



Niagara Region Transportation Master Plan

Presentation to
Committee of the Whole
May 2, 2019





Transportation Master Plan

Purpose

Sets Strategic Vision to improve the Region's existing transportation within each of its 12 Municipalities; incorporating strategies to enhance the movement of people and goods across all modes.

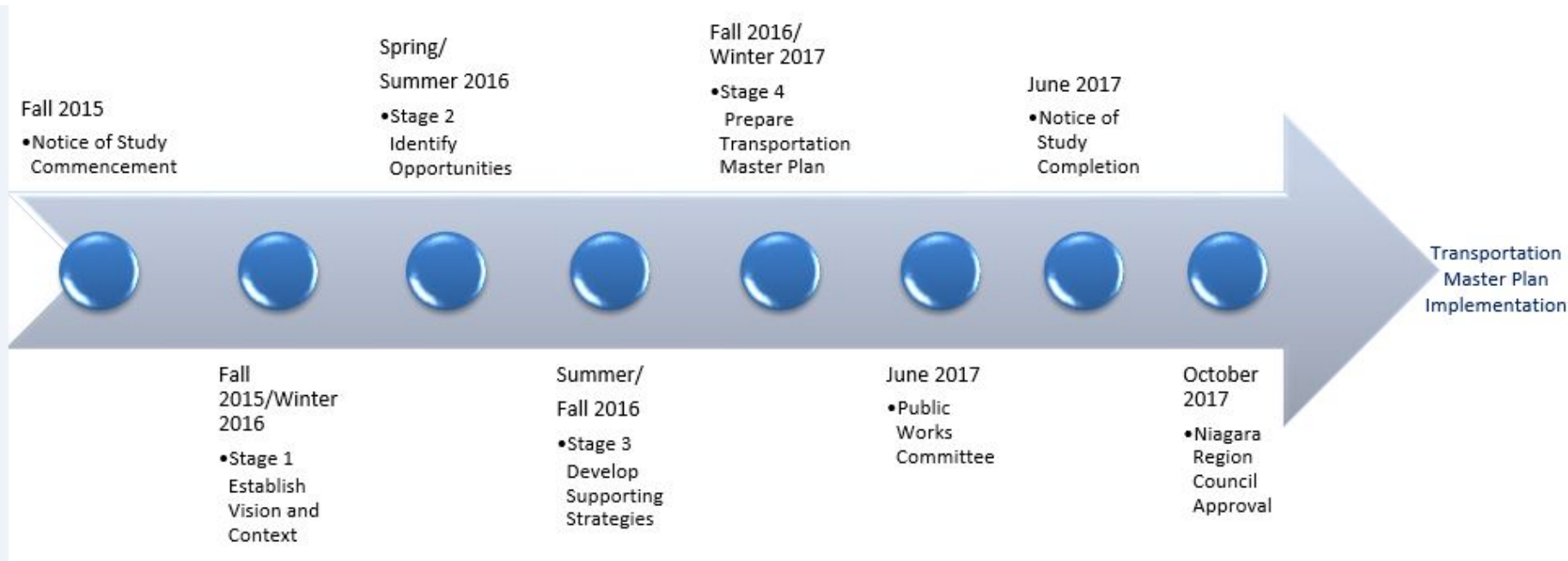
Vision

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.





Transportation Master Plan Schedule





Public Consultation: We Heard You

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

Better connect / expand cycling facilities.

Extend GO Train service to Niagara Region.

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



14 PUBLIC INFORMATION CENTRES

3 - Grimsby, Port Colborne, St. Catharines
3 - Fort Erie, West Lincoln, Welland
4 - Niagara Falls, Thorold, Niagara-on-the-Lake, Lincoln
4 - Welland, St. Catharines, Grimsby, Niagara Falls



2 ONLINE SURVEYS

March 2016: 2,100+ respondents
June 2016: 1,100+ respondents

Improve pedestrian connectivity.

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

Support efficient goods movement.

Accommodate movement of farm equipment.

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



KITCHEN TABLE MEETINGS

Municipalities and transit operators



3 STAKEHOLDER ADVISORY GROUP (SAG) MEETINGS

January 2015, June 2016, January 2017



SOCIAL MEDIA INTERACTION

Project Website, Facebook, Twitter



ADDITIONAL STAKEHOLDER ACTIVITIES

Freight Industry Survey, Six Nations Meetings, Active Transport Group Meetings





TMP Recommended Strategies

- Road Network
- Active Transportation
- Transportation Demand & System Management
- Transit, Airport, Marine & Rail





2041 Road Network





Strategic Projects Underway

Casablanca Boulevard / GO Station Access EA

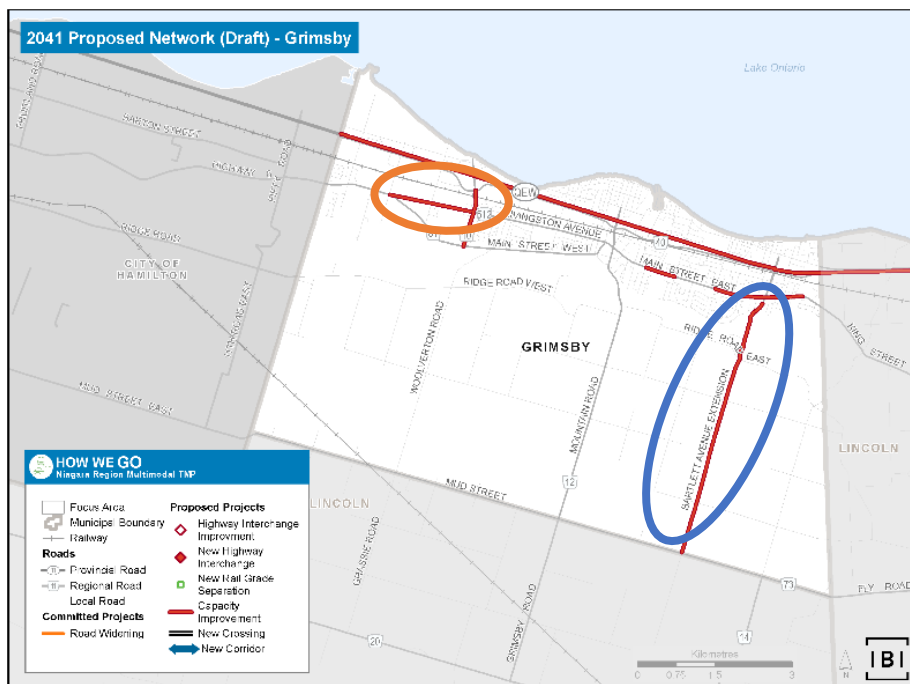
- ESR Filed – March 21, 2019
 - 45 day Review ends May 6, 2019
- Detailed Design Underway
- Construction starts Fall 2019

Livingston Avenue Extension EA

- EA Initiated – PIC - May 2019

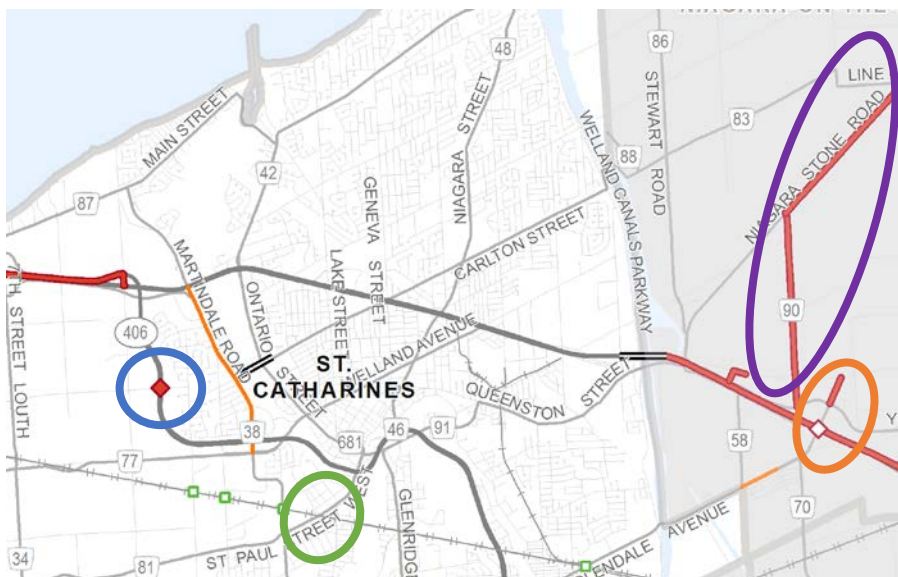
Niagara Escarpment Crossing

- EA Process Review
- Individual Environmental Assessment





Strategic Projects Underway



Highway 406 / Third Avenue

- EA Process Initiated in 2010
 - EA Process– Halted 2013
 - 2020 - Reinitiate EA Building Previous Work & Engage Public

QEW/Glendale Avenue Interchange

- TESR Filed and Approved
- Detailed Design Underway
- Construction Starts 2020

Niagara Stone Road / Airport Road EA

- Traffic Roundabout
- Roadway Improvements

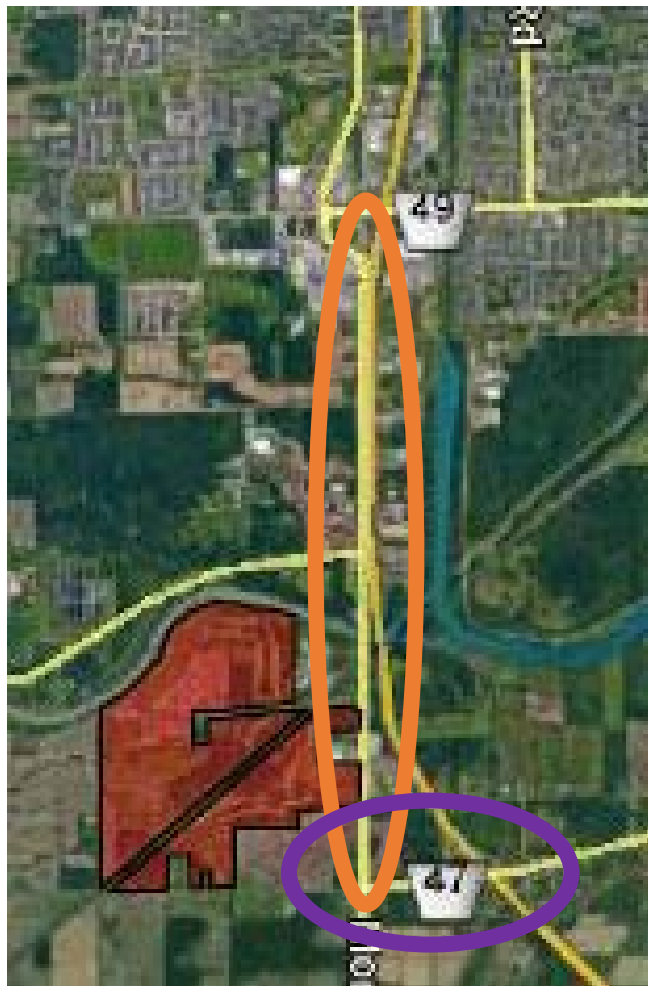
St. Paul West / CN Bridge Replacement

- EA Underway / Construction Start Fall 2019





Strategic Projects Underway

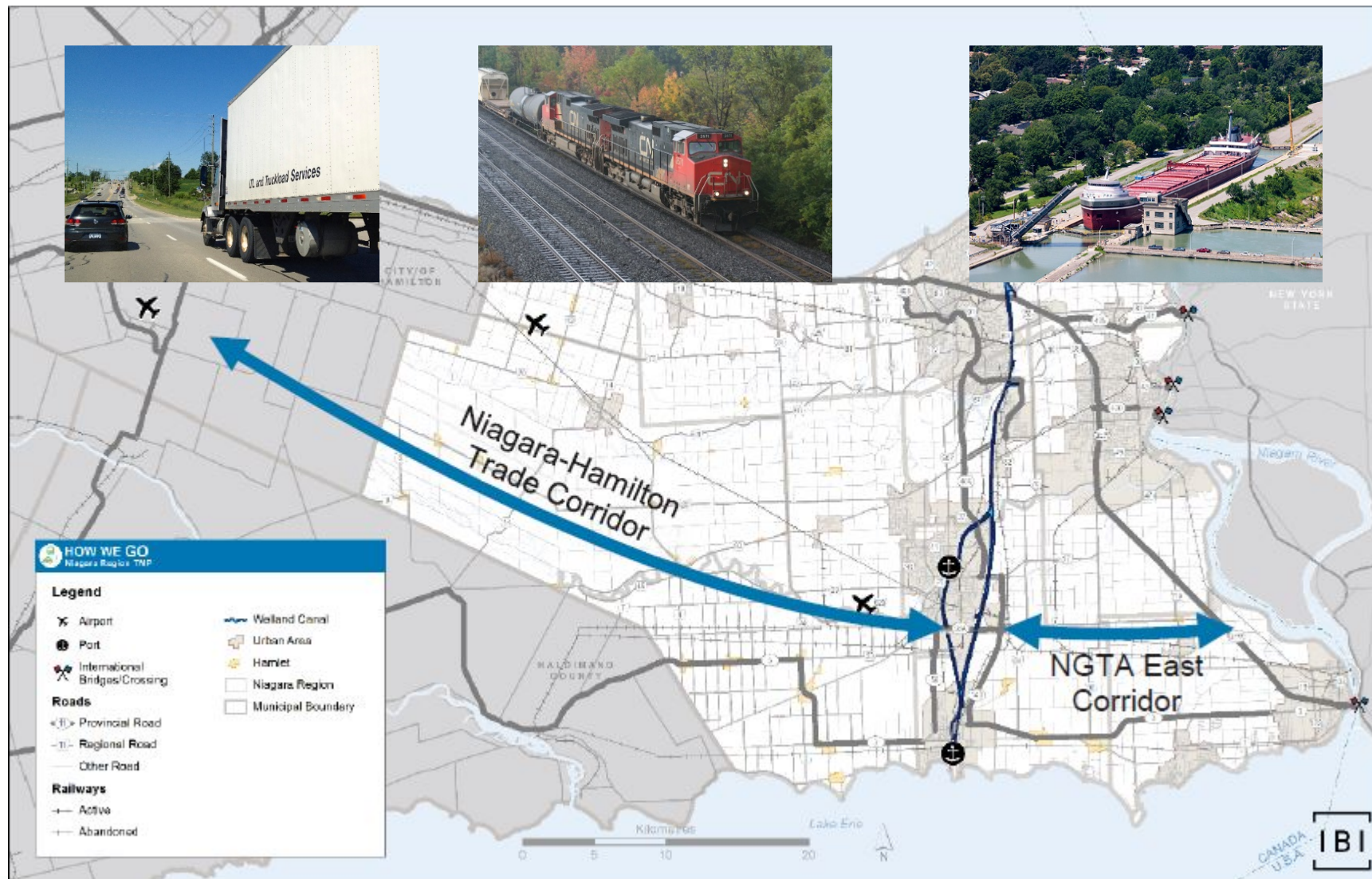


- **Montrose Road EA**
 - EA Process – Timing of South Niagara Hospital (2023-2024)
- **Lyons Creek Road EA**
 - EA Process – Timing of South Niagara Hospital
 - EA Partnership with MTO



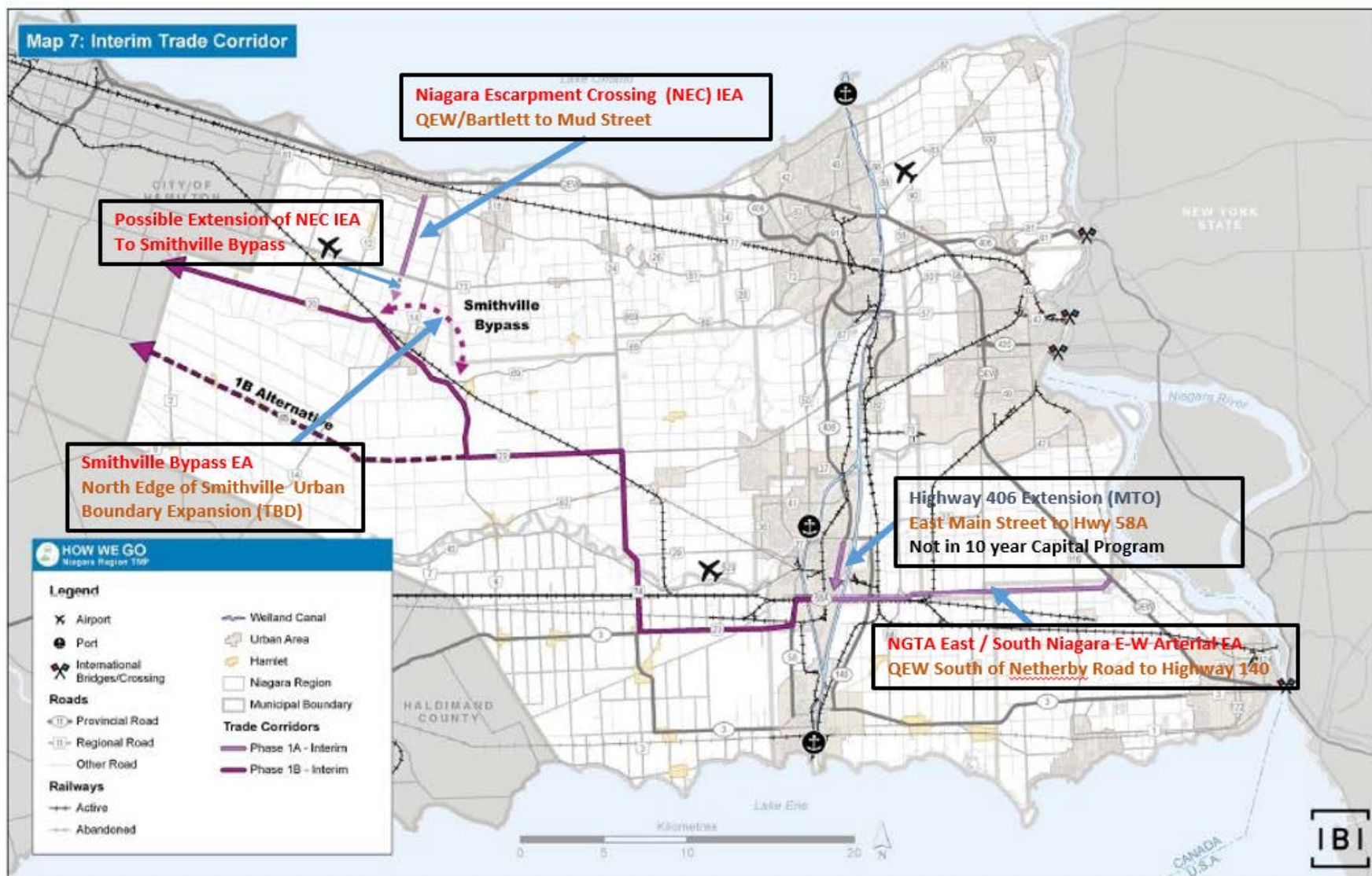


Strategic Priority Projects





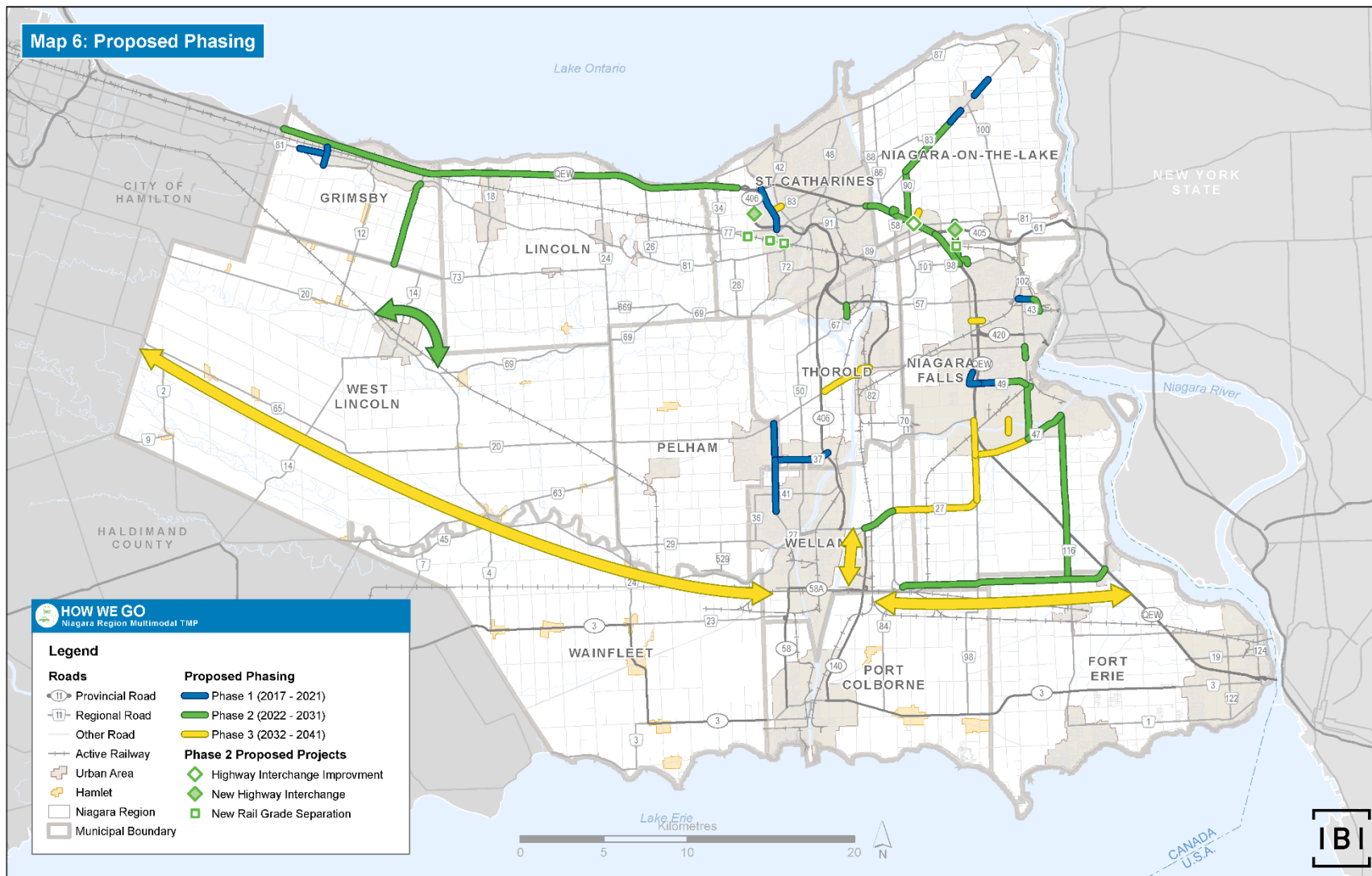
Strategic Priority Projects





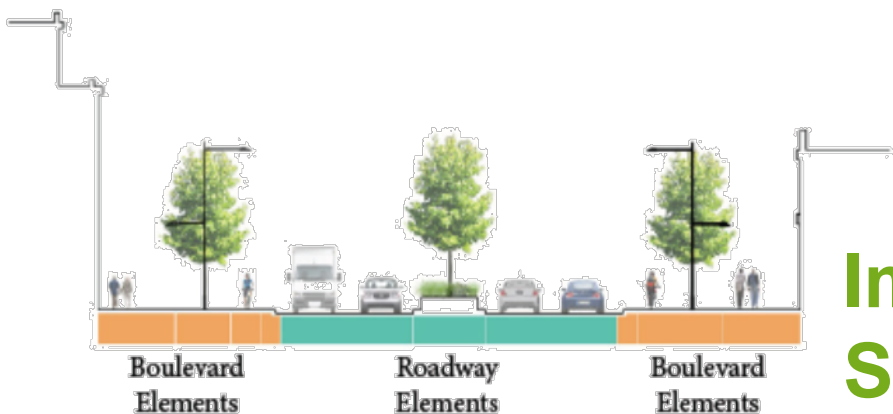
TMP Proposed Project Implementation

Map 6: Proposed Phasing



Active Transportation Underway

Adopt and implement a Complete Streets Vision and Direction for a changing Region



Implement Complete Streets design guidelines and standards as part of road rehabilitation and reconstruction projects



Active Transportation Underway



Implement Strategic Cycle Network Concept

Encourage pedestrian-and cycling-supportive site design

Adopt and implement the 'Bikeway Identification and Destination Wayfinding signage for Cyclists' guidelines

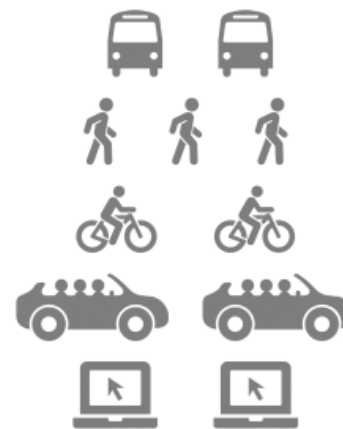
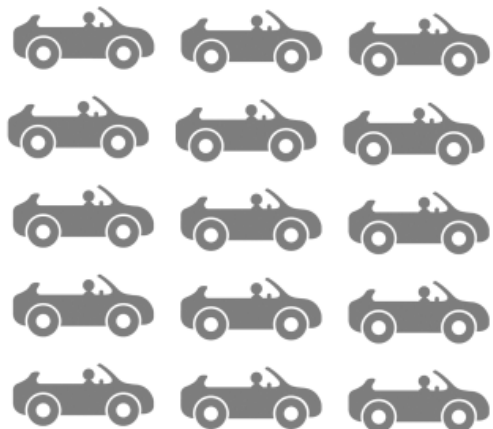




Transportation Demand and System Management



Initiate a TDM study to identify a TDM program and supporting initiatives in collaboration with local municipalities.





Strategic Road Capacity Investment

Road Expansion Projects	Estimated Capital Costs
Additional Projects Identified in TMP	\$520,211,000
Intersection Improvement Program	\$63,425,000
Road Rehabilitation Program	\$583,881,500
Annual Transportation Programs	\$94,005,000
Total Road Capital Program (2017-2041)	\$1,261,522,500





Transportation Master Plan Partnerships



Regional TMP Supporting Municipal TMP Studies

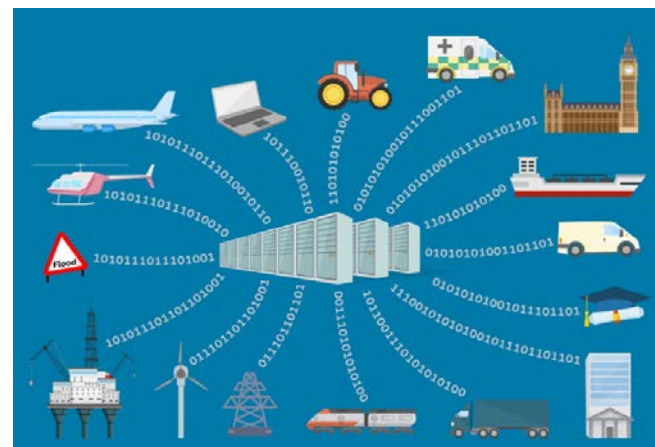
- City of St. Catharines
- Town of Lincoln
- City of Thorold

Regional TMP Supporting Municipal Transportation Studies

- City of Niagara Falls
- City of Welland

Regional TMP Supporting GO Niagara Projects

- Grimsby GO Station
- St. Catharines GO Station
- Niagara Falls GO Station

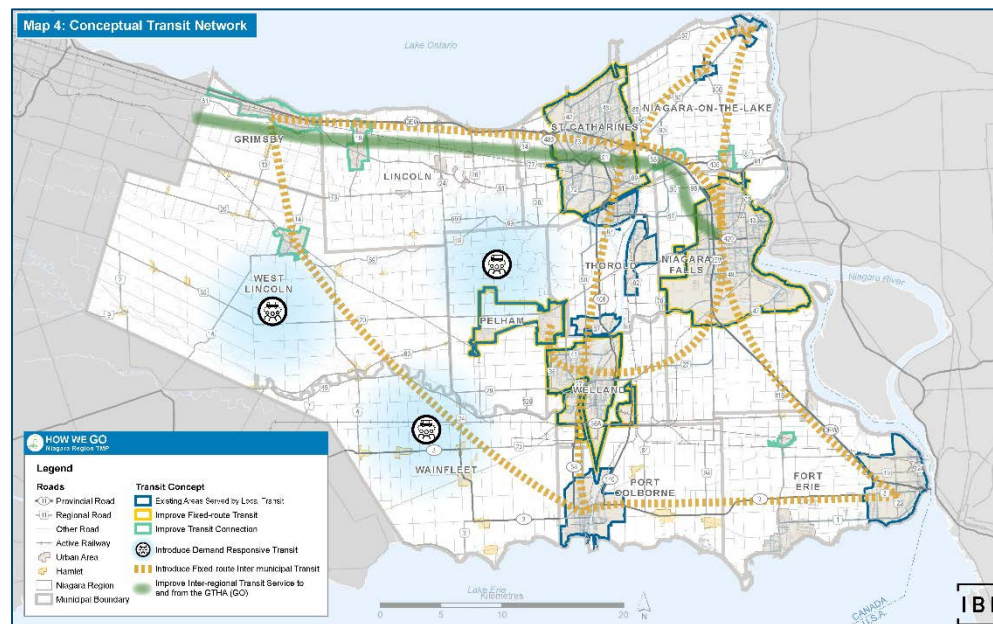
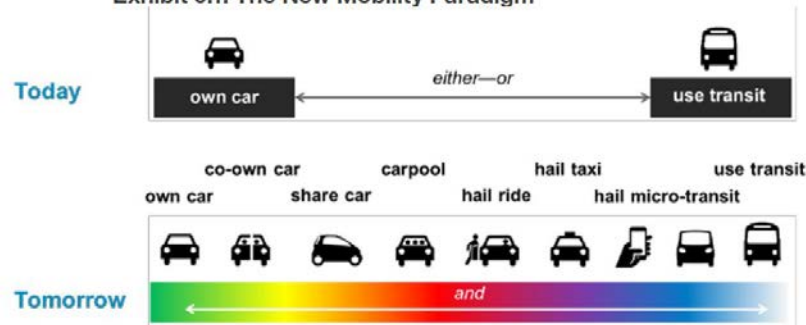




Transit: TMP Opportunities

- Shifting paradigm of transportation models to multi-modal systems
- Leveraging emerging technologies through policy
- Establishing new fixed and demand-responsive routes
- Renewing the transit governance model

Exhibit 6.1: The New Mobility Paradigm



Source: Niagara Region's Transportation Master Plan, 2017



Transit: TMP Policy

Continue to support GO Rail service to Niagara Region, and the development / redevelopment of rail stations to serve as major transit station areas, to support needs of communities along the corridor, and to commuters and tourists moving between Niagara and the GTHA

- ✓ Launch of weekday GO Rail Service (Jan. 2019)
- ⚠ Expansion of additional weekday GO Rail service
- ⚠ Niagara GO station development strategy (summer 2019)
- ⚠ Common fare strategy and technology for Niagara transit
- ⚠ Harmonize trip planning tools (i.e. Triplinx, Google, Transit App)
- ⚠ Integration of GO Route 12 bus service to GO train stations





Transit: TMP Policy

Continue to support development of major transit station areas, and connections to active transportation and local transit, to stimulate investment in adjacent employment lands, commercial services, and residential development

- ✓ Niagara's GO Hub and Transit Stations Study (2018)
- ✓ GO Station Area Secondary plans adopted and approved (Grimsby, Lincoln, St. Catharines, Niagara Falls)
- ⚠ Key station access road network improvements
 - Casablanca Blvd; St. Paul Street West Bridge; Bridge Street
- ⚠ Niagara GO station development strategy (2019)





Transit: TMP Policy

Introduce regular, reliable and coordinated transit connections to GO Stations and major transit stations

- ✓ Common transit digital/mobile platform – Transit App (2018)
- ✓ Common transit service guidelines (2018)
- ⚠ GO station functional & operational scenarios (NF & STC)
- ⚠ Enhanced bus-meet-train connections (2019)
- ⚠ 2019 NRT service enhancements and expansion (30 min. freq.)
- ⚠ Centralized transit customer call centre

Conduct study of potential transit priority measures along Regional Roads

- ⚠ Complete Streets Design Manual





Transit: TMP Policy

Implement incremental service improvements to encourage transit travel between and within Niagara's municipalities

- ✓ NRT base service sustainability (41,000 hours)
- ✓ NRT multi-year service extension agreement
- ✓ NRT service enhancements (41,000 → 48,000 hours)
 - Route 60/65 merger – extended to NC Welland Campus
 - Route 70/75 merger – extended to NC Welland Campus & Brock Tower
 - Additional Link Route hours – Fort Erie & Port Colborne
- ⚠ 2019 Additional Service Enhancements (48,000 → 89,000 hours)
 - 2019 budget resources will enable significant improvement to service levels
 - New feeder connections to west Niagara / Lincoln / Pelham
 - Mainline routes to 30 min frequency; merge remaining post-sec routes





Transit: TMP Policy

Complete a framework process to move towards a consolidated transit model for one transit entity in Niagara

- ✓ Unanimous IMT triple majority achieved (2017)
- ✓ Establish IMT Steering Committee & Working Group (2017)
- ✓ MOU signed and endorsed by local Councils (2017)
- ⚠ Specialized Transit Service & Governance Study (Nov. 2019)
- ⚠ IMT Governance Study (Nov. 2019)

Initiate & fund a transit demand-responsive model/pilot to investigate the viability of demand-responsive transit in low-density areas

- ⚠ Niagara West NRT pilot service (Sept 2019)





Transit: TMP Policy

- Undertake a Business Case to review opportunities for extending the IMT system beyond the current service areas of St. Catharines, Welland and Niagara Falls
- Provide IMT servicing to all of Niagara's municipalities through a combination of fixed-route and demand-responsive transit
- Subsidize co-fares between NRT and GO Transit
- Develop policy on the usage of autonomous vehicles for public transportation, including demand-responsive and fixed route service





Thank you – Questions?

