff to ride safer. Runners often run on this road as wel
O-2536	Walking Cycling	Money should be spent on turning port into a visitors area for not only regional but also tourists. With cycle lanes, public benches and tables it can replicate NOTL as a place to spend time and enjoy the nature.
O-2537	Walking Cycling	There is no safe cycling lane between the Welland Canal and NOTL.
O-2538	Walking Cycling	Walking along Hwy 8 is disasterous. First get the big trucks off the road. They use #8 to avoid the scales..nab them..use that revenue to improve the roadway

O-2539	Walking Cycling	There is one bike path in Thorold but more paths connecting to the canal and even a dedicated bike lane to and from Brock University would be useful.
O-2540	Walking Cycling	in some places, very long trip to cross QEW & waterway by walking or cycling e.g. to travel from Ontario on N side of QEW to Martindale. In general, continuous walking & cycling routes are needed
O-2541	Walking Cycling	need more cycling lanes
O-2542	Walking Cycling	This is a super dangerous intersection. It's hard to navigate
O-2543	Walking Cycling	I see people walking here but the sidewalk is right next to the road. This is an accident waiting to happen
O-2544	Walking Cycling	This stretch lacks a separate trail -- and can be quite dangerous for cycling (particularly the area around the train bridge and down near the strip of Chinese restaurants).
O-2545	Walking Cycling	I don't feel safe while I am cycling on Niagara roads. Car drivers are reckless and I have had several near misses.
O-2546	Walking Cycling	No sidewalk for people to walk on when crossing over the bridge
O-2547	Walking Cycling	Create better ways to travel to Park
O-2548	Walking Cycling	T-intersection at Ridge Rd. W. and Mountain Rd. is very dangerous for cyclists and motor vehicle drivers. There should be a 3-way stop with stop signs, not just a 2-way stop with the vehicles coming up the escarpment having the ROW
O-2549	Walking Cycling	T-intersection at Hwy. 20 in Smithville is very dangerous for cyclists and motor vehicle drivers. There should be a 3-way stop with stop signs, not just a 2-way stop with the vehicles coming from the south having the ROW
O-2550	Walking Cycling	Interchange with Hwy 406 & St. David's Rd. a major safety concern for cyclists and pedestrians, many of which need this route to get to Brock University and the Regional/Thorold municipal buildings.
O-2551	Walking Cycling	A section of Lakeshore Rd. needs paved shoulders to complete the Great Circle Route
O-2552	Walking Cycling	A section of Canboro Rd. has traffic ripples which impeded cyclist from the right hand side of the road.
O-2553	Walking Cycling	Walking trails
O-2554	Walking/Cycling	Tell us your ideas about how we can improve transportation... Crossing the twelve mile creek. Connect Carlton St. Thru to Grapeview. The creation of a cycling/pedestrian bridge at the location of the former rail line would be an improvement. Creating a bi