

Welcome to Public Information Centre #1

Niagara Region 2051 Transportation Plan (TMP)

June 9th, 2026

5:30 p.m. – 7:30 p.m.

Seymour-Hannah Sports and Entertainment Centre

St. Catharines

Welcome to Public Information Centre #1

Niagara Region 2051 Transportation Plan (TMP)

June 10th, 2026

5:30 p.m. – 7:30 p.m.

Welland Community Centre

Welland

Transportation Plan 2051

Niagara in Motion

PROJECT TIMELINE

Learn more by following the QR Code or using the link below:

niagararegion.ca/projects/transportation-master-plan-update



Spring

2026



Problem Identification & Visioning

Review background studies and identify key challenges to create an opportunity statement for Niagara's transportation future.



Public Information Centre 1

Today! Talk to the project team about the vision and guiding principles.



Public Survey 1

Scan the QR code or visit the link above to take our online survey! Open until June 30.

Fall

2026



What is a TMP?

A Transportation Master Plan (TMP) is a long-term strategy that outlines the vision, goals, and projects to guide the development and management of transportation infrastructure and services within the region.

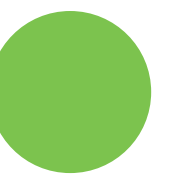
Identify & Evaluate Alternatives

Develop and assess transportation network options to understand how different approaches could meet Niagara Region's future mobility needs.

Public Engagement Round 2



Public Information Centre 2



Why is a TMP important?

A TMP addresses current and future transportation needs and challenges to meet the demands of the growing region.

Draft TMP

Prepare a draft Transportation Master Plan that combines technical analysis, community feedback, and regional priorities into a preferred transportation strategy.

Public Engagement Round 3

Public Information Centre 3

What is a network?

A network is a multi-modal transportation system that includes vehicles, public transit, and active transportation.

Winter

2027

Spring

2027

Beyond the Plan

Advance the Transportation Master Plan through detailed studies, design, and coordination to guide future transportation investments and projects.

Class Environmental Assessments



Background Studies



Detailed Designs of Roadways



Budget Approval & Coordination with Projects



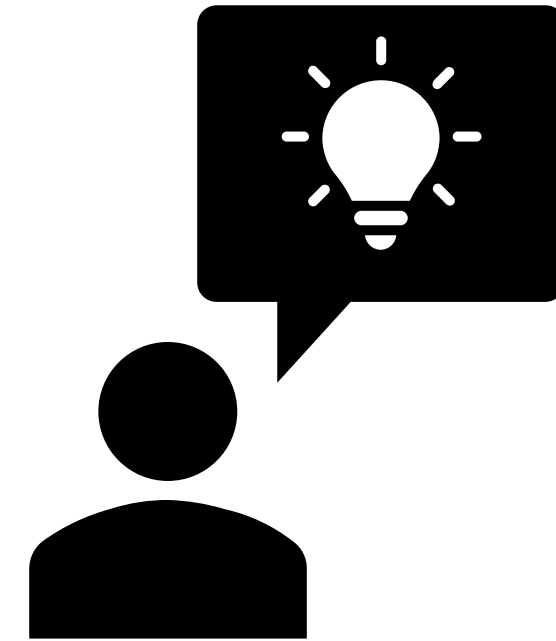
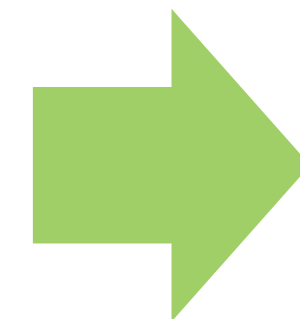
Construction



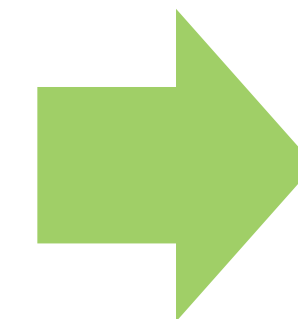
Instructions



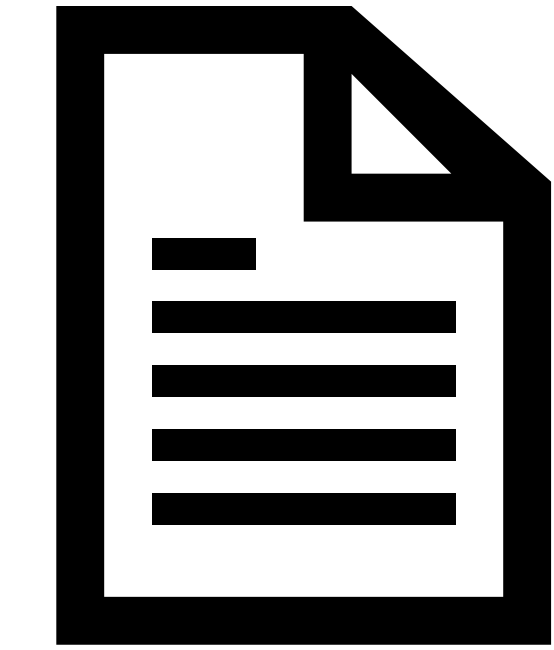
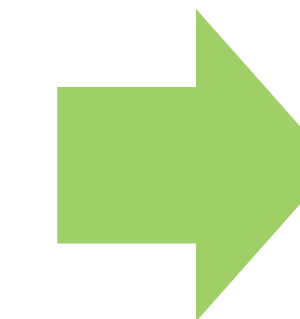
Please sign in when entering and provide your email if you would like to be notified about the project.



Review the display boards at your own pace.



Engage with the Study Team members if you have any questions or comments.



Please fill out a comment sheet today OR email your comments by June 30, 2026.

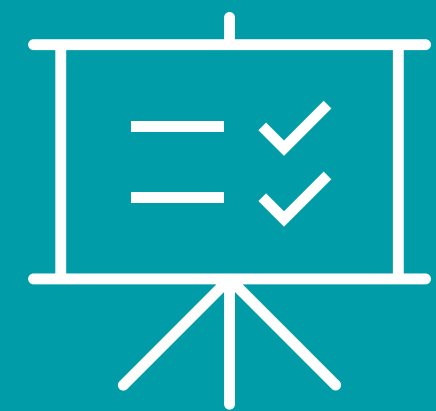
Purpose of Public Information Centre #1



Identify what a Transportation Plan is.



Provide an overview of the Transportation Plan study process.



Gather feedback on the working vision of the Plan and understand your priorities for the future.



Present the existing transportation network and gather input on challenges and opportunities.



Identify next steps and provide contact information.

What is the Niagara 2051 Transportation Plan (TMP)?

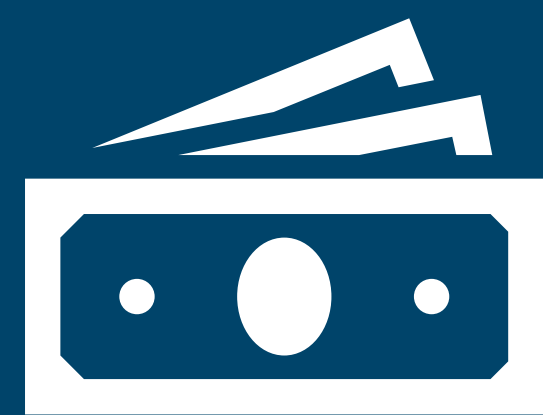
Why Does the Region need a TMP?

The TMP provides the road map and rationale for transportation projects. It typically answers four key questions:



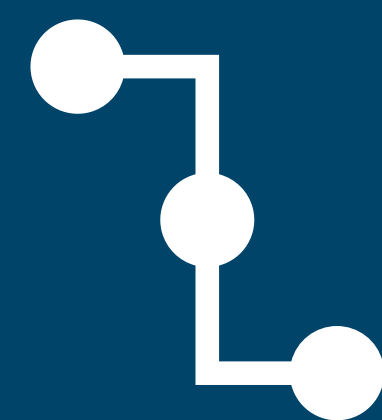
Where do we need to go?

A long-term vision for moving people and goods within Niagara and beyond.



How do we secure investment?

Technical evidence to support funding decisions and advocate for transportation investments going forward.



What do we need to get there?

Infrastructure, programs, and policies to support growth and connectivity.

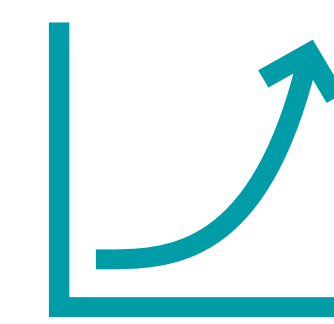


What gets built when?

A clear framework to prioritize projects and guide future capital budgets.

Why Update the 2017 TMP?

A changing policy landscape and emerging new trends in transportation have resulted in the need to update the 2017 TMP. The new TMP will:



Plan for 2051: Account for updated population and employment forecasts to 2051 and support the ongoing Development Charges Bylaw Update.



Assess Current Conditions: Evaluate current transportation conditions and develop a decision-making framework that will be used to select the preferred transportation network.



Explore Future Scenarios: Examine different transportation scenarios to identify future transportation network improvements.



Provide Recommendations: Offer recommendations to address the Region's most pressing needs considering growth, existing and future conditions, and feedback from the consultation and engagement sessions.

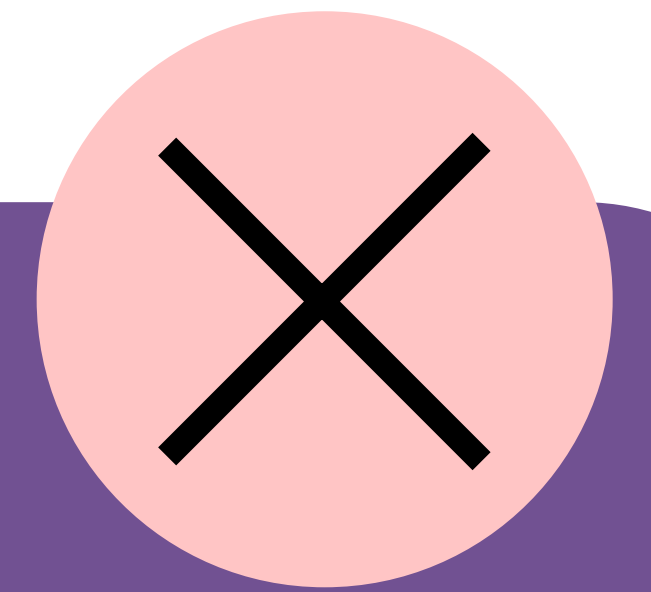
What is the Niagara 2051 Transportation Plan (TMP)?

What it is...



- A long-term vision for moving people and goods within Niagara and beyond, to 2051.
- An assessment of the need for additional infrastructure or programs to ensure the future transportation network is effective, efficient and supports mode choice.
- A data- and evidence-based decision-making framework to support and advocate for infrastructure and program investments
- A clear framework and prioritized project list to guide future capital budget allocation.

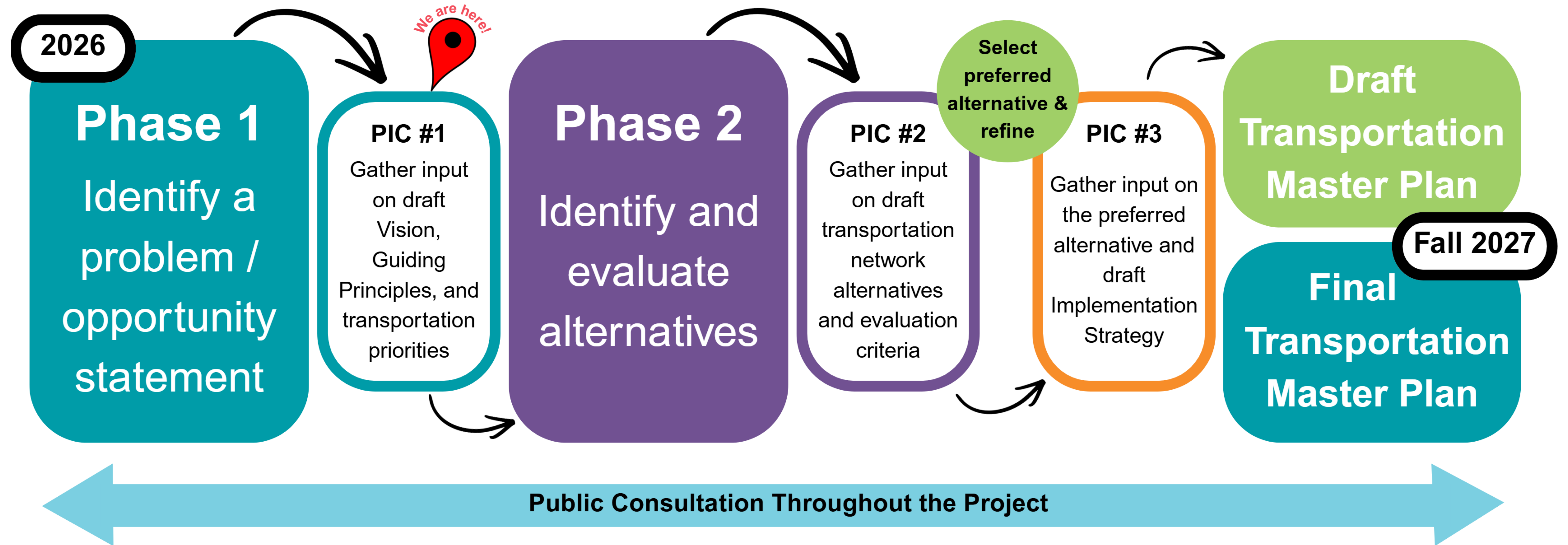
What it is not...



- An opportunity to change future growth projections or allocations.
- A set of detailed engineering drawings, site-specific assessments, or project plans.
- The approval of funding to proceed with detailed design, construction or the implementation of new programs.

How will the Niagara 2051 Transportation Plan be Developed?

This Transportation Plan is required to complete **Phases 1 and 2** of the **Municipal Class Environmental Assessment (MCEA)** process:



Once the Plan is complete, **recommended major road projects will require a more detailed level of study and consultation** (Class Environmental Assessments (EAs)) before they proceed to the design and construction stages. Construction timing will also be influenced by budget approval and opportunities to coordinate work with other projects.

Budget approval is needed at several stages for road projects, including for EAs, detailed design, and construction.

Project Phases

We are currently in Phase 1 of the study. The study will be completed in **three phases**:



Phase 1

Identify Problems and Opportunities

- Conduct background reviews to understand existing conditions and best practices in transportation planning
- Engage with Technical Advisory Committees, Local Area Municipalities, and community members
- Develop a Problems and Opportunities Statement to set the strategic direction for the plan

Phase 2A

Develop a Multi-Modal Network and Evaluate Alternatives

- Develop and evaluate alternative transportation scenarios for the Region
- Select a Preferred Transportation Scenario
- Outline priorities for recommended multimodal projects and prepare an interim list of capital projects
- Engage with technical committees and community members

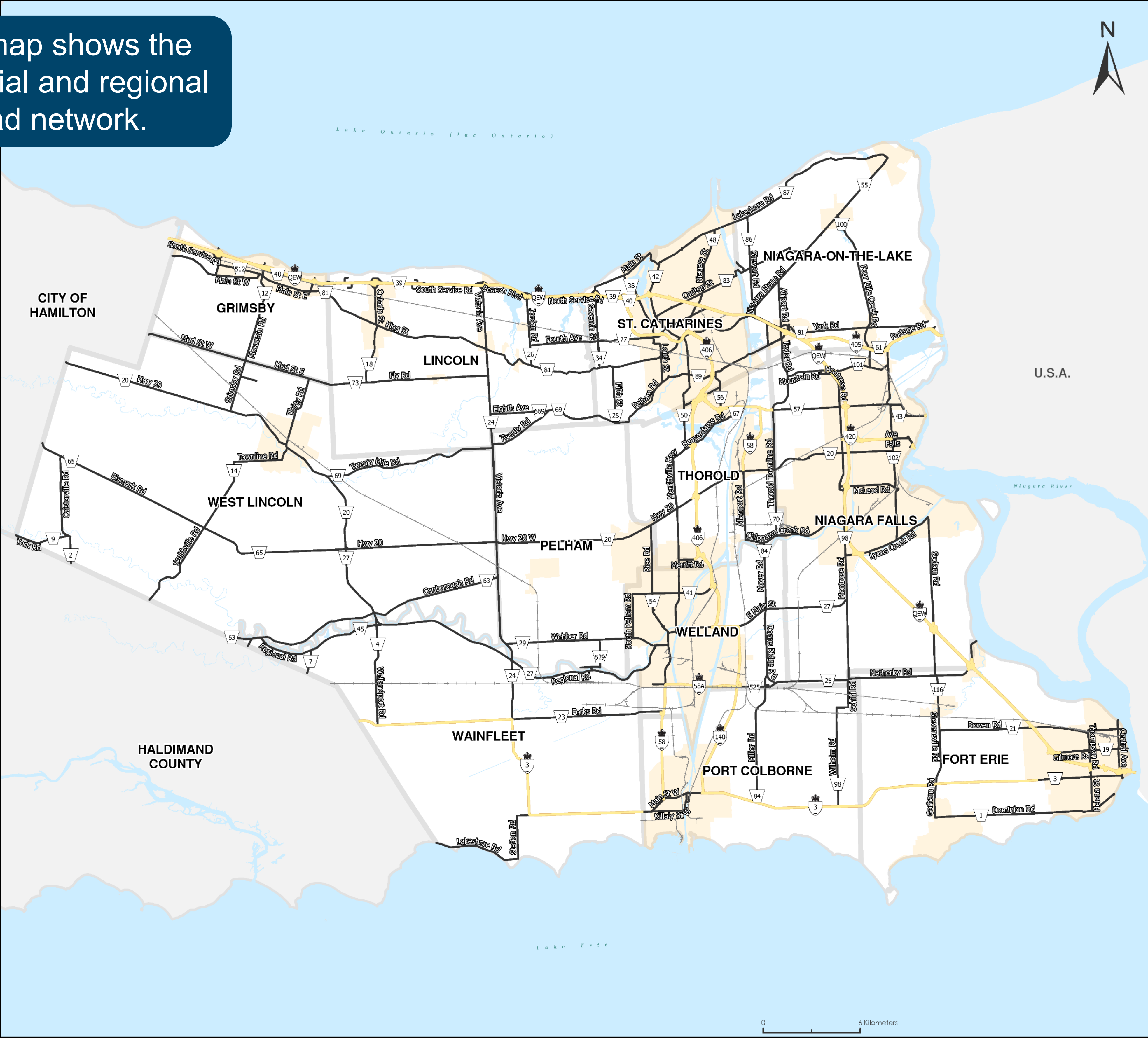
Phase 2B

Develop the TMP and Implementation Strategy

- Finalize Network Plans for Goods Movement, Transit, and Active Transportation
- Develop a Strategy to summarize recommended projects, costs, and funding
- Engage with technical committees and community members
- Develop the final TMP Report

Niagara Region Transportation Network

This map shows the provincial and regional road network.



NIAGARA REGION TRANSPORTATION MASTER PLAN

DRAFT | JUNE 2026

Existing Regional Roads

Legend

- Provincial Highways
- Regional Roads
- Urban Area Boundaries
- Municipal Boundaries

The Region maintains 1,750 lane-kilometers of road, more than 200 structures like bridges and culverts, close to 500 traffic signals and over 250 kilometers of storm sewers.

Data retrieved from the Niagara Region, Ontario Geohub, and Government of Canada Open Data.

Relationship with Other Networks

Regional Network



Goods movement corridors that support Niagara's economic activity.

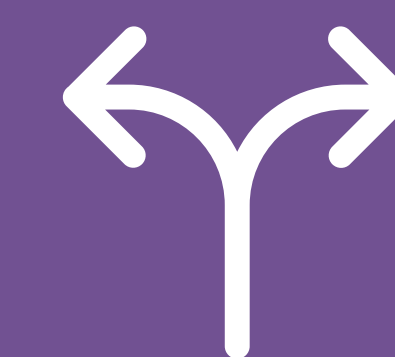


Inter-community travel connecting Niagara's municipalities, and to Provincial / Federal networks.

Local Network(s)



Provide access within communities, enabling travel to local destinations.



Connect to Regional roads, linking to Regional and Provincial / Federal networks.

Provincial Network



Connect Niagara to the rest of Ontario, through highways (i.e. QEW, Highway 406) and GO Transit.



Federal Network



Provide national and international connections through the Welland Canal, border crossings and airports.



Phase 1 Findings

Ongoing Work

As part of Phase 1, the following tasks are underway:

- **Background & Existing Conditions Review** – summarizes key takeaways from relevant regional, local, provincial, and inter-regional plans.
- **Jurisdictional Scan** – reviews how other similar jurisdictions are planning for and delivering new trends in transportation networks.
- **Vision and Guiding Principles** – provides a foundation for the TMP goals and serves as a starting point for gathering feedback from community members.

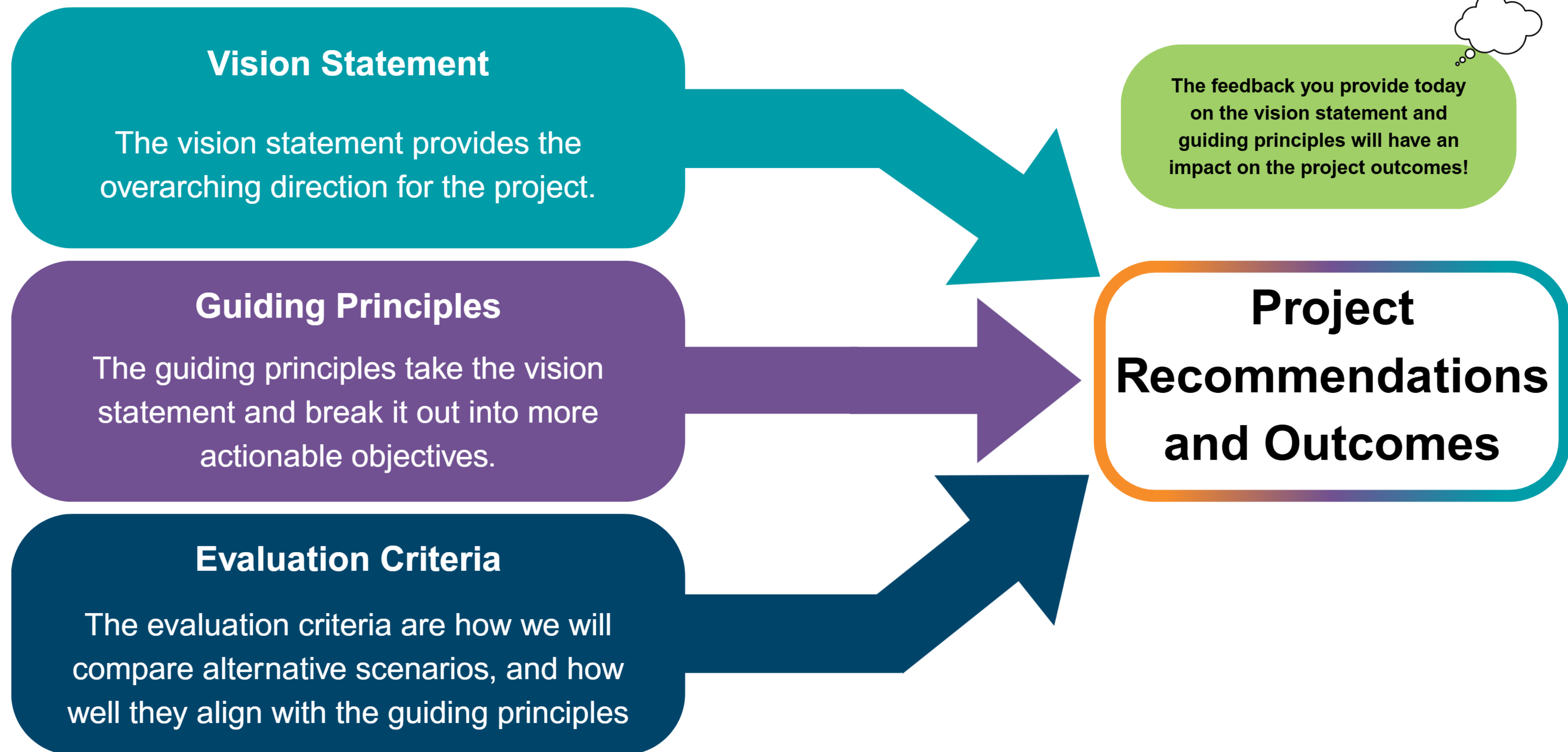
What We've Heard

The Region has engaged with several key groups during Phase 1. Through these engagements, we've heard the desire to:

- ▶ Strengthen regional and inter-municipal connectivity to support travel, goods movement, and the economy.
- ▶ Manage growth, tourism, and freight pressures, particularly congestion on key corridors.
- ▶ Facilitate more flexible, multimodal transportation system with stronger transit and active transportation networks.

What Can You Tell Us?

We'd like to hear your feedback on the following slides! Talk to a project team member, grab a sticky note and provide your comments, or fill out our online form using the QR code!



Draft Vision Statement

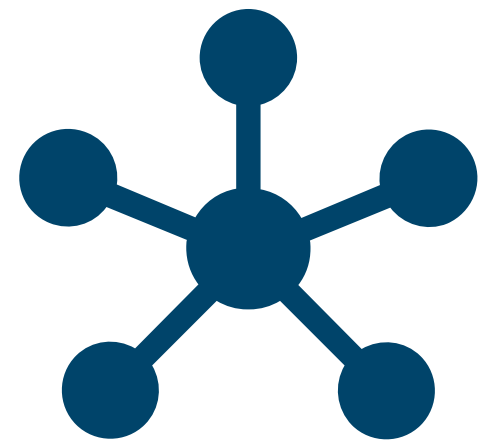
Niagara Region will create a future-ready transportation system that **balances the efficient movement of people and goods with innovation and livability**. By using strong data, working with community and industry partners, and investing in **resilient infrastructure that delivers value** for investment, we will **create dependable routes that connect communities** across Niagara and link our region to major economic hubs in Canada and abroad.

This approach will **support growth, promote long-term sustainability, strengthen regional competitiveness, and enhance quality of life** for future generations.

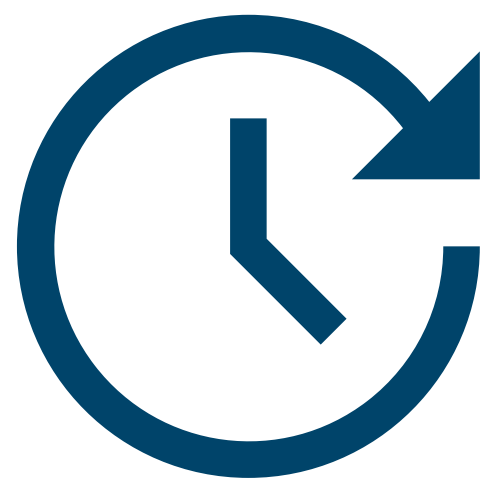


Share your thoughts here

Draft Guiding Principles



Regional and External Connectivity: Strengthen connections within Niagara and to external networks to improve access, reduce barriers, and support mobility across communities.



Future Ready Network: Build an affordable and resilient transportation system that supports Niagara's long-term multi-modal needs and can adapt to changing conditions.



Support Economic Prosperity: Support economic vitality through transportation investments that enable reliable and efficient movement of people and goods and reinforce Niagara's competitiveness and tourism economy.



Safety and Quality of Life: Improve safety, public health and overall well-being through transportation design and operations that are appropriate to local conditions.



Share your thoughts here

Existing Road Network

Niagara Region's road network allows for inter-community travel and goods movement. This network supports regional economic activity and ensures the Region's communities are well-connected.

Please refer to the map on the following board to see the existing Regional road network.



What is working well, or what could be improved?

Where are the areas that need improvement?

How can the Region's road network improve connections between communities?

NIAGARA REGION TRANSPORTATION MASTER PLAN

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Existing Regional & Local Roads

Legend

- Provincial Highways
- Regional Roads
- Local Roads
- Urban Area Boundaries
- Municipal Boundaries



Data retrieved from the Niagara Region, Ontario Geohub, and Government of Canada Open Data.

Regional Active Transportation (AT)

As part of this project, Niagara Region will be reviewing its active transportation network to better understand opportunities for walking and cycling across the Region.

Walking and cycling at a Regional level can focus on recreation or tourism purposes, though the **primary purpose is to connect communities**. The infrastructure can take many different shapes to fit the purpose and context, including on- or off-road facilities, exclusive cycle tracks or bike lanes, or a shared multi-use path.

Each agency within Niagara Region has a different set of roles and responsibilities to consider when it comes to active transportation, as outlined in the table below.

Agency	Role/Responsibility
Niagara Region	Primary role is to plan/design/maintain active transportation infrastructure on Regional roads and connect communities across the Region.
Local Area Municipality	Focus on providing local roads and trails for utilitarian, recreation, tourism purposes, as well as connecting people to Regional routes . Responsible for sidewalks on Regional roads.
Tourism / Advocacy Groups	Develop or promote routes (like the Waterfront Trail or Greater Niagara Circle Route) and partner with municipalities .

In Phase 1 of the project, we’re verifying the current infrastructure dataset for accuracy, and reviewing the previous 2017 TMP (along with local AT plans), so that we can build out a comprehensive, realistic plan in Phase 2.



What is working well, or what could be improved?

Where are the areas that need improvement?

Where do you feel most comfortable walking, rolling, or riding a bike?

Niagara Transit Master Plan

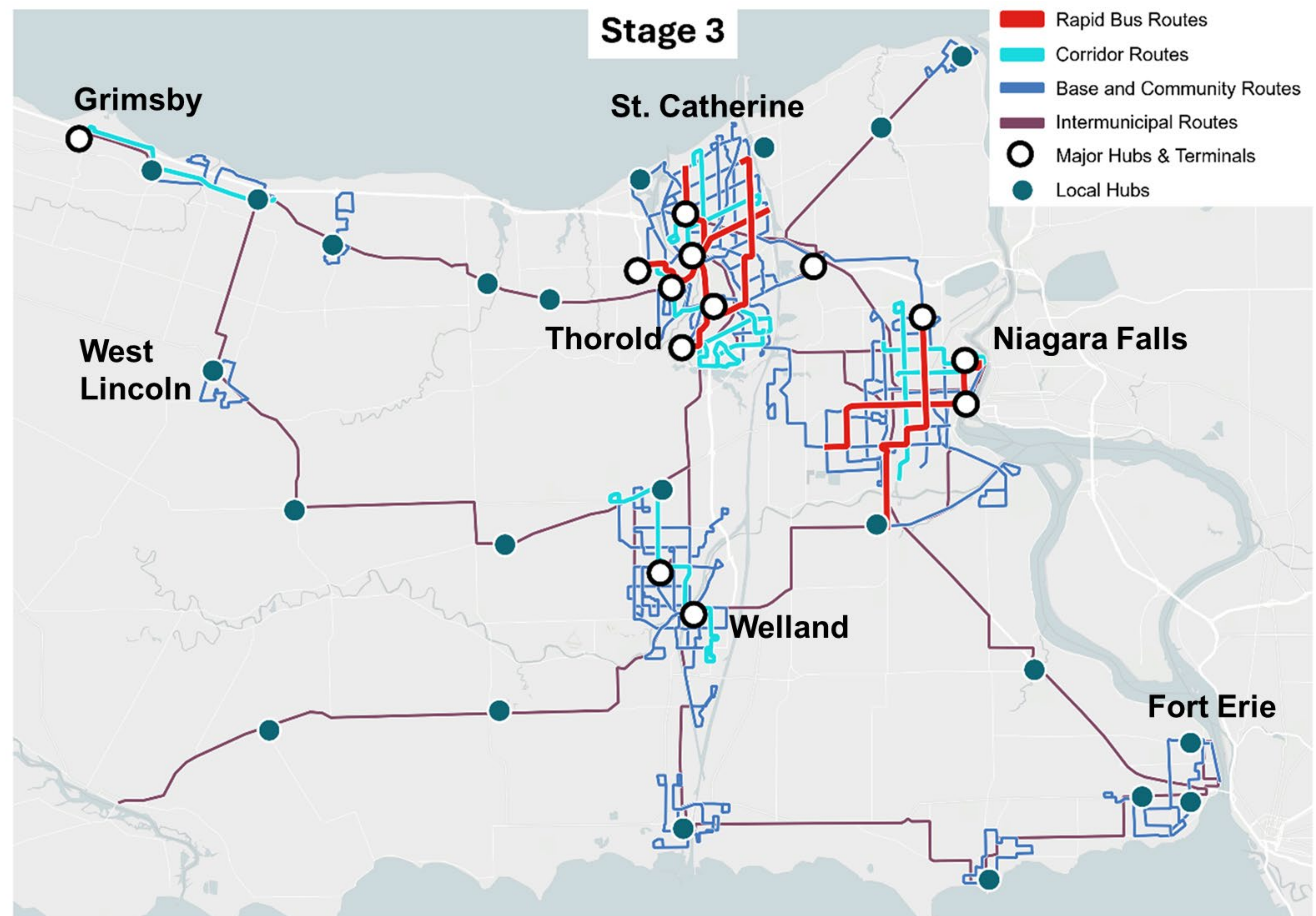
The Niagara Transit Commission recently developed a Transit Master Plan (2025) for the 10-year period between 2026 and 2035. The study examined existing services, infrastructure, and operations to develop a new service strategy tailored to Niagara's unique needs.

The TMP will build on the Transit Master Plan and develop transit strategy, policy, and infrastructure recommendations for 2051. While local public transit services are operated by Niagara Transit, the TMP will focus on identifying and protecting the core Regional infrastructure needed to support future transit delivery. The TMP will also consider transit's role within the broader Regional transportation system and mitigate conflicts with other modes of travel.

For more information about the Transit Master Plan, please use this QR code to visit the project website:



Transit Master Plan 2035 Transit Service Map:



Existing Transit Network

The existing transit network in the region offers public transit access for residents by providing region-wide, accessible bus services that link key destinations and major activity areas.

The local transit network (operated by Niagara Transit) primarily focuses on commuter travel, linking residents directly to schools, workplaces, and key destinations across Niagara.

To support travel beyond Niagara, Niagara Region is delivering planned and underway Station Improvement projects for GO stations in Grimsby, Beamsville, St. Catharines, and Niagara Falls. Alongside these investments, the Region continues to advocate for expanded GO Transit and inter-provincial services to better connect Niagara with the rest of the Greater Toronto and Hamilton Area (GTHA) and beyond.

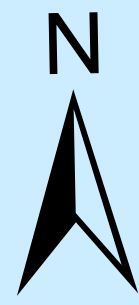
Please refer to the map on the following board to see the existing transit network.

What is working well, or what barriers do you experience?

How could transit better meet your needs?

What would make transit more attractive for your community?





NIAGARA REGION TRANSPORTATION MASTER PLAN

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Existing Transit Facilities

Legend

Future Features

-  GO Station - In Delivery
-  GO Station - Proposed

Existing Features

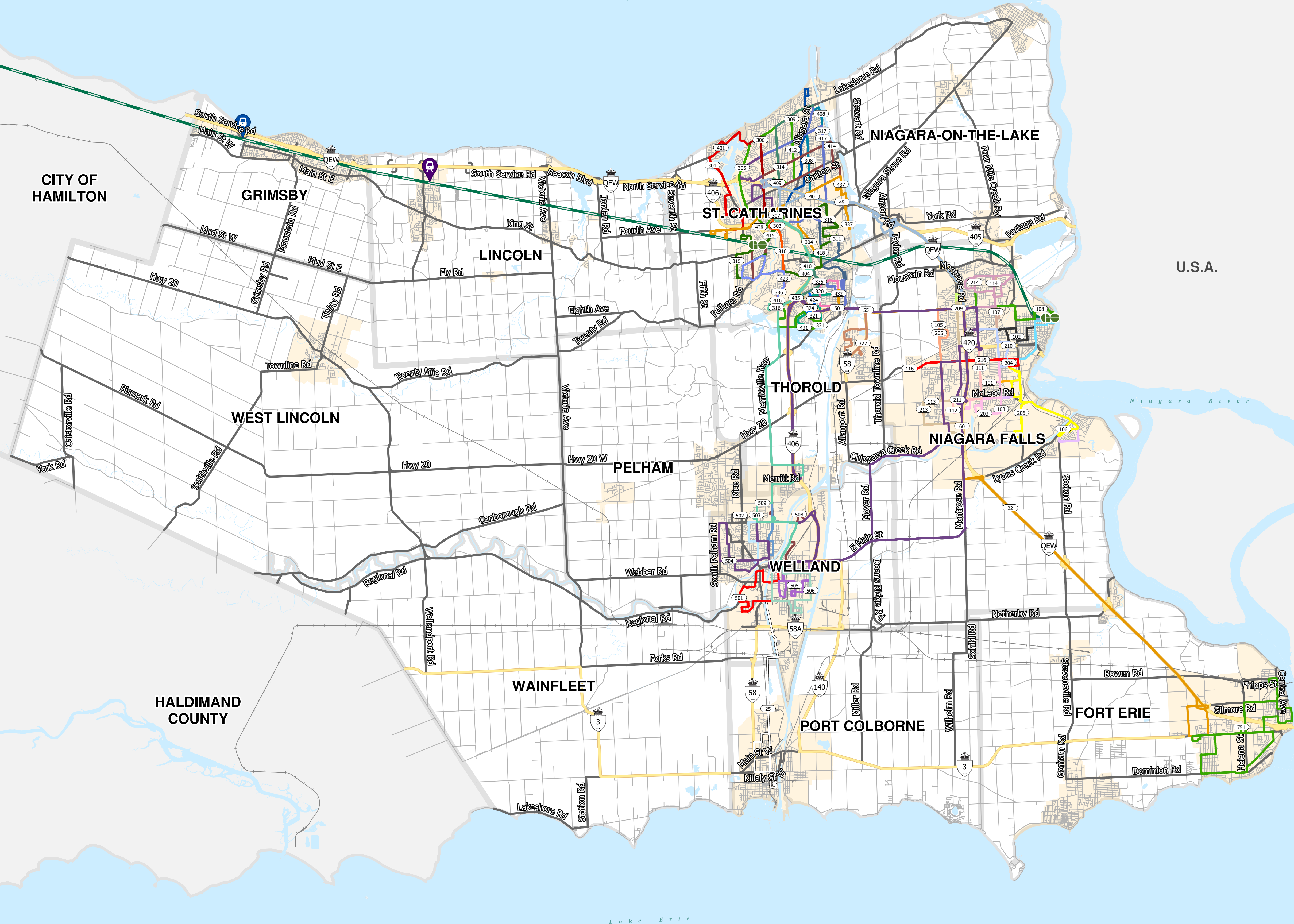
-  GO Station
-  GO Train Niagara Extension

Roads

-  Provincial Highways
-  Regional Roads
-  Local Roads
-  Railway

Base Layers

-  Municipal Boundaries
-  Water



Data retrieved from the Niagara Region, Ontario Geohub, and Government of Canada Open Data.
Projection: UTM Zone 17N



0 2.5 5 10 Kilometers

Existing Goods Movement Network

The Region's goods movement network supports the efficient movement of goods within and beyond the region, enabling local and regional economic activity and growth.

Niagara Region's goods movement network currently operates alongside other modes of transportation, as all Regional Roads are designed and expected to support the movement of trucks and heavy vehicles to and from the Provincial road network. In some instances, this can conflict with local land uses.

How trucks and other heavy vehicles share infrastructure with passenger vehicles, transit, and active transportation modes is a key topic to be explored in this project.

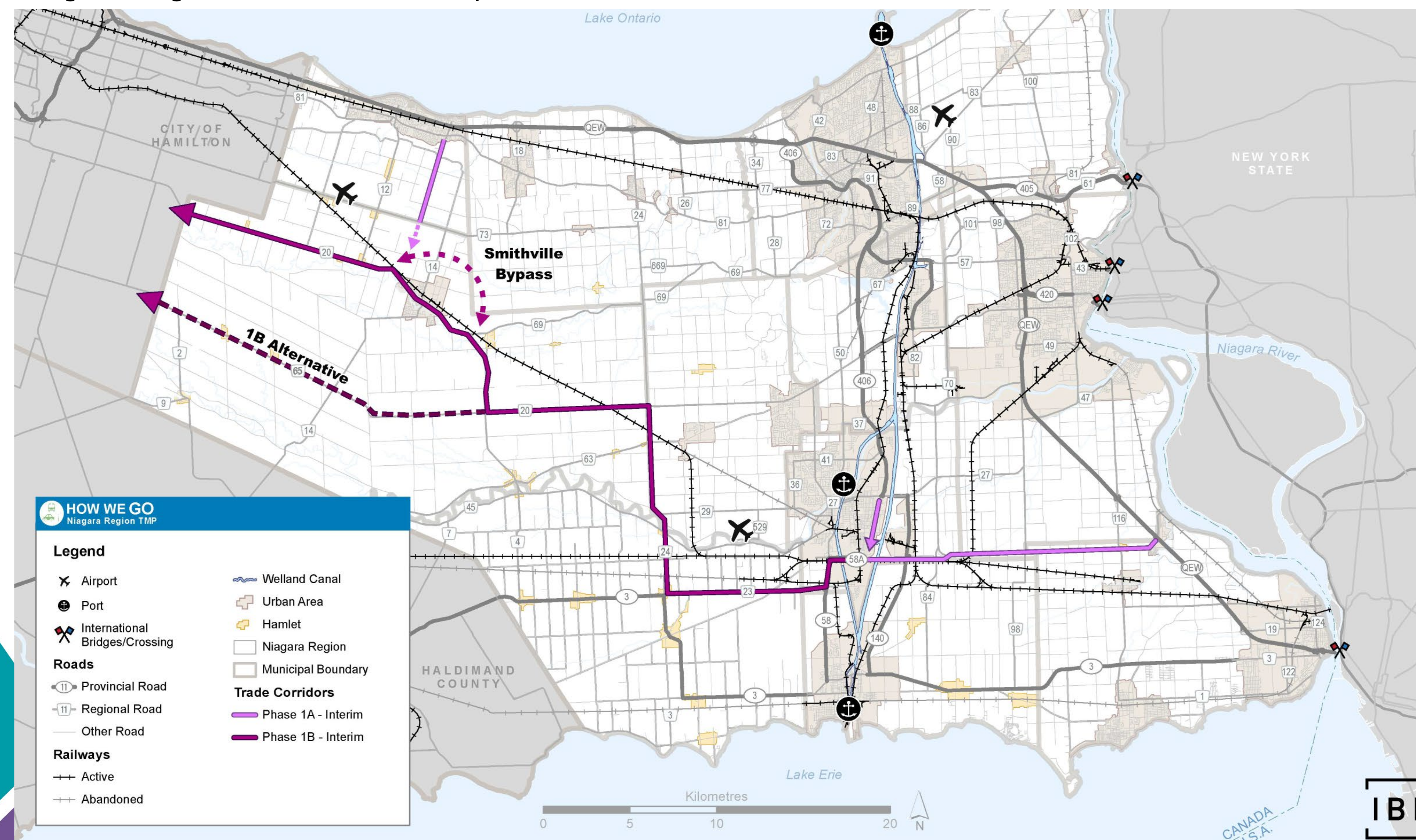
Through this TMP, an outcome may be a preferred goods movement network along specific Regional Roads.



Existing Goods Movement Network

The Region's 2017 TMP included a conceptual Goods Movement Network which recommended projects that are already advancing, including the Smithville Bypass environmental assessment, and the Niagara Escarpment Crossing environmental assessment (which is anticipated to begin in the near term). As part of this project, we are reviewing the work that was completed as part of the 2017 TMP to understand how we can support goods movement into the future.

Niagara Region 2017 TMP: Conceptual Goods Movement Network



What challenges do trucks create in your community?

How could we better accommodate or plan for truck activity?

Knowing that trucking is an integral part of the economy, how can we support both communities and goods movement?

Future Priorities

As we start developing alternative transportation network scenarios, we want to understand your priorities for the transportation network.

What are the key priorities you'd like us to consider?

Some examples of priorities are listed below.

Use a dot sticker to vote on your top 3 priorities.

Efficient

Well-connected networks that support reliable travel throughout the Region

Economy-Driven

Opportunities for regional growth through access, goods movement, and cross-regional connectivity

Resilient

A transportation system that is adaptable and Future Ready

Safe and Comfortable

Infrastructure that supports the safety and comfort of all users

Transit-Oriented
Transportation networks that prioritize high-quality transit routes and service

Future Priorities

Demand Management

Transportation systems that manage congestion and delays and support all modes

Environmentally Conscious

Prioritizing sustainable transportation decision-making

Increased Capacity

Improving the system's ability to accommodate demand as the Region continues to grow

Accessible and Affordable

Increasing and providing cost-effective transportation options

Do these priorities resonate with you? Are there other priorities you would like us to consider?

Share your thoughts here



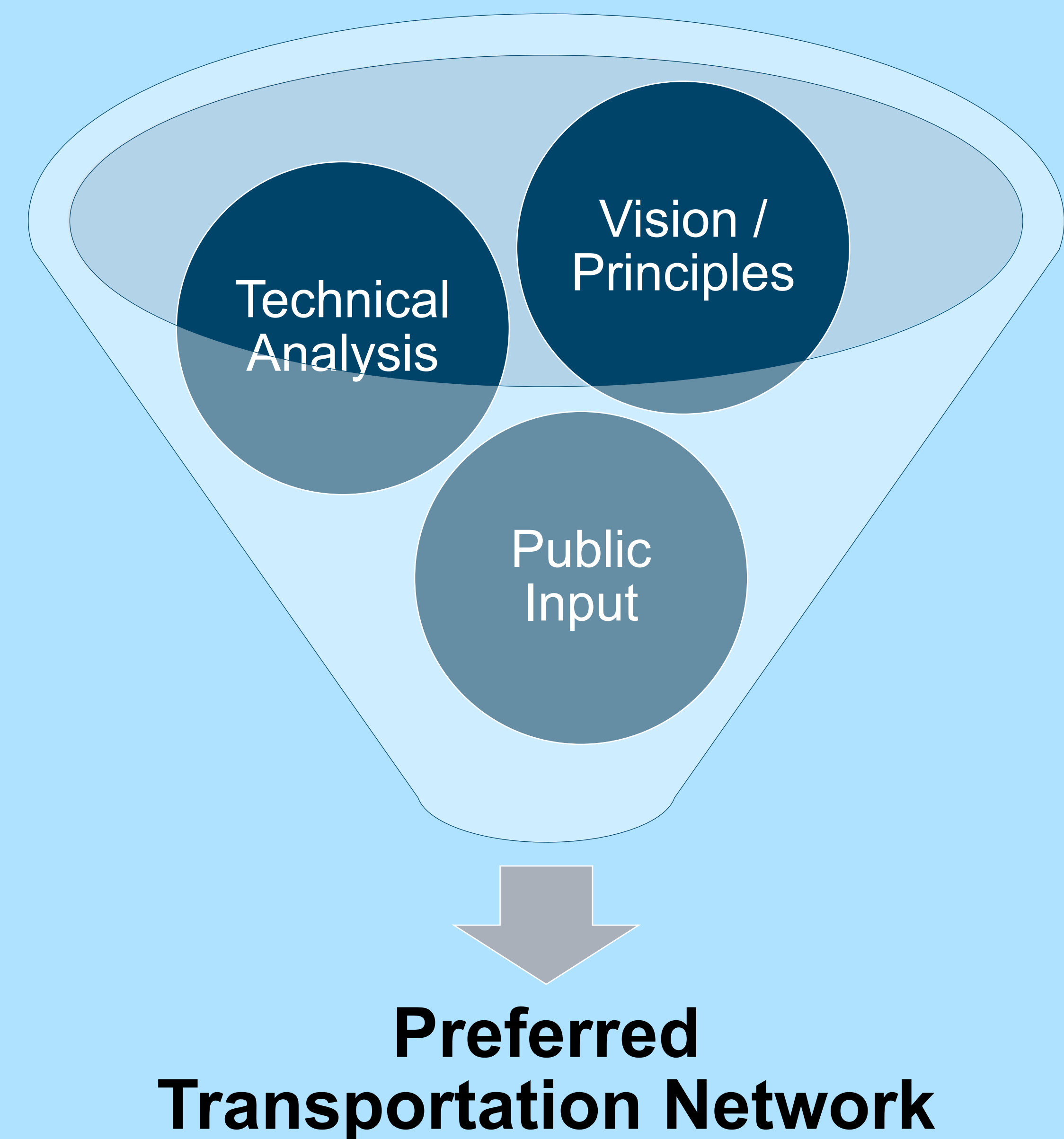
Alternative Scenarios

A key component of the TMP will be to examine several **transportation scenarios** and understand how different network investments, policies, and priorities affect the long-term performance of the Region's transportation network.

A baseline or "business as usual" scenario will be evaluated, in addition to several other scenarios developed through technical analysis and feedback about community priorities.

Comparing these scenarios allows the Region to understand outcomes of potential transportation planning decisions and **ensures the project recommendations align with the overall vision and guiding principles** of the plan.

The scenarios will be evaluated to inform the selection of a **Preferred Transportation Network Scenario**.



Next Steps & Contact

You are invited to be added to the Study contact list and/or provide comments by submitting a completed comment form in the comment box today, providing comments on the project webpage (see below), or contacting the Project Team members below by **June 30, 2026**.

Next Steps:

1. Develop and evaluate alternative scenarios
2. Public Information Centre #2 planned for early 2027

This material will be available on the project webpage for further review.

Amy Shanks, MCIP, RPP

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Project Manager, Niagara Region

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Visit the project webpage for more details on how to
continue participating:

www.niagararegion.ca/projects/transportation-master-plan-update

