

**From:** [PF-Mailbox-01](#)  
**To:** [Norio, Ann-Marie](#); [Trennum, Matthew](#)  
**Subject:** FW: Online Form - Enquiry from Region website  
**Date:** Tuesday, November 02, 2021 8:41:13 PM

---

**From:** Niagara Region Website  
**Sent:** Tuesday, 02 November 2021 20:40:46 (UTC-05:00) Eastern Time (US & Canada)  
**To:** Clerks  
**Cc:** webincoming  
**Subject:** Online Form - Enquiry from Region website

## Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their email address)

name

Jennifer Chornley

phone

[REDACTED]

email

[REDACTED]

municipality

Thorold

other mun

subject

RE: Support Consolidated Regional Transit System

comments

Dear Regional Chair, Councillors and Mayors of Niagara This is a letter of support in favour of a consolidated transit system within the Niagara Region. For the last two years, I have been without a personal automobile as it was a way for me to reduce costs while returning back to school for retraining. During this time I can attest that the transit systems throughout Niagara, especially St. Catharines and Welland, are very much needed. I read numerous negative complaints about the system on social media, especially

facebook, it's inefficient, why are so many routes, it's expensive costing the taxpayers money, etc... However; with that being said, those providing negative feedback don't understand the significance of a municipal transit system. The main reason people choose public transportation is affordability, especially those on social assistance, the disabled or work at low-income positions. The fares of \$3.00 within city limits, plus one included transfer and the \$6.00 regional fare, with one included transfer, is much more affordable than a regular cab, or Speedy for that matter. Alone, a Speedy driver one way is minimal \$12.00 within city limits, double, to go beyond the city boundaries, plus your return trip. If we look at the affordability versus having your own vehicle. Just gas and most basic car insurance is about \$4,000/year. I see gas is now \$1.40/litre. Let's not forget the vehicle maintenance and, if you require to make car payments, let's include the interest on top of the cost. That compared to a monthly pass at \$92/month equalling just over \$1,100/year. As a second-time around Niagara College student, that practicality is worth it right there. Safety is another all-around factor that I consider important. For example, harsh winters, unexpected turns in weather patterns (precipitation, snow fog) people not wanting to shovel sidewalks, debris (such as garbage tree branches) not being picked up or cleared and unsafe neighbourhoods are bypassed. Seniors, youth, parents with young children, individuals travelling alone are just some of the common passengers who benefit from safe traveling. Also, the reduction of car accidents if someone's driving and motor skills aren't as strong as they used to be (vision, memory, fatigue and pain due to injury or illness etc...) is significant. Yes, you have to plan your trip, be mindful of the schedules so you aren't late for your appointments, school, etc..., it's a tad cumbersome if you need to change routes to get to your destination, but for the most part a good system. Even during the current health pandemic, the system is efficient, clean and the drivers are courteous. The regional buses interiors are out-of-this-world aesthetically pleasing. The fact that St. Catharines Transit (my main transit system) is shifting to mobile app to assist in collecting fares, although a heavy investment initially, will pay for itself in the long run. Business wise for the municipalities, it's adaptive and becoming a sustainable service in the highly digital age. I understand that Niagara College did not partake these past five semesters during the pandemic to renew the student u-pass. If they decide to continue this in the future, could the Niagara Region be mindful of those students and offer a discounted pass, just as seniors or non-post-secondary school students are? Many are international students and domestic students, some of whom may be required to work during their studies. You can name it the Niagara C-Pass, just in case you need a marketing idea. Another suggestion is to have the Thorold Hub included as a Niagara College stop. Currently, the students have to take the Thorold Route 320 straight to the terminal then transfer onto a Regional bus if going to the NOTL Campus. This may be a tad tedious to do, but anything the future transit service can do to establish an efficient route between the two campuses, would be greatly appreciated. This is very important as Niagara College, has drastically reduced its parking areas, Welland especially. This institution has grown greatly and would help resolve

some of the off-street parking issues faced at both campuses. Even though this is a municipal issue, this would reduce the complaints bylaw officers would be receiving and reduce the traffic load weight and environmental impacts in smaller side streets that are not properly sized or spaced to handle excess vehicles. The Niagara-on-the-Green gated community, beside the Dan Patterson Campus, formerly known as the NOTL Campus, is a prime example. The streets are very narrow, especially if cars are parked on both sides of the streets. Plus, some residences have multiple vehicles. Some of these residences house students, depending on how many have vehicles, this leads to overflow on to the streets due to restricted driveway space. Again, this, I understand, is a municipal issue. I feel mayors and councillors of Welland and Niagara-on-the-Lake can attest to this concern. The importance of addressing problem would hopefully enhance a good neighbour policy between the College and these communities it serves and houses the students within the immediate area. The idea of having synchronized routes is also a welcome idea, of course ensuring there are times between bus transfers to catch another route bus if it stops at that location. I am hopeful by the time I begin working full-time, even if I do need to travel out of the Thorold-St. Catharines boundaries, the routes will be improved, more efficient and continue to be an affordable option. Consolidating into one regional transit system is a wonderful way to keep it moving forward and creating transportation that will be sustainable for future users and residents. Thank you for taking the time to read this letter.  
Regards. Jennifer Chornley Thorold

---

reply  
yes

---

Page Referrer

<https://www.niagararegion.ca/government/council/speakingatCouncil.aspx>

