

Niagara Region Transportation Master Plan

Public Information Centre 4 Summary



Prepared for Niagara Region
by IBI Group

March 31, 2017

Table of Contents

1	Introduction	1
2	Notification of Public Information Centres	1
3	Arrangement of Public Information Centres	2
4	Attendance	3
5	Comments and Questions Received	3
5.1	Summary of Question & Answer Period and Conversations with Project Team Members	4
5.2	Summary of General Comment Cards Received	5
5.3	Summary of Correspondence Received.....	5
6	Summary	6

List of Exhibits

Exhibit 1.1: Locations and Dates of the Fourth Round of Public Information Centres	1
Exhibit 3.1: Display Panel Elements	2
Exhibit 3.2: Display Boards at the Grimsby Session.....	3
Exhibit 4.1: Signed in Participants at Each PIC Session	3
Exhibit 5.1: Typical PIC Scene in Grimsby	4

APPENDICES

Appendix A – Notice of PIC

Appendix B – Display Panels

Appendix C – Comment Cards and Correspondence Received

1 Introduction

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

Unlike previous rounds of public consultation which were held jointly with the other Niagara 2041 studies, this round of PICs were held exclusively for the TMP (How We Go). The other studies under Niagara 2041 – How We Grow and How We Flow – were not part of the sessions.

This final round of PICs presented a summary of the Region’s vision and goals for the Transportation Master Plan, the recommended transportation system for Niagara Region, and supporting policies, tools, strategies and key messages that will ensure successful implementation of the TMP.

The PICs were held at four locations in Niagara Region, as summarized in Exhibit 1.1. Additional means of contacting the study team were available via the TMP website¹, where the display panels were posted for public review.

Exhibit 1.1: Locations and Dates of the Fourth Round of Public Information Centres

Date	Municipality	Venue
Tuesday, February 21, 2017	Welland	Civic Square, Community Room 60 East Main St.
Wednesday, February 22, 2017	St. Catharines	Kiwanis Aquatics Centre, Irene Locke Program Room 425 Carlton St.
Wednesday, March 1, 2017	Grimsby	Town Hall, Council Chambers 160 Livingston Ave.
Thursday, March 2, 2017	Niagara Falls	Gale Centre, Memorial Room 5152 Thorold Stone Rd.

2 Notification of Public Information Centres

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

- Notice to Regional Council and copied to local area municipal councils and staff on January 27, 2017
- Notice emailed to identified list of public and business stakeholders on February 9, 2017
- PIC dates were posted on Niagara Region’s website on January 31, 2017 with a second public service announcement on the PICs posted on February 14, 2017.
- Newspaper advertisements published on February 2 and February 9, 2017 in the following publications:
 - Fort Erie Times
 - InPort News

¹ <https://www.niagararegion.ca/2041/transportation-master-plan/consultation.aspx>

- News Now
- The Niagara Advance
- The Niagara Falls Review
- Niagara This Week
- Pelham News
- The St. Catharines Standard
- Thorold News
- The Welland Tribune
- Posts on Niagara Region’s Facebook and Twitter accounts advertising the PICs were made on February 21 and February 22, 2017 and March 1 and March 2, 2017.

The notices provided the following general information about the study:

- A short summary of the How We GO component of Niagara 2041; and
- Purpose, date, time, and location of the PICs.

A copy of the notice of PIC #4 is included in **Appendix A**.

3 Arrangement of Public Information Centres

The PICs were arranged in an open house format. Staff from Niagara Region and the consulting team were present to engage attendees and answer questions. Further, one hour into each PIC session, the consultant team provided a 20-30 minute presentation concluding with a question and answer period. The presentation provided an overview of the content on the display panels.

There were 20 display panels arranged in a logical order that included information on the following study elements shown in Exhibit 3.1. A copy of PIC display panels is included in **Appendix B**.

Exhibit 3.1: Display Panel Elements

Panel(s)	Elements	Panel(s)	Elements
1	Introduction, Background, and Study Process	11-12	Transit
2	Vision and Goals	13-15	Roads
3	Consultation Summary	16	Roads – Subarea Analysis
4-5	Needs and Opportunities	17	Moving Goods
6	Action Areas	18	Transportation Demand Management
7-8	Complete Streets	19	Transportation System Management
9-10	Active Transportation	20	Next steps

Display Boards at the Grimsby Session



4 Attendance

A total of 79 people signed-in to the four information sessions. Attendance by session is shown in Exhibit 4.1.

Exhibit 4.1: Signed in Participants at Each PIC Session

Date	Municipality	Individuals Signed-in
Tuesday, February 21, 2017	Welland	9
Wednesday, February 22, 2017	St. Catharines	21
Wednesday, March 1, 2017	Grimsby	43
Thursday, March 2, 2017	Niagara Falls	6

*Please note that a small number of attendees declined the option to sign in.

5 Comments and Questions Received

Comments and questions from the public at the PICs were received in four ways: questions and comments after the consultant team's presentation, conversations with Project Team members, through comment cards provided at the sessions, and by email. Summaries of each are provided below.

5.1 Summary of Question & Answer Period and Conversations with Project Team Members

Questions following the presentation and conversations between participants and Project Team members addressed the following topics and themes:

- The process for implementing the TMP and costs associated with various projects
- Conformity with Provincial policy including the Growth Plan
- How Niagara's changing demographics are being accounted for in the TMP
- Timing of Niagara Escarpment Crossing in Grimsby
- How innovative ideas are being incorporated into the TMP
- The need to support and accommodate agricultural vehicles on the road network
- The timing and cost of the Niagara to GTA Corridor
- QEW congestion and widening
- Questions regarding specific road widenings and road extensions
- Active transportation, including using hydro corridors for trails, encouraging more active transportation by encouraging a denser urban form and more cycling infrastructure.
- The need for good transit connections to current and future GO stations
- The need to improve interregional transit
- The status and timing of MTO's Garden City Skyway widening/twinning project
- Balancing the Region's growth with the need to contain urban sprawl
- Improving how municipalities in the Region collaborate

Typical PIC Scene in Grimsby



5.2 Summary of General Comment Cards Received

Several themes emerged in the written submissions (15 comment cards) received at the information centres.

There was enthusiasm for the inclusion of active transportation in the plan. Several submissions indicated support for the expansion plan, while others suggested the plan should be expanded even further and allocated further resources. Additional route suggestions were indicated, such as improved access to universities and colleges and between Pelham and Niagara Falls. The importance of safety was supported as well.

Two commenters suggested that all abandoned rail corridors should be identified and studied for their potential to be used as cycling corridors.

Continuing to improve transit, particularly inter-municipal movements and GO Transit rail service was supported.

The goal of reducing reliance on single-occupancy vehicles was supported a number of times either directly or through the support of ideas such as implementing complete streets, improving sustainable transportation, focusing on transportation demand management, emphasizing a “Strong Towns” approach, and highlighting environmental impacts.

Environmental impacts were cited in one submission rejecting the idea of a new escarpment crossing, while another commenter was disappointed not to see any mention of climate change or transportation’s impacts on climate change.

Support for road projects was also submitted, including the Morrison Street extension across the QEW, an interchange designed to accommodate traffic to the new hospital in St. Catharines, the Garden City Skyway construction, and general desire to see more rural roads widened.

Two submissions supported the construction of a new bridge over Twelve Mile Creek along the Carleton Street corridor in St. Catharines.

Conversely, several commenters rejected the concept of the mid-peninsula highway corridor, citing environmental impacts, cost, and necessity.

A scanned copy of the comment cards can be found in **Appendix C**.

5.3 Summary of Correspondence Received

Three email submissions and one letter were received subsequent to the PIC events.

- The first suggested specific safety improvements for the Mountain Road and Kemp Road area in Grimsby to address existing concerns.
- The second offered comments and concerns on behalf of the Niagara South Federation of Agriculture. This submission addressed concerns regarding the movement of farm equipment on Regional roads and the difficulties presented by bicycle lanes and narrow rights of way. The email also discusses the potential of the NGTA Corridor and NGTA East Corridor.
- The third email presented an alternative to the NGTA Corridor that relies on existing road corridors and a re-orientation of the Corridor towards southwest Ontario.
- The letter offered comments relating to safety issues at the crosswalk at Main Street and Strathearne Avenue which provides access to Nelles Public School. A stop light was requested in the letter.

These correspondences are provided in their entirety in **Appendix C**.

6 Summary

This round of Public Information Centres marked the final formal public consultation efforts for the Niagara TMP. In total, 79 people signed into the four events, 15 comment cards were received, and there were numerous conversations between the Project Team and session participants.

While feedback was varied, there was general support for active transportation and transit improvements, including GO Transit, and mixed support for the Niagara to GTA Corridor.

All feedback received will be considered as the Transportation Master Plan is finalized.

Appendix A – Notice of PIC



Get Involved in Niagara's Future: Attend Public Information Centre #4

In the next 25 years, Niagara is expected to grow, bringing a possible 168,000 new residents and 79,000 new jobs to the Region. This anticipated growth results in a population level of 610,000 and an employment level of 264,000 by year 2041.

Niagara Region is making sure we're prepared for this growth through four projects that will help us plan where and how that growth will occur, and how it will be accommodated. This Public Information Centre will focus on one of the four projects.



HOW WE GO:

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

Get involved:

The Transportation Master Plan is nearing completion. Since the last PICs held in November/December of 2016, the Project Team has developed preliminary recommendations for Niagara Region's transportation system. Find out how the transportation system is being improved and what benefits there are to the networks (walking, cycling, transit, road), to economic efficiency and to the overall transportation experience.

Residents are invited to attend a Public Information Centre in their community to learn more about these recommendations and to have your voice heard.

Feb. 21, 2017

Welland
Civic Square Community Room
60 East Main St.
5:30 - 8 p.m.
Presentation at 6:30 p.m.

Feb. 22, 2017

St. Catharines
Kiwans Aquatics Centre
Irene Locke Program Room
425 Carlton St.
5:30 - 8 p.m.
Presentation at 6:30 p.m.

March 1, 2017

Grimsby
Town Hall Council Chambers
160 Livingston Ave.
5:30 - 8 p.m.
Presentation at 6:30 p.m.

March 2, 2017

Niagara Falls
Gale Centre Memorial Room
5152 Thorold Stone Rd.
5:30 - 8 p.m.
Presentation at 6:30 p.m.

If you require any accommodations for a disability in order to access the project documents, contact the Accessibility Advisory Coordinator at 905-980-6000 ext. 3252 or 1-800-263-7215 or accessibility@niagararegion.ca to make the appropriate arrangements.

Appendix B – Display Panels



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

- ✓ An overview of the Region's vision and goals for the Transportation Master Plan.
- ✓ The recommended transportation system for Niagara Region.
- ✓ Supporting goals, policies, tools, strategies and key messages that will ensure successful implementation of the Transportation Master Plan.

Background

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

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

The TMP is one of four studies under **Niagara 2041** to address growth in Niagara Region.

Transportation Master Plan Study Stages





The transportation vision and goals were developed with input from stakeholders and the public to guide the development of this TMP.

Vision

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

Goals



Integrate transportation and land use



Support economic development



Enhance multi-modal connectivity



Improve options for sustainable modes of transportation



Maintain and improve the efficiency of the goods movement network



Promote the development of healthy communities



Develop a realistic yet innovative blueprint for implementation



Over the course of the study, we sought input from the community in a variety of ways:

- Meeting with over **290** Niagara residents at three sets of Public Information Centres
- Two online surveys with over **3,260** responses
- Three meetings with Stakeholder Advisory Group
- Two meetings with Active Transportation Advisory Group
- Two series of meetings with representatives of the local area municipalities
- Two meetings with First Nations
- Freight Industry Survey



What we heard....

Extend GO Train service to Niagara Region.

More coordination between transit operators within the Region (fares, scheduling, network).

Accommodate movement of farm equipment.

Better connections between north and south, including across the Escarpment.

Improve pedestrian connectivity.

Support efficient goods movement.

Better connect / expand cycling facilities.

More crossings of the QEW and Welland Canal.

Build Complete Streets with trees, street furniture, sidewalks, etc.

Escarpment that can accommodate both residents' needs and goods movement.

Need a Smithville Bypass

NGTA is good for growth in Niagara. Need the NGTA now.

NGTA is not needed and will have too many environmental impacts.

The province needs to address timing of NGTA or provide an interim solution.



Needs and Opportunities

Needs and Opportunities	→	Key Outcomes
A person's ability to live in urban areas without having to own a car, because quality travel options exist	→	Attract a talented workforce
A transit network that brings more residents within convenient reach of jobs	→	Maintain and attract new business investment
A street network that is safe and walkable for all ages, and that does not divide neighbourhoods	→	Create more healthy and liveable communities
Transportation infrastructure planning that accounts for long-term operating and maintenance costs	→	Improve financial sustainability
A selective approach to building new or wider roads, in combination with actions to improve transportation choice and manage demand	→	Establish leadership on climate change and environmental sustainability

Transportation as a catalyst for change

Needs and Opportunities	→	Key Outcomes
Better transit connections to employment and social hubs	→	Retain young adults after they complete high school and post-secondary education
Age-friendly transportation infrastructure and services, and better transit connections from neighbourhoods to activity centres	→	Ensure full participation of seniors
Safe and walkable neighbourhoods with complete streets and opportunities for recreational cycling	→	Promote Niagara Region as a place for families to thrive
Less need to own a car and greater access to jobs by transit	→	Improve equity for all

Meeting the needs of residents



Connecting the Region

Taking advantage of new technology

Needs and Opportunities	→	Key Outcomes
Faster and more frequent transit services into/out of the region, including GO rail extensions	→	Increase economic interchange with the GTHA and other surrounding municipalities
More frequent transit services in key corridors, coupled with innovative transit services in less-dense areas	→	Strengthen economic and social connections between area municipalities
More freeway capacity and selected roadworks that improve links to key corridors and facilities	→	Boost efficiency of goods movement from local manufacturers and producers to regional, national and international markets
More compact, mixed-use development featuring fine grid networks	→	Maximize use of walking and cycling for short trips
Better access to border crossings for trucks moving to/from or through the region	→	Improve international trade
Steps to shift freight demand from road to rail, especially between GTHA and US	→	Increase effective freight capacity through region and reduce QEW congestion

Needs and Opportunities	→	Key Outcomes
Supportive environments for shared mobility options	→	Reduced personal and business costs for transportation
Innovative transit options including dynamic transit to connect lower density areas	→	Extended coverage of transit system
Facilitate new technologies that contribute to reduced peak period travel or reduced reliance on private automobiles	→	Reduced need for road expansion
Proactive planning to ensure that benefits of autonomous vehicles and other new technologies outweigh potential negatives	→	Region seen as leader in innovative transportation solutions

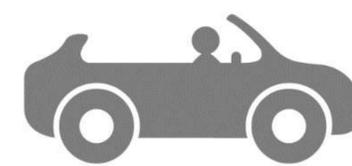
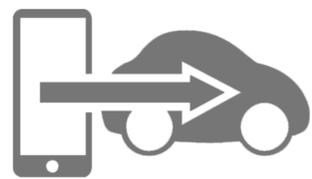


The TMP will focus on seven key action areas that respond to the needs and opportunities:

- Complete Streets
- Active Transportation
- Transit
- Roads
- Goods Movement
- Travel Demand Management
- Transportation System Management

While the TMP considers expansion to the road network capacity in strategic areas, it gives priority to improving facilities and services for public transit and active transportation, and to proactively boost demand for those modes through transportation demand management.

The TMP also emphasizes approaches to make streets more efficient through transportation system management measures and approaches that capitalize on the potential of emerging technologies to improve mobility.





Complete Streets

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

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



TMP Goals



Integrate transportation and land use



Enhance multi-modal connectivity



Promote the development of healthy communities



Improve options for sustainable modes of transportation



Develop a realistic yet innovative blueprint for implementation



Street Typologies



Main Street



Urban General (Wide)



Urban General (Narrow)



Transitioning



Hamlet



Rural

Key Recommendations

Niagara Region will:

- Plan and design Regional road projects using a Complete Streets approach
- Design roads to be universally accessible, safe and comfortable for all roads users
- Recognize roads as important public space opportunities

Implementation Strategy

- The Complete Streets design guidelines are intended to provide guidance to local municipalities in assessing and incorporating, where reasonable, Complete Streets design principles.
- The Region will support funding for Main Streets located on Regional roads in smaller municipalities/communities, which could include cost-sharing/funding opportunities for specific fixed assets.



Niagara Region is already a cycling destination, but the TMP aims to make travel by bike a realistic option for the Region's residents and visitors alike.

Strategy

- Address gaps and underserved areas by providing a high-quality, connected network, in areas where it will mostly likely be used, within the shorter-term horizon (10 years) as the next step to implementing the Region's **Bikeways Master Plan**.
- Consistent wayfinding signage to provide information and guide cyclists to bikeways, facilities and points of interest throughout the region.

Key Recommendations

Niagara Region will:

- Invest in cycling facilities and supporting infrastructure to promote active lifestyles and healthy communities
- Build cycling facilities as part of planned road capital projects on Regional roads
- Prioritize infill corridors to implement the Strategic Cycling Network within 10 years as retrofit projects
- Implement wayfinding following the Region's new *Bikeway Identification and Destination Wayfinding Signage for Cyclists* guidelines

TMP Goals



Enhance multi-modal connectivity



Improve options for sustainable modes of transportation



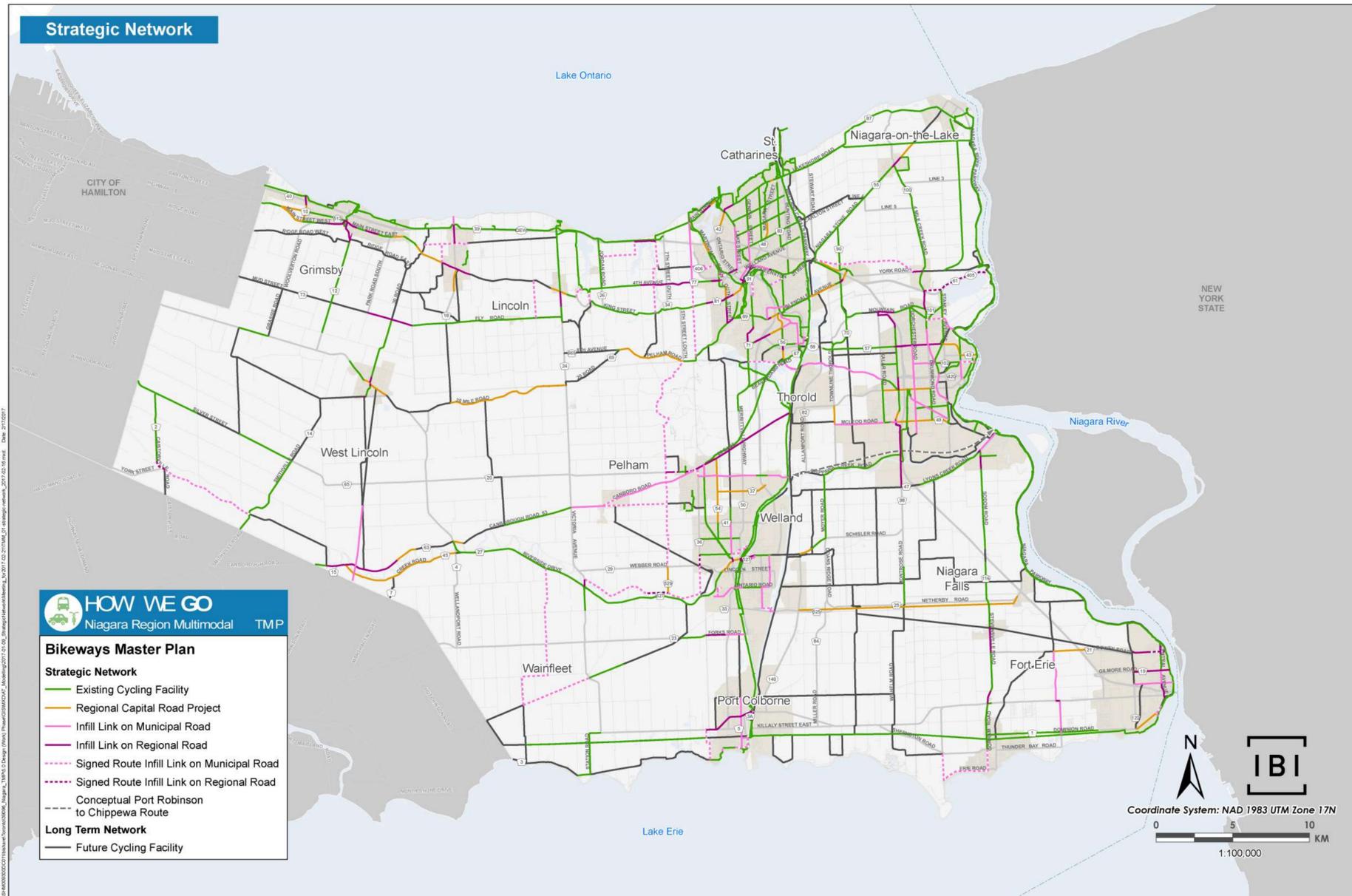
Promote the development of healthy communities



Develop a realistic yet innovative blueprint for implementation



Strategic Cycling Network



Completing the Strategic Cycling Network will require a total investment of \$42.5 M on infill projects

- \$20.9 M of infill projects on Regional roads
- \$21.6 M of infill projects on municipal roads

Strategic Infill Link

Component of the Strategic Cycling Network that will be advanced to enhance connectivity in areas with higher density or potential demand, or to provide access to key destinations or across major barriers.

Facility types include: signed routes, paved shoulders, bike lanes, and boulevard multi-use trails.

Regional Capital Road Project

Component of the Strategic Cycling Network that will be constructed as part of the road projects in the Capital Budget.

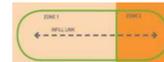
The network of infill corridors were analyzed based on the following five criteria to identify priorities.



Connectivity – number of network pieces that the infill link connects to and the types of link, i.e. existing or proposed project.



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



Potential Demand – number of short trips (<5 km) made by non-active transportation modes in close proximity to the corridor.



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



Barriers – whether the link crosses a major barrier such as a highway or a waterway



Niagara Region is positioned to be a leader in the promotion of **mobility as a service**. The aim will be to provide a more flexible transit system with improved inter-municipal transit services, improved coordination between transit providers, and implementation of new technologies and transit methodologies.

Strategy

- Provide better connections between local municipalities to support growing demand for inter-municipal travel.
- Introduce a **Demand-responsive Transit** model to serve lower-density areas where traditional, fixed-route transit systems perform poorly. This is not a new approach to transit, but with emerging technology the cost of providing flexible, demand-responsive transit is greatly reduced.

TMP Goals



Integrate transportation and land use



Enhance multi-modal connectivity



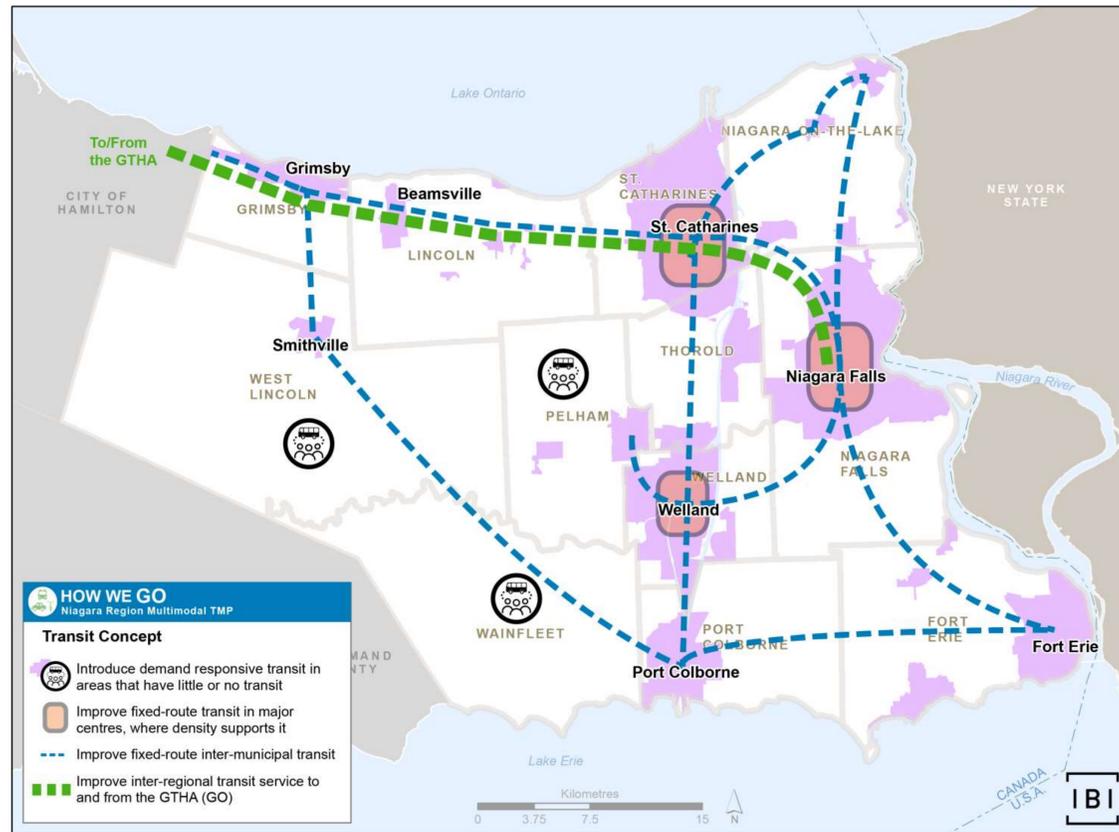
Improve options for sustainable modes of transportation



Promote the development of healthy communities



Transit Concept



Key Recommendations

Niagara Region will:

- Coordinate, support and fund opportunities for improved **inter-municipal transit** to all of Niagara’s municipalities through a combination of fixed-route and flexible transit.
- Initiate and fund a pilot project to connect riders to Niagara Region Transit via flexible transit.
- Take an active role in **service co-ordination** between local agencies and Niagara Region Transit so that inter-municipal trips are seamless.
- Work with Metrolinx to implement two-way, all-day **GO Train** connections between Niagara and GTHA.
- Ensure regular, reliable and coordinated transit connections to future GO Transit Hub in St. Catharines and GO Transit stations in Grimsby, Beamsville and Niagara Falls, along with supporting pedestrian and cycling infrastructure.
- Introduce subsidized “co-fares” between Niagara Region Transit and GO Transit, and encourage local transit systems to do the same.
- Enact **land use policies** that attract high-density residential and employment uses within walking distance of GO stations.



Niagara Region needs to ensure that it maintains **accessibility** and **connectivity** within the Region and to the Greater Toronto and Hamilton Area (GTHA) through the provision of upgrades / improvements to key links and corridors to support a flourishing economy and connected population.

Strategy

- Accommodate the significant growth in travel by motorized vehicles through strategic network capacity increases.
- Address operational improvements at specific hotspots, bottlenecks at Canal crossings, impeded truck movements across the Niagara Escarpment and seasonal tourist-related congestion.

TMP Goals



Enhance multi-modal connectivity



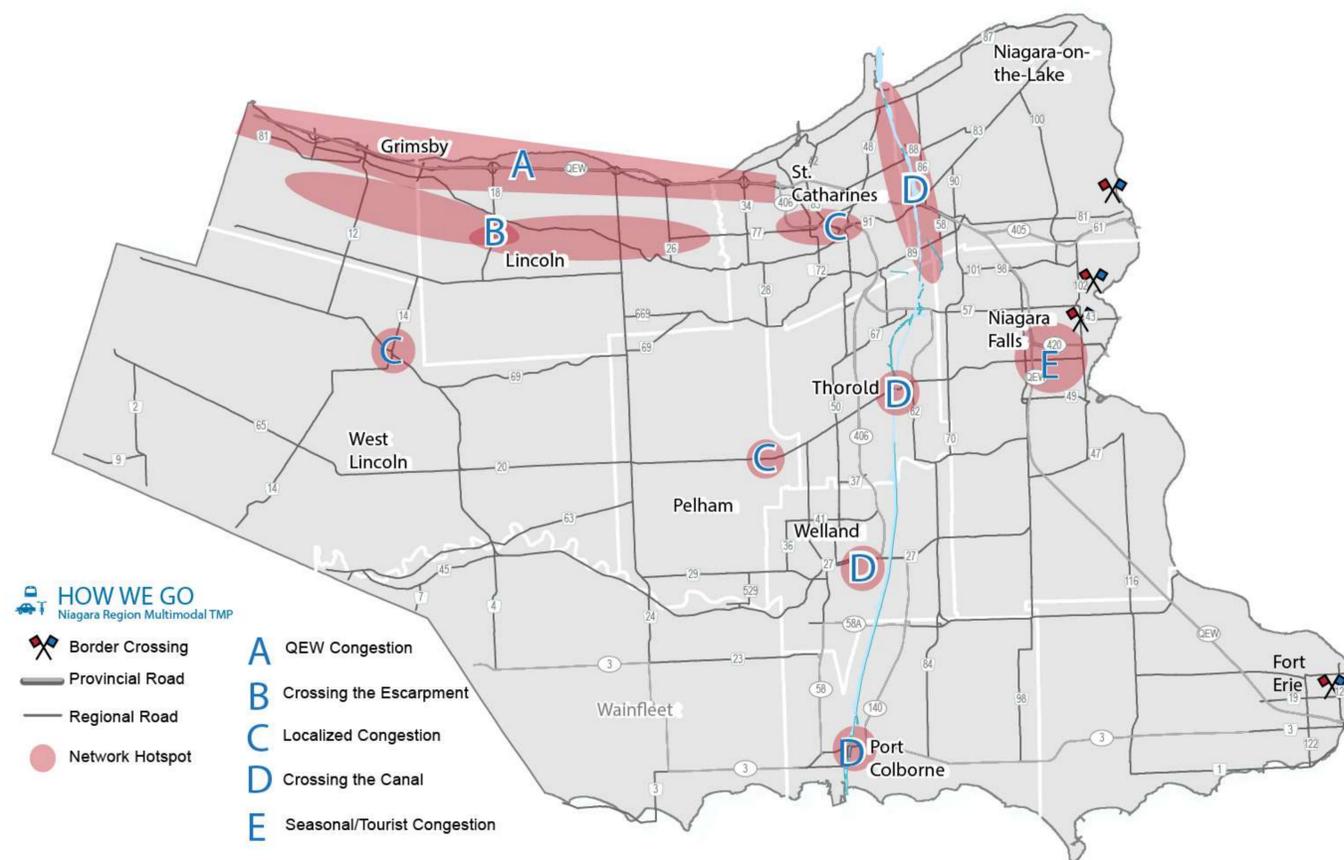
Support economic development



Maintain and improve the efficiency of the goods movement network



Develop a realistic yet innovative blueprint for implementation





Key Recommendations

Niagara Region will:

- Work with MTO to progress the **QEW widening**, **NGTA Corridor** and **NGTA East Corridor** to provide for the efficient movement of people and goods connecting Niagara Region to the GTHA and USA. To expedite the NGTA East corridor planning process, the Region will propose to MTO to lead a joint MTO/Region EA Study.
- Actively work with MTO to identify a short-term solution to provide network redundancy through an **alternate Provincial route** parallel to the QEW that can accommodate longer-distance, inter-regional travel and goods movement, including a Role and Function Study of Regional Road 20 and a study to address the Smithville Bypass.
- Undertake Phases 3 and 4 of the Environmental Assessment (Schedule C) for the preferred alignment and preliminary design of the **Niagara Escarpment Crossing** (Bartlett Avenue extension) extending to Regional Road 20.
- Undertake or complete Environmental Assessment studies for:
 - Concession 6 / Hwy 405 interchange / Mewburn Road corridor
 - Hwy 406 / Third Avenue interchange
 - South Niagara East-West Transportation Corridor
- Protect non-Regional transportation corridors that provide local benefits and network connectivity including:
 - Morrison Street crossing of QEW (Niagara Falls)
 - Crossing of Twelve Mile Creek (St. Catharines)
 - Crossing of Chippawa Creek (Welland River) (Niagara Falls)



2041 Road Network



Completing the proposed Road Network will require a total investment of approximately \$750 M

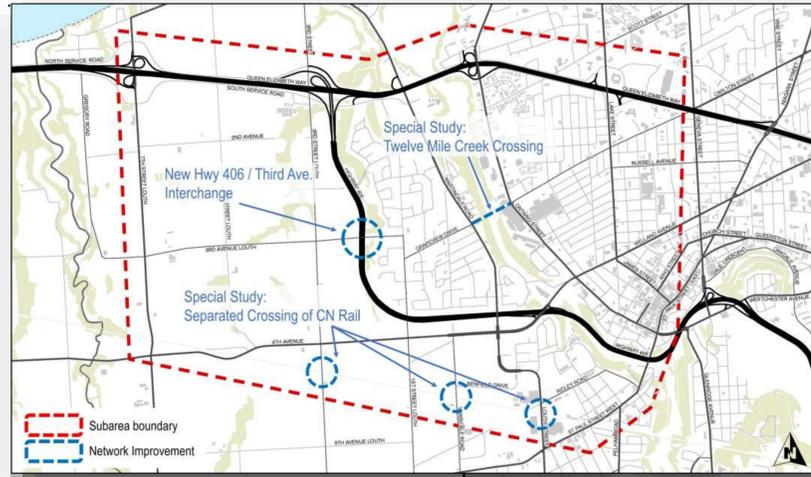
Timing	Total Capital Cost
Short Term (2017–2021)	\$ 140 M
Medium Term (2022–2031)	\$ 410 M
Long Term (2032–2041)	\$ 200 M
Total	\$ 750 M

Cost estimates exclude MTO freeway projects, but include contribution to proposed freeway interchanges and regionally-significant municipal projects.



Roads – Subarea Analysis

West St. Catharines



Recommended Improvements:

- New Hwy 406-Third Ave Louth interchange and connection to new hospital
- Special Study: Grade separation at Third Street Louth or Vansickle Road or Louth Street (GO Hubs and Transit Stations Study)
- Special Study: Twelve Mile Creek capacity requirements between QEW and Fourth Avenue (St. Catharines TMP)

QEW - Glendale - Hwy 405



Recommended Improvements

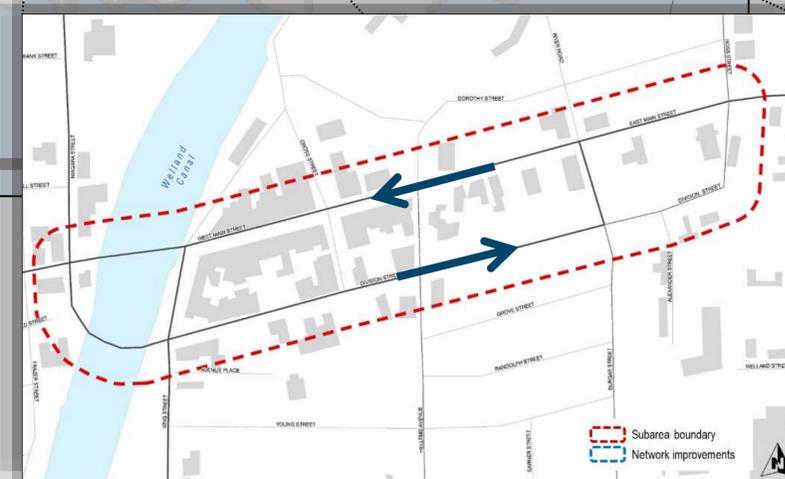
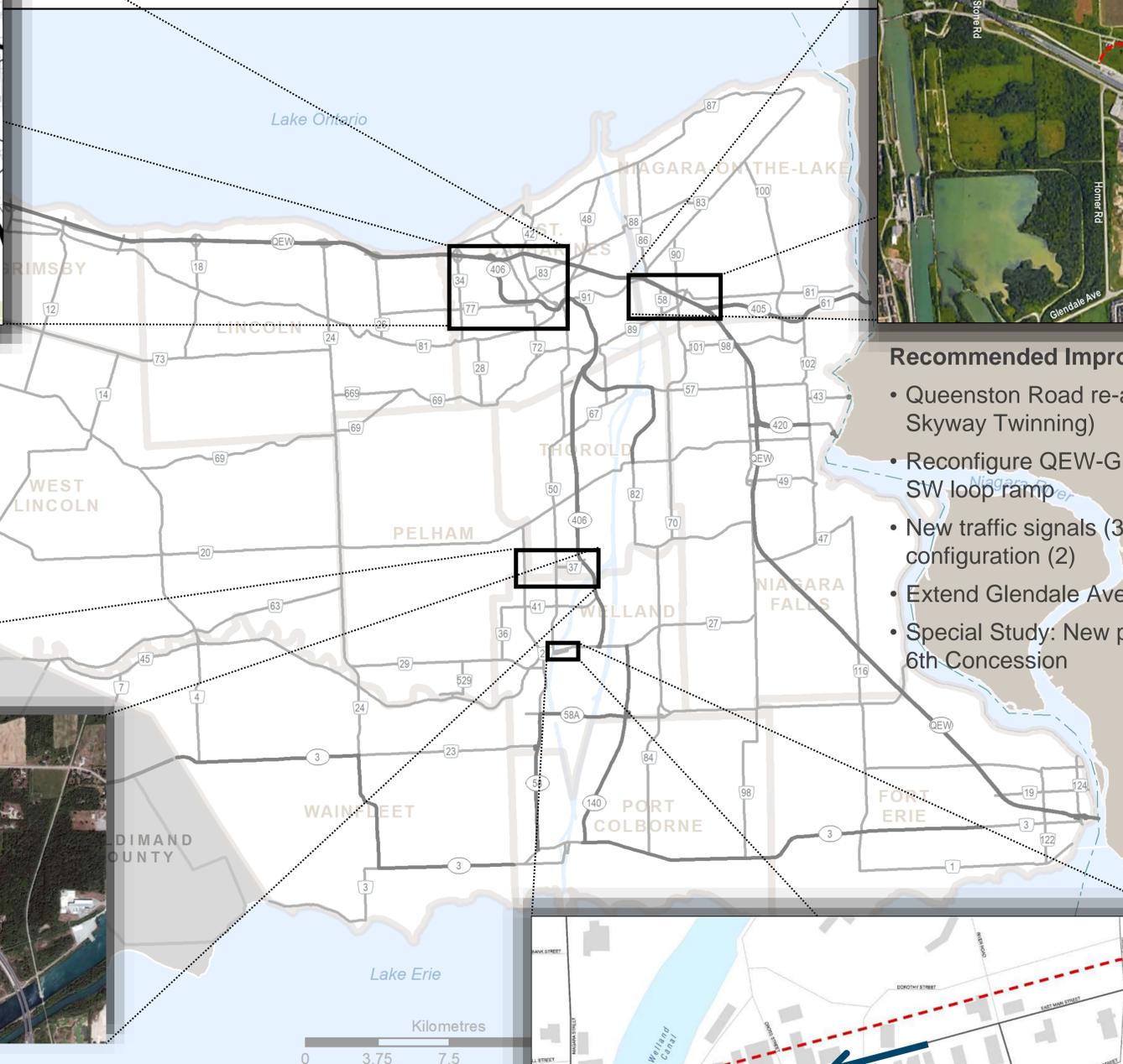
- Queenston Road re-alignment (subject to QEW Garden City Skyway Twinning)
- Reconfigure QEW-Glendale Avenue interchange with a new SW loop ramp
- New traffic signals (3) and improved traffic signals/intersection configuration (2)
- Extend Glendale Avenue (2 lanes) north to Queenston Road
- Special Study: New partial interchange on Hwy 405 at 6th Concession



East Fonthill/Port Robinson Area

Recommended Improvements:

- Rehabilitation of Merritt Road between Niagara Street and Cataract Road
- Future widening of Merritt Road between Hwy 406 and Cataract Road
- New road construction to connect the unopened road allowance on Merritt Road between Cataract Road and Rice Road
- Capacity improvements on Rice Road (RR20 to Thorold Road)



Welland East Main and Division One-way Couplet

Recommendation:

- One-way street operation to remain



Moving Goods

Roads leading to the Canada-U.S. border are major routes for goods movement. Minimizing impedance from commuters and tourists improves efficiency—reducing business costs and increasing the value of operating in the Niagara Region. Goods move through Niagara Region primarily by road, but air, water and rail also play a large role in moving goods.

Key Recommendations

Niagara Region will continue to support the policy that Regional roads provide for truck movements and establish policies and directives for a **Goods Movement Study** to address the following:

- A goods movement network that addresses movements by road, rail, air and water.
- NGTA and NGTA East Corridors to provide efficient goods movement routes that connect Niagara Region to the GTHA and USA.
- Infrastructure initiatives that provide efficient connections to the Provincial highway system, international border crossings, Foreign Trade Zone Point, Gateway Zone employment areas and other truck activity centres in Niagara Region, while ensuring the accommodation of aggregate trucks and mobile farm equipment.
- Opportunities for innovative goods movement that respond to changing delivery methods and technology such as electric vehicles, autonomous vehicles and drones.
- Industrial compatible land uses around marine ports and rail facilities.

TMP Goals



Support economic development



Maintain and improve the efficiency of the goods movement network





Travel Demand Management (TDM) provides a means to protect the Region's investments by **ensuring that transportation facilities are used efficiently** and by tapping into currently underutilized capacity. TDM measures cost a fraction of the capital costs for expanding roadway and transit infrastructure.

Strategy

- Adopt and lead TDM initiatives through a TDM program that is funded and staffed, allowing the Region to become focused on sustainability, efficiency and safety for its transportation system.

Key Recommendations

To encourage the reduction of travel by single-occupant vehicles, Niagara Region will undertake a TDM Strategy study that will address the following:

- Engaging with workplaces to develop programs (i.e. SmartCommute) aimed at decreasing congestion at peak hours and increasing employee use of active transportation, public transit, carpooling and teleworking.
- Implementing new technologies that have potential to change travel behaviour, improve transportation options, or increase awareness of TDM options.
- Collaborating with local municipalities to apply guidelines that maximize the TDM supportiveness of new developments across Niagara Region, including parking strategies.
- Expanding carpool program and park and ride facilities in Niagara Region.

TMP Goals



Integrate transportation and land use



Enhance multi-modal connectivity



Improve options for sustainable modes of transportation



Develop a realistic yet innovative blueprint for implementation



Transportation Systems Management (TSM) is used to **maximize capacity** of existing roads and make travel by all modes safer and more efficient.

Strategy

- Maximize the efficiency and capacity of the Region’s existing transportation infrastructure resulting in a more cost-effective transportation system for the Region to maintain and operate.
- Provide travellers with up-to-date travel information to enable informed travel choices.

Key Recommendations

To improve the efficiency of its network, Niagara Region will:

- Embrace new mobility services and technologies.
- Upgrade traffic signal system including hardware, signal timing and integration.
- System deployment including centralized emergency management/coordination, event management, public reporting, and portable variable message signs.
- Develop data analytics and business intelligence tools to support decision making, provide greater capability for predicting traffic patterns and support continuous improvement.
- Integrate Corridor Management to support seamless end-to-end journeys by collectively managing the highway corridor, parallel arterial routes and transit.

TMP Goals



Improve options for sustainable modes of transportation



Enhance multi-modal connectivity



Maintain and improve the efficiency of the goods movement network



Develop a realistic yet innovative blueprint for implementation



After this PIC, we will:

- 1 Refine goals, policies, and recommendations based on public feedback
- 2 Present the Draft TMP to Regional Council and provide for public review
- 3 Finalize the Transportation Master Plan
- 4 Provide the TMP to municipalities as an overarching document to support local TMP studies
- 5 Assist in the development of updated and new transportation policies for the Regional Official Plan

We want to hear from you!

If you have questions, comments or ideas, please submit a comment form or contact the project manager:

Jack Thompson
905-980-6000 or 1-800-263-7215, ext. 3482
Jack.Thompson@niagararegion.ca

Please provide all comments by March 20, 2017.

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

Appendix C – Comment Cards and Correspondence Received



HOW WE GO

Public Information Centre #4

Name: _____

Address: _____

Phone: _____ Email: _____

in no real order

Comments:

(1) need a bridge over train tracks in Niagara Falls

(2) extend Morrison Street over QEW to lighten traffic on other street

(3) make a road to take traffic from Hwy 20 to McLeod Road near Allanburg

(4) need an easier route to travel say Ridgeway to Fonthill

(5) at least build one ramp off 406 to 157 Street South for hospital traffic

over

(6) extend a bridge at Carleton Place over to Markham to help traffic

(7) widen more country major roads due to traffic of farm implements, etc such as Montrose Road from Niagara Falls to Netherby



HOW WE GO

Public Information Centre #4

Name: _____

Address: _____

Phone: _____ Email: _____

Comments:

When GO starts daily service in sure Lincoln is one of the stops. This will help to accelerate the growth at the GO Hubs required.

Help to finance the Red Cross bus system immediately! Each additional bus instantly helps the residents most in need.

Have a GO stop at the new hospital. + Brock Partner with Trillium Railway for a streetcar connection North/South from Port Colborne to St. Kitts - Also run on existing lines to Fort Erie - they are part of the Region too!

Continue to expand the bicycle networks!

STOP! The funding + take over of the 2 Regional Airports - This is a waste of \$Millions!! Use Lincoln's/Camach's + West Lincoln's Regional \$ contributions to

Under the Municipal Freedom of Information and Protection of Privacy Act, unless otherwise stated in the submission, any personal information included in a submission will become part of the public record.

OVER

Create + help maintain a inter municipal transit system here in the West.

No Mid Penn. Highway is needed.

The Prov. estimates of growth are over stated. Without the jobs first, youth will not stay.

Make all of the Region an economic development zone, so we can all grow together.

Find better/quicker connections to Brock + Niagara College. + expand the time of day bus uses. Bike Routes made Safe to Unworn + Schools

Eliminate the GOAPS



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

On the positive nice to see the inclusion of cycling, walking, public transit & rail in the study. Another positive talking about the need for connections. Pleased that transit is now considered an important part of transportation.

On the negative side still WHY too much emphasis on roads, the movement of motor vehicles. If more roads and wider roads were the answer why do we still need more roads and wider roads?

Totally ignores the Strong Towns movement and the need to get away from auto-oriented development for

economic prosperity. Totally ignores peak oil. Permanent oil crisis expected to hit sometime between 2020 & 2030. Totally ignores the transportation revolution now underway.

Makes too many assumptions: growth is good & ~~contract~~ contraction is bad, we have unlimited oil & gas, the car will continue to dominate.

Region needs to actually READ the report.

Also no mention of climate change and its impact on transportation.

No mention of C.R.T.

Assume population will continue to ~~grow~~ grow. Signs population will soon stabilize and start contracting.



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Mail:

Comments:

new crossing of
Niagara Escarpment
would be harmful
in part to
existing wildlife
corridor.
part of the trans-
portation strategy
should be no
new crossings
of Niagara Escarpment

- all potential abandoned
rail & current hydro
corridors should be
identified for

2

possible use as
~~trans~~ trails

Existing hydro
corridors can be
used as cycling
corridors

Province indicates
would invest
in higher order
transit if region
accepted current
urban densities



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

- ① Better intercity transit - allow regional
- ② Develop 12mi/week valley programs
- ③ Green Space walking areas promote healthy community
- ④ Less reliance on cars
- ⑤ Improved transit schedules
- ⑥ Access Western Hill - Carthage bridge connect to Gorgeview



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

"WHEN" is the new Garden City Skyway going to be built?



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

Trail system for cycling is good. Future studies should identify all suitable abandoned lines which could be converted to trails.



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

- Liked the Active Transp. link; Sustainable Transp + Complete Streets
- Need more of this at the planning + design stages in terms of approaches that can achieve implementation
ie. → reduced lane width ~~to~~ to allow for bike lanes
- Question → will new technologies and demand management negate the need for a future mid-Ann. corridor.

Thank



HOW WE GO

Public Information Centre #4

Name: _____

Address: _____

Phone: _____

Email: _____

Comments:

could have Niagara
Escarpment & Welland
River parkways. no
new roads needed,
just signage &
interpretation

Niagara Region should
stop lobbying for NFTA
corridor. would do
serious damage
to environment and
has been rejected by
province for this
and lack of sufficient
demand.



HOW WE GO

Public Information Centre #4

Name: _____

Address: _____

Phone: _____

Email: _____

Comments:

- love bicycling expansion routes - need to
be safe. - no potholes, lanes, signage

- still not happy about Main Street road
widening damage to our house that contractor
^(St. Catharines)
denied responsibility boo ï

- lighting upgrades to LED ï

- new bike lanes ï

- bus routes take too long between stops

= not efficient to take to work.

Great consultation! Like when
public is consulted.



HOW WE GO

Public Information Centre #4

Name: [Redacted]

Address: [Redacted]

Phone: [Redacted] Email: _____

Comments:

- All signalized intersections should be able to respond to all road users. i.e. Not all signals

in the Region operate ~~with~~ on cycles - several are on demand only. - other users are forced to go through red lights

The technology is available now to respond to motorcycles, ebikes, bicycles, etc.

This technology should start to be installed now!



HOW WE GO

Public Information Centre #4

Name: [Redacted]

Address: [Redacted]

Phone: _____ Email: _____

Comments:

Drop consideration of the ~~rest~~ new highway. Way too expensive for benefits and will negatively impact environment. Put the money into transit, more active transportation. Slow intra-city traffic.

Bike lanes often don't feel safe once cars going 50km/h+.

"Demand responsive transit" sounds a very good idea for rural and lower-density areas.

Need safe bike route from Pelham to Niagara Falls. For moving goods focus on reducing commuter and tourist impedance over increasing car + transport capacity.

TDM sounds important. Focus on this. More single-occupant vehicle reduction please.

Inter- and intra-city transport should not just be safe, but fun!!! (esp for bikers, pedestrians, and by transit)



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

Looking forward to the GO Services extending into our region.

Very interested in any work to make our roads safer, more accommodating for cyclists - particular since we are bike commuters using Hwy 8 between Grimsby & Winona.



HOW WE GO

Public Information Centre #4

Name:

Address:

Phone:

Email:

Comments:

We are benefitting from current bike lanes and use them to cycle from our home (near the hospital) to work (Winona) and back.

We feel we have benefitted healthwise and also have a better understanding of our community as a result.

Cyclists are drivers too. We are able to see the perspectives of both. We are exciting about future improvements to active transportation. We are also excited about the many other improvements you are working hard to implement.



HOW WE GO

Public Information Centre #4

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Comments:

CITY OF NIAGARA FALLS COUNCIL HAS REQUESTED
CONSIDERATION OF 2 ISSUES IN THE MSP

① Connection from Hwy. 405 to
Concession 6 (Newburn Rd.)

② Railway Relocation/Diversion of
Freight trains from CN line through
the City

IF YOU REQUIRE MORE DETAILS PLEASE
CONTACT NF MUNICIPAL WORKS DEPT.

Thank!

February 2, 2017.

Town of Grimsby
Department of Public Works
160 Livingston Ave
Grimsby, ON
L3M 4G3

Regional Municipality of Niagara
1815 Sir Issac Brock Way
P.O. Box 104
Thorold, ON
L2V 4T7

Attention: Jack Thompson, Niagara Region

Attention: Michelle Seaborn, Alderman, Town of Grimsby

Subject: a) Mountain Road/Kemp Road East/ West Intersection, Town of Grimsby
b) A similar situation (a) exists at Woolverton/ Kemp Road West.
c) Bike lane on Mountain Road

Dear Jack:

I was speaking to you the other day at the information session in Grimsby regarding the above issues. We live at [REDACTED] and have several concerns about the above matters.

1. Mountain Road/Kemp E/W Intersection: The existing street light on east side of Mountain Road/Kemp Road is in the wrong location. The light does not illuminate the intersection. Instead, it is at least 25- 50 feet short of the correct spot. This makes it difficult to see Kemp Road East when you are turning left from Mountain Street to Kemp Road East.
2. There is only a traffic sign indicating a cross road off Mountain Road. Mountain Road is becoming busier and it is easy to miss the sign-especially if you are unfamiliar with the area.
3. The speed limit on Mountain Road from town of Grimsby goes from 50 km in the residential area before the crest of the hill. It increases to 70 km on the crest of the hill to 80 km on the open stretch once over the hill. This is reasonable; but it also means that Mountain Road is a big open straight-a-way. Then, comes Elm Street (another problem area) and onward to Kemp Road turnoff. This area is also a pavement-marked passing lane.

4. Further to #3, Mountain Road is designated as a passing road on a 2 lane highway. So, just as drivers have increased speed to 80 km (and much more) on the straight away, along comes a left turn on Kemp E and a right turn on Kemp Road W..

5. There is not a middle lane on Mountain Road for left turning vehicles to Kemp Road East. This is already a busy corner with 2 businesses located there as well as a cross street(Kemp Road East/West). Sometimes, as you are turning left on Mountain Street, a vehicle will speed up behind you and pass-just as you are about to make a legal left turn.

6. Mountain Road is becoming busier, more traffic from Smithville and certainly more trucks are adding to the mix. In the future, there will be at least 12-16 building lots on the corner at Mountain Road and Elm Tree Road up to Kemp Road E/W..

7. As you are aware, there has been at least one, serious accident at this location and another fatality on Woolverton/Kemp Road West where a similar situation to Kemp Road East/Mountain Street exists.

8. On another note, the regional traffic plan shows Mountain Road as a bike route. This is NOT the case. Heavy trucks, fast traffic and poor gravel shoulders make it suicide for someone on a bicycle. As a cyclist, I am aware that this is not a bicycle route

Of course, it is obvious that Mountain Road needs to be rebuilt. In the meantime, a flashing red/yellow light at Mountain Road/Kemp Road East/West would help prevent fatalities. Also, a realignment of the existing street light on Mountain Road to illuminate Kemp Road East properly is needed. The same style of flashing light would improve the situation at Woolverton/Kemp Road West also.

These are fairly easy remedies that your planning and traffic departments need to give serious consideration to. We are careful drivers. Our families use this route all the time. We use this road every day and do not want to be a statistic through no fault of our own.

Thank you for your attention. I look forward to progress on this serious issue.

Yours sincerely,



cc: Michelle Seaborn, Alderman, Town of Grimsby

From: [REDACTED]
Sent: Friday, February 24, 2017 4:15 PM
To: Thompson, Jack
Subject: Re: NIAGARA SOUTH COMMENTS ON PIC 4

Mr Thompson,

It was very nice to meet and chat with you as well. We very much appreciate the opportunity to meet with the Staff and Consultants involved with projects. Public comment is a good thing and we realize that there are lots of opinions out there to be considered.

Thank you,
[REDACTED]

On Fri, Feb 24, 2017 at 2:26 PM, Thompson, Jack <Jack.Thompson@niagararegion.ca> wrote:

Hi [REDACTED]

It was nice to meet and chat with you on Tuesday at our PIC Meeting in the City of Welland.

Thank you for providing your comments on the TMP process as well as indicating that the proposed Goods Movement study work with agricultural industry stakeholders to develop designated routes to assist in the movement of large agricultural vehicles in Niagara Region.

With respect to the NGTA East, the TMP is recommending that a joint Provincial/Regional Environmental Assessment study be undertaken to identify needs, constraints, opportunities, costs and implementation plan. The TMP also recognizes that the NGTA West section is a long term objective and that a joint Provincial/Regional Hwy 20/RR 20 Role and Function study be undertaken to address interim transportation system requirements.

Your comments will be included as part of the TMP Consultation process and records.

Regards,

Jack Thompson

From: [REDACTED]
Sent: Friday, February 24, 2017 11:23 AM
To: Thompson, Jack
Subject: NIAGARA SOUTH COMMENTS ON PIC 4

[REDACTED]

February 23, 2017

Jack Thompson, Transportation Lead
Strategic Initiatives and Projects Niagara Region
3501 Schmon Parkway, Thorold L2V 4T7
Phone: [905-980-6000](tel:905-980-6000) ext. 3482 Toll-free: [1-800-263-7215](tel:1-800-263-7215) www.niagararegion.ca
Jack.Thompson@niagara region.ca

Re: Fostering an Environment for Economic Prosperity Public Information Centre Number 4.

Dear Mr Thompson,
The Niagara South Federation of Agriculture represents and serves the farmers of Niagara South. We are a local general farm organization that advocates for the economic and social well being of our Members. We have our roots in the Welland County Board of Agriculture which began more than a hundred years ago. We have worked with Niagara Region as long as there has been a Niagara Region.

We would like to acknowledge the efforts of all those involved in this project. We very much appreciated the opportunity to participate in the Transportation Master Plan Strategic Advisory Group. It was a great learning opportunity. It is hoped that we were helpful. We also very much appreciate the opportunity to attend Public Information Sessions. Public input is important. We are pleased to participate.

Agriculture is the leading economic engine in Niagara.

Our primary concern in this process is to ensure that roadways would be suitable for the transportation of modern farm equipment. Farms are getting larger and some lands are spread apart. From time to time this necessitates the movement of farm equipment through built up areas. This could be to bring equipment home or to go from farm to farm. Things like two way turn lanes, centre dividers, and bike lanes make the movement of farm equipment impossible. Perfect Streets are fine in downtown core areas but are not compatible with modern equipment.

We are extremely pleased that one of the items that the Region will address is the ability to transport farm and heavy equipment. One of the suggestions at the SAG was designated routes to accomplish this. This did not seem to be mentioned at the last PIC.

It s important to have realistic expectations about any possible Niagara to GTA corridor.

Notwithstanding the desire of the Region to build one or our concerns about the effects that it would have on farmlands, the Province has made it quite clear that the eastern section is 15 or more years away and a western section is not on the table.

Thank you. Please remember that farmers and farmlands are important regardless of where they are in the Region.

Yours truly,

[REDACTED]

Regional Transportation Master Plan Mid-Peninsula Corridor Reconsidered

The preparation of a Transportation Master Plan provides an opportunity to look at the 'big picture' and consider the possibilities of new directions/visions. The Region has promoted the concept of a mid-peninsula corridor to enhance connections to the GTHA. This corridor has been called the Niagara GTA Corridor. Although it is important to strengthen the Region's links to the GTHA, my comments will propose a somewhat different orientation for a mid-peninsula corridor.

Niagara GTA Corridor

The focus of a NGTA Corridor has been to provide enhanced connections for the Niagara Region to the GTHA and the USA and to offer an alternative route parallel to the QEW for network redundancy. However, the QEW Corridor is a very dominant corridor and the future extension of GO Train service to Niagara should strengthen that corridor's dominance. Therefore, I question whether a new corridor as proposed by a NGTA Corridor would significantly enhance the Region's connections to the Toronto area. The MTO's Niagara to GTA Corridor Planning and Environmental Assessment Study, covering the Niagara, Hamilton and Halton areas, also concluded that a new westward corridor to connect to the Toronto area was not needed for the foreseeable future (perhaps sometime after 2031).

New Focus for Mid-Peninsula Corridor

Even if a mid-peninsula corridor is not necessary to enhance transportation connections to the Toronto area, I believe that a new corridor with a different orientation has considerable merit. The Highway 401 Corridor, especially west of Toronto, is the axis of economic development in Southern Ontario. An important driver of that economic development is the high tech. corridor along the 401 between Toronto and Kitchener - Waterloo including the Guelph area. Furthermore, the Hamilton Airport at Mount Hope is an important air freight terminal (air courier services) and an expanding air passenger terminal. Better connections to the 401 Corridor and to Hamilton Airport would help Niagara to tap into the growth potential of that corridor and to diversify Niagara's economic orientation.

Proposed Corridor Route

The basic corridor route that I am proposing is based on existing roads in Niagara and would need only minor improvements at least in the short term. The exception is a missing link west of Binbrook in Hamilton. The main starting point would be the intersection of Highway 20 and Victoria Avenue. The intersection has easy access from the east (Highway 20 for Niagara Falls, Thorold and Fonthill), from the south (Victoria Avenue for Welland and Port Colborne) and from the north (Victoria Avenue for St. Catharines, Niagara-on-the-Lake and Lincoln). The corridor would extend westward along Highway 20 to Bismark and then along Silver Street (RR 65) to Binbrook in

Hamilton. However, there is no convenient designated truck route from Binbrook west to Highway 6 in the Mount Hope area. Therefore, it will be necessary to establish a new truck route between Binbrook and Mount Hope (approximately 10 kilometres) to fill in the missing link in the proposed corridor. From Mount Hope, the existing Highway 6 provides a connection to Highway 403 for access to Highway 401 to London and Windsor and to Highway 24 to the Kitchener – Waterloo area.

The City of Hamilton in its Transportation Master Plan has recognized the need for a new truck link to the Hamilton Airport from the Red Hill Valley Parkway area. The City Plan states that the specific route of such a link depends in part on the location of a proposed Niagara to GTA Corridor from Niagara. Therefore, there should be an opportunity for Hamilton and Niagara to collaborate on the establishment of a new link. A joint submission from both Regions should help when requesting funding from the Province to build the link.

Branding – Niagara Ontario West (NOW) Corridor

The mid-peninsula corridor in the past has been commonly called the Niagara GTA Corridor. However, if the focus of the corridor is to be reoriented towards Highway 401, Kitchener – Waterloo and the Hamilton Airport, it should have a new moniker. I suggest that the corridor be renamed as the Niagara Ontario West Corridor, the NOW Corridor, to reflect its reorientation towards Southwestern Ontario. The name is easy to remember and presents a progressive image.

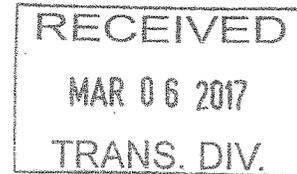
Conclusion

I am of the opinion that there is a need for a mid-peninsula corridor in Niagara but that its orientation should be reconsidered. Such a corridor should provide greater benefits to the Niagara Region if its focus is on enhanced connections to Southwestern Ontario. Connections to the GTHA are critical but a QEW Corridor with HOV lanes and GO Train service should offer adequate connections. A Niagara Ontario West Corridor would diversify Niagara's connections and allow the Region to tap into a growing area of the Province.

[Redacted signature block]

[Redacted signature block]

March 3, 2017



Jack Thompson
Transportation Lead
Strategic Initiatives and Projects
Public Works
Niagara Region Headquarters
1815 Sir Isaac Brock Way
Thorold, Ontario
L2V 4T7

RE: IMPROVED CHILD SAFETY
when WALKING to and from NELLES SCHOOL

Dear Mr. Thompson,

We spoke at the Open House for the Transportation Master Plan in Grimsby on March 1st. At the time, I described an important safety issue at Nelles School in Grimsby.

The Nelles School community is requesting a much-needed IMPROVEMENT to improve the safety of our children when accessing the front of Nelles School at the CROSSWALK located at Strathearne Ave. and Main St. East/Regional Road 81.

The current crossing signs and crossing guard are grossly inadequate relative to both the volume of vehicle traffic and the number of young children crossing at this location.

We are respectfully requesting that a STOPLIGHT be added to this location to reduce the chance that one of our young children, who has been encouraged to walk, is struck down by a busy or thoughtless motorist that ignores the crosswalk signage.

A STOPLIGHT sends a clear signal of the proper action required at this location for both children and motorists.

The following facts must be noted:

1. Nelles School has grown from 197 to 330 children. This is a 67% increase in the last 5 years.

2. Nelles School also has a very active childcare program attached to the building called Kidz Dome. There are just over 100 families using this service. Of these families---65 of these families have children that are not yet of school age.

The trend is clear: Nelles School will continue to grow.

RESULT: Each day over 330 children are trying to get to school.

3. Peak times for using the current cross-walk are 8:20 a.m. to 8:45 a.m. AND 2:50 p.m. to 3:15 p.m., Monday to Friday.

A crossing-guard is on duty during those times, and this person is paid by the Town of Grimsby. However, that person's function is inadequate, and only services the front of the school for very small periods of time during the day.

A stoplight will offer the following benefits to our children and the community:

1. It will REDUCE the danger of vehicle traffic that our children encounter when walking to and from school.
2. It will IMPROVE the "walkability" of this MAIN pedestrian route.
3. It will SEND a signal to both our CHILDREN and the CITIZENS of Grimsby that we SUPPORT good health and exercise by encouraging WALKING whenever possible. This is good for our children's health, our citizen's health, and the environment.

In order to move forward with providing SAFE WALKING PATHS that PROTECT OUR CHILDREN and ENCOURAGE WALKING we are respectfully requesting that this TRAFFIC LIGHT be included in the most current budget as an important road maintenance/safety upgrade.

Kindly let us know the next step to ensure that action is taken.

If you have any questions, please contact [REDACTED]

PLEASE help us make Grimsby a “walking-friendly” community that puts our CHILDREN’S SAFETY FIRST.

Let us not wait until some unfortunate child is killed before safety improvements are made.

Thank you.

Sincerely

