

**From:** [Spratt, Jenna](#)  
**To:** [Spratt, Jenna](#)  
**Subject:** FW: Request to Speak at Regional Council - Detailed Brief  
**Date:** September 26, 2024 9:45:07 AM

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**From:** Connor MacIsaac [REDACTED]  
**Sent:** September 26, 2024 9:39 AM  
**To:** Norio, Ann-Marie <Ann-Marie.Norio@niagararegion.ca>  
**Cc:** Spratt, Jenna <Jenna.Spratt@niagararegion.ca>; [REDACTED]  
**Subject:** Re: Request to Speak at Regional Council - Detailed Brief

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Ann-Marie,

Thank you for following up. I am no longer able to attend the meeting tonight, but hope that through this email, my feedback can be considered by Council. I am making these comments as a resident of St. Catharines. Please confirm receipt and inclusion.

I have been involved, as an environmental planner, in the reconstruction of key roadways across dozens of municipalities across Ontario including Downtowns in the City of Guelph, Hamilton, Thorold, North Bay, Sudbury, Fort Erie, Welland, London, St. Catharines, Caledon, and St. Thomas to name a few. Done correctly, road reconstructions, such as the one envisioned for Regional Road 87 in the Municipal Class EA Study which came with an almost \$300k pricetag, allow a once in a generation opportunity to replace aging municipal and private infrastructure, revitalize a streetscape, and rededicate space in the public right-of-way in a more equitable and safe way. In my years of experience, I have never encountered the reconstruction of a key multi-modal roadway that not only goes against the Regional and City policies and goals for multi-modal infrastructure and complete streets, but goes against the recommendations of a site specific Class EA study for the inclusion of cyclist infrastructure.

The Port Dalhousie Secondary Plan calls for a mixed use core with an accessible, connected pedestrian and bicycling network. The Road is identified within the Region's Strategic Cycling Network, and is recommended for protected facilities in the Niagara Region's Complete Streets Design Handbook.

The Region has also declared a Climate Emergency, recognizing mode shifts to active transportation as a key driver in reducing emissions in the Region. The removal of the proposed cyclist infrastructure would insist car dependency, inhibiting healthy and safe

communities, both of which are Regional interests on Regional roads.

The truth about a Region's aspirations are not found in your planning documents, declarations of emergencies or even budgets, but in your decisions made tonight.

I would like to implore the Region to not allow the City to stand in the way of the progress that we need to support the clear goals, and policies adopted by this Regional Council.

Best,

Connor MacIsaac

