

DEFINITIONS

AADT	Annual Average Daily Traffic The total volume of traffic passing a point or segment of a highway facility in both directions for one year, divided by the number of days in the year
ALU	Alternate Land Use Allocation A scenario developed by the Study Team to reflect current (2008) land use planning information from the municipalities within the Study Area
BAU	Business as Usual A trend forecast of automobile flows established by extrapolating the 2001 Transportation Tomorrow Survey (TTS) peak hour automobile trips, based on the population and employment growth in the Metrolinx RTP
BCS	Business and Commercial Stakeholder Includes large corporations / industries, business associations, logistics providers, shipping associations; and universities / colleges – consulted to assist with development of Study Area knowledge
CAG	Community Advisory Group Established as a forum to provide ongoing advice to the Study Team, comprising members of the communities and organizations interested in or potentially affected by the current study (residents and ratepayers with representation throughout the municipalities of the Study Area; environmental and conservation NGOs, business and agricultural sectors; and others including academia, and unique groups concerned about the Niagara Escarpment, Oak Ridges Moraine, etc.)
EA	Environmental Assessment (EA) Decision-making process that promotes good environmental planning by assessing the potential effects of proposed activities, undertaken under the Ontario Environmental Assessment Act; the purpose of the EA is to provide for the protection, conservation and wise management of Ontario's natural, social/cultural and economic environment
ETR	Express Toll Route (ETR) The 407 ETR is an all-electronic, barrier-free toll highway currently extending from Burlington to Pickering

GGH	Greater Golden Horseshoe The geographic area designated as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05
GGH Model	Greater Golden Horseshoe Model Comprehensive travel demand forecasting model, designed for use in all major provincial studies in the GGH including the Metrolinx RTP; considers automobile and transit commuter trips and truck freight trips
GTA	Greater Toronto Area The metropolitan region encompassing the City of Toronto, and the four surrounding Regional Municipalities (Durham, Halton, Peel and York)
GTHA	Greater Toronto and Hamilton Area The metropolitan region encompassing the City of Toronto, the four surrounding Regional Municipalities (Durham, Halton, Peel and York) and the City of Hamilton
HOV Lane	High Occupancy Vehicle Lane A roadway lane designated for use only by vehicles with a specified minimum number of occupants (>1); can also be opened to buses, taxis and carpools
LOS	Level of Service A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience
MEAG	Municipal Executive Advisory Group Comprised of Commissioners of Planning and Public Works from the Regions of Niagara and Halton, and the City of Hamilton, and representation from Metrolinx – to provide a forum for discussion of broad, strategic and inter-regional issues
MTAG	Municipal Technical Advisory Group Comprised of representatives from the upper and lower tier municipalities, to consult with the Study Team on relevant municipal issues
MTO	Ontario Ministry of Transportation Provincial agency responsible for Ontario's transportation and roads
RAAG	Regulatory Agency Advisory Group

Established for Study Team consultation with potentially affected provincial ministries, agencies and federal departments

- RTP** **Regional Transportation Plan/ “The Big Move”**
A long-term strategic plan for the GTHA for an integrated, multi-modal regional transportation system, developed by Metrolinx with a mandate from the Greater Toronto Transportation Authority Act 2006
- SADT** **Summer Average Daily Traffic**
Average twenty four hour, two way traffic for the period July 1st to August 31st, including weekends
- SDF Model** **Strategic Demand Forecasting Model**
Planning approach used to forecast trips not included in the GGH Model: goods movement by rail, marine and air freight and tourism and recreation travel by all modes; considers historical growth trends (Business as Usual – BAU) as well as future influences
- TSP** **Transportation Service Providers (TSP)**
Stakeholders include: municipal transit; inter-regional transit; freight rail service; air and marine service; transportation associations / organizations; and trucking organizations - consulted to assist with development of Study Area knowledge
- UGC** **Urban Growth Centres**
Twenty-five centres designated in the Provincial Growth Plan, planned as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses; to accommodate and support major transit infrastructure; to serve as high density major employment centres; and to accommodate a significant share of population and employment growth
- V/C Ratio** **Volume / Capacity Ratio**
A level-of-service measure for roadways comparing roadway demand (vehicle volumes) with roadway supply (carrying capacity); <0.8 typically considered minor, non-recurring congestion; 0.8-0.9 typically considered moderate congestion/ approaching unstable conditions; >0.9 typically considered major congestion/ unstable, “Stop-and-Go” conditions

APPENDIX A

SUMMARY OF INPUT RECEIVED

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As part of the transportation problems and opportunities phase of the project, an extensive consultation program was undertaken which involved consultation with numerous stakeholder groups as listed below. Further details with regard to the consultation undertaken with each of these groups are provided in the following sections of this chapter:

- Community Advisory Group (CAG)
- Municipal Technical Advisory Group (MTAG)
- Regulatory Agency Advisory Group (RAAG)
- Municipal Executive Advisory Group (MEAG)
- Transportation Service Providers (TSP)
- Business and Commercial Stakeholders (BCS)
- First Nations
- Members of the public

COMMUNITY ADVISORY GROUP

A Community Advisory Group (CAG) was established as a forum to provide ongoing advice to the Study Team. The CAG is comprised of members of the communities and organizations interested in or potentially affected by the Study. These include:

- Residents and ratepayers with representation throughout the municipalities of the Study Area;
- Environmental and conservation NGO's;
- Business and agricultural sectors; and
- Others including academia, and unique groups concerned about the local and natural features.

The mandate of the CAG is to:

- Act as a sounding board where the CAG and the Study Team can test ideas and findings;
- Provide advice, critiques and suggestions to see that the Study is comprehensive, and that data is adequately collected and analyzed;
- Provide a sense of the broader community reactions and concerns and how these might be addressed;
- Provide a direct, face-to-face channel of communications between and among CAG members, residents, environmental community, developers, and the Study Team; and

- Identify and discuss potential issues, challenges and opportunities in a timely fashion, and assist in developing mechanisms to identify satisfactory outcomes.

The first CAG meeting was held in June 2007, prior to the transportation problems and opportunities stage of the project. The CAG meetings held as part of the current stage of work are outlined in the table below.

MEETING DETAILS	MEETING PURPOSE
Meeting #2 November 29, 2007 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Provide participants with an update on the Study’s progress • Discuss identified transportation problems and opportunities • Develop vision and problem statements.
Meeting #3 February 27, 2008 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Meeting held at request of the CAG as an information seminar on Transportation Demand Forecasting and Modelling • Questions and answers were discussed during scheduled breaks throughout and following the presentation
Meeting #4 May 29, 2008 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Review and confirm the CAG’s vision elements for a future NGTA Transportation System • Discuss the provincial policy context for the study • Review the proposed goals and objectives for a future NGTA Transportation System • Members sought to ensure that the Study’s goals and objectives are organized under the headings social, economic, and environment (“triple bottom line”). Tourism, agriculture, the Niagara Escarpment, and other key attributes should be recognized within this structure.
Meeting #5 January 22, 2009 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Provide a study update, an overview of existing and future Transportation Problems and Opportunities • Present the key features and format of the upcoming round of Public Information Centres

JOINT MUNICIPAL TECHNICAL ADVISORY GROUP/ REGULATORY AGENCY ADVISORY GROUP

The joint Municipal Technical Advisory Group (MTAG) and Regulatory Agency Advisory Group (RAAG) was established as a means to consult with potentially affected provincial ministries, agencies, and federal departments. The MTAG provides input from a municipal and regional perspective. The RAAG was established as a means to consult with potentially affected provincial ministries, agencies, and federal departments.

The first joint MTAG and RAAG meeting was held in June 2007, prior to the transportation problems and opportunities stage of the project. The joint MTAG and RAAG meetings held as part of the current stage of work are discussed in the table below.

MEETING DETAILS	MEETING PURPOSE
Meeting #2 December 13, 2007 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Present and discuss the process for identifying transportation problems and opportunities, and obtain views and perspectives on transportation problems

	<ul style="list-style-type: none"> • Discuss a transportation vision for the Study Area
Meeting #3 March 4, 2008 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Present and discuss the process for identifying existing and future transportation problems and opportunities in the NGTA Corridor, principles of modelling and forecasting, the GGH Model and the SDF approach. • Questions and answers were discussed during scheduled breaks throughout and following the presentation
Meeting #4 June 9, 2008 – Casablanca Winery Inn	<ul style="list-style-type: none"> • Provide an update on the identification of transportation problems and opportunities, goals and objectives, and the identified factors driving the need for additional transportation capacity.
Meeting #5 February 5, 2009 – Holiday Inn Burlington Hotel & Conference Centre	<ul style="list-style-type: none"> • Provide a study update and obtain feedback on the Transportation Problems and Opportunities Synopsis. • Provide an overview of the PIC #2 materials

TRANSPORTATION SERVICE PROVIDERS AND BUSINESS AND COMMERCIAL STAKEHOLDERS

The Study Team engaged Transportation Service Providers (TSPs) and Business and Commercial Stakeholders (BCSs) to identify transportation problems and opportunities within the Study Area.

It should be noted that numerous BCSs and TSPs are represented within both the NGTA Study Area and the Study Area for the GTA West Corridor Planning and Environmental Assessment Study.

The BCSs and TSPs that are relevant to both studies were consulted once, while all additional consultation undertaken as part of the NGTA Corridor Study was for the BCSs and TSPs that are located strictly within the NGTA Corridor Study Area.

Between October 2007 and February 2008, the NGTA Study Team consulted with various BCSs and TSPs (via face-to-face interviews, telephone interviews, and electronic questionnaires), many of which operate within the NGTA/GTA West Corridor Study Area as well. As such, the consultation for the NGTA/GTA West Corridor Planning and EA Study was developed to be consistent with, and build upon, the consultation completed as part of both studies. This streamlined the consultation process between the two studies and built a consistent body of knowledge that can be referenced by both Study Teams.

The BCS stakeholders consulted during the problems and opportunities phase included:

- Large Corporations / Industries;
- Business Associations;
- Logistics Providers;
- Shipping Associations; and

- Universities / Colleges.

The TSP stakeholders consulted during the Problems and Opportunities phase included:

- Municipal transit;
- Inter-regional transit;
- Freight rail service;
- Marine service;
- Air service;
- Transportation associations / organizations; and
- Trucking organizations.

The full list of the Business and Commercial Stakeholders and Transportation Service Providers contacted are provided below.

Business Commercial Stakeholders

Business Commercial Stakeholders Categories	Organizations Contacted
Academic	McMaster University
	Mohawk College
Large Corporations/Industries	CAMI Automotive
	GM
	Chrysler
	Ford
	Hudson's Bay Company
	CAA
	Home Depot
	Sears Canada
	The Woodbridge Group
	VFT Inc.
Business Associations	Automotive Parts Manufacturing Association of Canada
	Ontario Automobile Dealer Association
	Bi-national Tourism Alliance
	Business Associations (Burlington, Aldershot)
	Economic Development Corps (Fort Erie, Hamilton, Niagara)
	Tourism Burlington
	Vaughan Chamber of Commerce
Federation of Agriculture (Hamilton-Wentworth, Niagara North)	
Shipping Associations	Canadian Industrial Transportation Association
	Canadian Retail Shippers Association

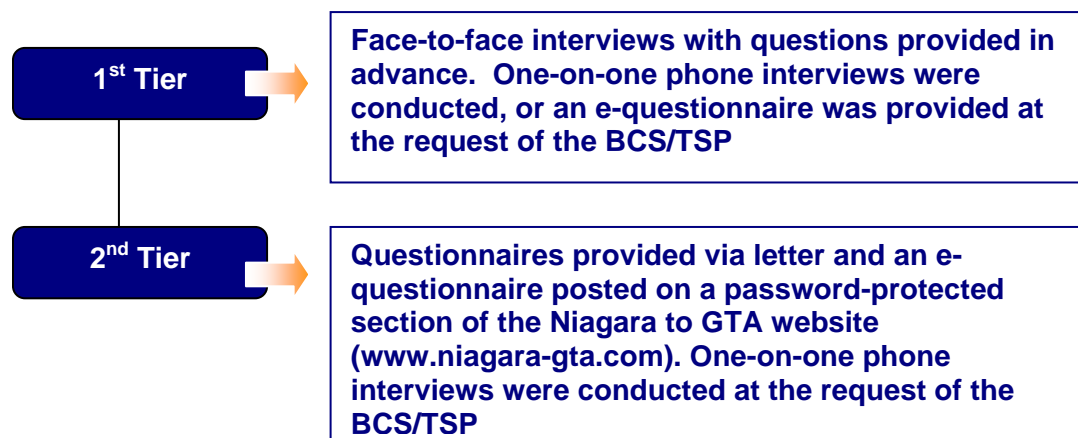
Transportation Service Providers

Transportation Service Providers Categories	Organizations Contacted
Municipal Transit	Hamilton Street Railway
	Niagara
	Port Colborne
	Welland
Inter-regional Transit	GO Transit
	CN Rail
	CP Rail
	Trillium Railway CO
Air	Hamilton International Airport
Marine	Hamilton Port Authority
Border Crossings	Peace Bridge Authority
	Buffalo/Fort Erie Public Bridge Authority
	Niagara Falls Bridge Commission
Transportation Associations	Southern Ontario Gateway Council
	Railway Association of Canada
	Ontario Motor Coach Association
	Ontario Trucking Association
	Canadian Urban Transit Association

The consultation approach was the same for the BCS and TSP stakeholders and involved a two-tiered approach.

- Tier One BCS and TSP Stakeholders:** The strategy for consulting with the Tier One BCS stakeholders was to focus on obtaining insights from agencies/organizations which provide transportation service within the larger Study Area, and those primarily business/organizations which have a broad knowledge of the business/sector, and trends and policy implications. These groups have the most comprehensive and consolidated information on various aspects of business operations and issues relative to the movement of people and goods. The input received from these groups is critical to developing freight and passenger profiles and understanding transportation problems, opportunities, trends, and limitations.
- Tier Two BCS and TSP Stakeholders:** Organizations/agencies that provide locally based transportation services, and those businesses/organizations that can provide a more localized context on various aspects of business operations and issues relative to the movement of people and goods were consulted to better understand the transportation problems, opportunities, trends, and limitations within the Study Area.

The following outlines the consultation tools and techniques that were employed for each of the above-noted BCS and TSP stakeholder groupings:



The following is a list of the conclusions from the consultation with the BCSs and TSPs as can be drawn from information received through both studies:

Insufficient and inefficient public transportation results in low transit ridership:

- Improve connections between transit providers/regions;
- Construct dedicated transit lanes; and
- Provide funding/support for improvements (e.g. higher order transit, more routes, and vehicles).

Existing roadways are at capacity which causes delays, decreases productivity, and costs money:

- Widen existing roadways and designate the new lanes as truck lanes to increase the capacity of the existing infrastructure;
- Convert existing east-west roadways to controlled access to improve operations;
- Improve connections to highways to reduce traffic on local roads;
- Approve new technologies to increase the capacity on existing roadways (e.g. combination vehicles, longer trailers);
- Focus on transportation demand management (e.g. flexible working hours, restricting hours for shipping via truck, etc) to relieve congestion on existing roadways;
- Install changeable message signs at the interface of all major highways to provide updates on traffic and alternate routes; and
- Provide a traffic update system (like GIS) to truckers so they can obtain instantaneous updates on traffic.

Limitations to making inter-modal transportation a viable mode:

- Provide better roadway access to inter-modal facilities since you still need trucks to transport goods to the rail/marine facilities;

- Reduce the congestion at the inter-modal facilities;
- Allow flexibility in the transportation schedules of each mode since they are dependent on one another and need to accommodate the “just-in-time” deliveries;
- Provide more rail infrastructure to accommodate shorter hauls;
- Expand the type of goods that can be shipped via rail and marine (weight, size, materials); and
- Provide funding/support for rail/marine improvements (e.g. expansion of existing rail yards and lines, expansion existing ports and construction of new ports).

Lack of alternate routes in the NGTA/GTA West Corridor:

- Construct a new multi-use corridor for transit, automobiles, and trucks. Or construct a new corridor dedicated to truck traffic - this corridor should not be a toll highway since the cost is prohibitive.

Land Use Planning Can Positively or Negatively Impact Transportation:

- Intensity development to make transit more efficient and supportable;
- Restrict residential development in the vicinity of existing or future inter-modal facilities; and
- Situate industrial areas near rail lines.

Other:

- Centralize transportation governing bodies to streamline approval processes;
- Integrate major, related transportation environmental assessments (e.g. NGTA, GTA West)

MUNICIPAL EXECUTIVE ADVISORY GROUP

A Municipal Executive Advisory Group (MEAG) has been established to provide a forum for discussion of broad, strategic and inter-regional issues. Members include the Commissioners of Planning and Public Works from the regions of Niagara and Halton, and the City of Hamilton. There is also representation from Metrolinx.

The first MEAG meeting was held in September 2007, prior to the transportation problems and opportunities stage of the project. The MEAG meetings held as part of the current stage of work are outlined below.

MEETING DETAILS	MEETING PURPOSE
Meeting #2 April 10, 2008	<ul style="list-style-type: none"> • Outline a study context, including provincial/local policy • Present the study approach since development of the TOR • Describe key steps in EA process. • Consult on key elements of the Study Plan. • Consult on the public consultation/outreach approach, including assembly of a CAG • Understand Municipal stakeholder's information/ participation requirements
Meeting #3 February 12, 2009	<ul style="list-style-type: none"> • Discuss the following: study background and update; transportation problems and opportunities identified by the Study Team; PIC #2; other strategic issues

PUBLIC INFORMATION CENTRE #2

The second round of Public Information Centres (PICs) was held in February/March 2009 to provide the public with an opportunity to view and comment on maps and displays that illustrate the problems and opportunities within the Study Area. The dates and locations of the PICs were as follows:

TUESDAY FEBRUARY 24 TH , 2009 4:00PM TO 8:00PM ROYAL CANADIAN LEGION <i>UPSTAIRS HALL</i> MORNINGSTAR AVENUE WELLAND	THURSDAY FEBRUARY 26 TH , 2009 4:00 PM TO 8:00 PM ROCKTON WORLD FAIRGROUNDS 812 OLD HIGHWAY 8 ROCKTON	TUESDAY MARCH 3 RD , 2009 4:00 PM TO 8:00 PM BURLINGTON CONVENTION CENTRE <i>EMERALD HALL</i> 1120 BURLOAK DRIVE BURLINGTON
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A total of 270 members of the public chose to sign the visitor's register at the three locations, and 35 comments sheets were submitted to the Study Team. The following summarizes the verbal and written input provided by members of the public at the three locations.

February 24th, 2009 – Welland

Verbal Comments

Multi-Modal Approach / Opportunities

- General agreement and understanding with the content/nature of the study and the intent to recommend a multi-modal Transportation Development Strategy.
- Need to focus on marine solutions.
- Need to focus on rail solutions.
- Need for regulations and / or incentives / subsidies for rail/marine/transit improvements.
- Clearer messaging regarding the multi-modal nature of the study is required.

- Need for integration of bicycle networks, including: bike racks at car pool lots and inter-modal facilities; and an updated cycling policy with a focus on cycling routes.

Stakeholder Consultation & Participation

- Consider additional notification approaches for study (consultation) events.
- Suggest presentations to local schools to get more youth engaged in the study.
- Questions asked related to the level of First Nations involvement in the study.
- Displays were excellent.

General Comments, Concerns & Suggestions

- Inquiries made regarding the relationship of the “Mid-Pen Study” to the NGTA Study.
- Concerns articulated regarding “completeness” of the multi-modal data; specifically, the lack of detail regarding marine and rail analysis.
- Frustration voiced regarding MTO’s insufficient influence over other modes of travel.
- Suggestion made that other initiatives (e.g., NAFTA Highway) should be considered.
- Regional transit options need to be analyzed.
- Tourism and goods movement data.
- Concerns expressed regarding the current economic outlook for the region.
- Misconception regarding regulations / development restrictions within the Greenbelt.
- Concern regarding potential impacts to agriculture and the economy.
- Abandoned rail lines should be included in the inventory and analysis.
- An error was noted regarding ports (Port Dalhousie).
- Various suggestions offered regarding alternatives that should be considered.
- Concerns expressed regarding drainage issues in the Welland/Fort Erie Area.
- Questions raised regarding opportunities in the CP Rail corridor.
- Questions asked and frustration expressed regarding the length of time required to complete the study.

Written Comments

Multi-Modal Approach / Opportunities

- Support offered for the development of inter-regional infrastructure and inter-modal opportunities.
- The key transportation problem/issue is the movement of goods across the international border to the growth areas.
- No new roads are required; the existing roads are sufficient for intra-provincial traffic.
- An inter-modal shipping industry across Lake Ontario would be cost effective and minimize impacts to the Niagara Escarpment and not adversely contribute to air quality.
- Various suggestions offered for locations of a new highway in the Study Area Rail should be a key area for expansion.

General Comments, Concerns & Suggestions

- Timeframe for study completion is unacceptable (too long).
- Main concern / focus of the study should be on economic improvement.
- Transportation over the Peace Bridge to ensure continued Canada-U.S.A. trade is important.
- Congestion relief is a temporary solution; over time it will re-occur.
- Concern expressed regarding the accuracy of the data.
- The focus of the study should be on Smart Growth and local industry.
- More identification of current and future tourist areas is required.
- Consideration should be given to the impact of congestion on migratory fauna.
- Additional information is required regarding potential impacts to fruitland areas.

February 26th, 2009 – Rockton

Verbal Comments

Multi-Modal Approach / Opportunities

- A number of attendees were surprised and supportive of the commitment to consider and assess all modes of transportation (i.e. not just a highway solution).
- The contents of the PIC, the approach to developing a multi-modal Transportation Development Strategy was generally well received by attendees.
- Many participants had come to the event expecting to see routes for a new provincial highway.

- Several suggestions regarding routes for a new transportation corridor.
- Need to examine opportunities to ship goods across Lake Ontario.
- A tunnel across Lake Ontario from Ford Drive to the Red Hill Valley Expressway would provide alternate capacity to the Burlington Skyway.
- There are significant opportunities to divert freight from trucks to rail and marine.
- Need for improved reliability and flexibility with GO Transit.
- Transit, particularly rail-based solutions, should be the top priority.
- The QEW should accommodate cars only and service roads should be used as truck-only corridors.
- The old rail systems that link Hamilton to Flamborough should be reviewed in terms of providing transit services.
- Issues related to population allocations in Guelph may impact demand analysis.
- The Study Area should be expanded to include Kitchener-Waterloo-Cambridge as this area will grow as an economic hub.

Timeframes

- What is the timeframe for Phase 1 of this study?
- How long before MTO has decided what types of transportation improvements to implement?
- When will construction begin?

Methodology

- How will the Greenbelt Plan be considered in examining alternatives?
- Inquiries regarding the process for considering alternatives.
- Clarifications regarding study process and the relationship to the previous Mid-Peninsula study.
- Need to add local airports to existing conditions inventory.

Other Initiatives / Studies / Examples

- What kind of transit does Metrolinx focus on?
- Need for messaging regarding the relationship to other MTO transportation studies.
- Inquiries regarding how NGTA relates to Brantford-Cambridge Transportation Corridor Study.
- This study needs to consider issues and effects related to peak oil.

Written Comments

Multi-Modal Approach / Opportunities

- Integrate NGTA study with the Brantford-Cambridge Study to improve access to the Niagara Frontier.
- Inquiries regarding planned inter-regional transit along Highway 6 from Highway 403 to Highway 401.
- Would like to see transit systems integrated with all provincial highways.

Concerns & Suggestions

- Regardless of multi-modal ambitions, the material presented leads toward the recommended strategy being a Mid-Peninsula highway.
- Multi-modal options are not being seriously considered.
- Opportunities need to be more detailed.
- Construction of highways must consider impacts to drainage and agricultural crop lands.

March 3rd, 2009 - Burlington

Verbal Comments

Multi-Modal Approach / Opportunities

- General agreement and understanding with the content/nature of the study and the intent to recommend a multi-modal Transportation Development Strategy.
- There is no simple solution - a multi-modal solution is necessary.
- Sceptical that solution will be multi-modal but positive results are more likely with this study.
- Need to focus on rail solutions.
- Need to consider multi-modal opportunities for expanding tourism (e.g. ferries across lake).
- Consider GO Transit expansion into Niagara.
- Optimize the existing transportation system should be first priority.
- Each mode should provide service to both commuters and freight at different times.

Stakeholder Consultation & Participation

- Displays are clear, informative and understandable.
- Appreciation for the amount of consideration being taken with the study.

- Frustration regarding the length of time required to complete the study.
- Community Advisory Group (CAG) needs more time to discuss study topics.

General Comments, Concerns & Suggestions

- Various individuals were expecting to see solutions and a proposed route.
- Aggregate industry is pleased with focus on goods movement.
- Concern regarding impacts to natural resources.
- A sustainability assessment should be included in the work for this study.
- Inquiry as to how heritage farms will be addressed in the assessment of alternatives.
- Need to update environmental inventory to include recent Halton Natural Heritage Study.
- Picture of Milton Quarry is inaccurate (Existing Conditions boards).
- Inquiries regarding details on growth projections, and modeling and forecasting.
- This study needs to consider issues and effects related to peak oil.
- Inquiries regarding the alternatives that will be developed.
- Inquiries regarding how the Study Team will document assumptions (e.g. gas prices, currency rates) in developing alternatives?
- Make allowances for less growth than the Growth Plan specifies.

Written Comments

Multi-Modal Approach / Opportunities

- Agree with multi-modal approach.
- There are opportunities to remove commuters from roads.
- Since goods movement and tourism are not as flexible as commuters, focus on discouraging commuting via automobile.
- Suggestion to make transit free for commuters and tourists.
- Make transit accessible within certain proximity of every resident or improve frequency.
- Consider carbon tax model or personal travel rationing (imposed by government) to discourage commuting.
- Use taxation system to discourage automobile and truck traffic – use that revenue to make transit free.

- More emphasis needed on reducing emissions and increasing transit.
- Need to consider fuel costs.
- Restore and revitalize rail transport systems.
- Increase rail transit to Niagara Region for commuters and tourists.
- Incorporate active transportation (e.g. cycling/walking) for commuters and tourism and provide appropriate infrastructure.
- Suggestion to incorporate bike lanes and sidewalks on bridges and on/off ramps.
- Consider a high-speed rail corridor from Windsor to Quebec that is integrated with the overall GTA transportation system.
- Better integration from a “big picture” perspective between NGTA and GTA West.
- Support for a Mid-Peninsula highway that mitigates impacts to agricultural and natural lands to the greatest extent.
- Consider several demographic/economic scenarios on a provincial, regional, and local scale.

General Comments, Concerns & Suggestions

- Concern regarding conflicting tourism projections and the likelihood of these projections.
- Inquiry as to whether the current economic downturn was accounted for in the forecasting.
- Suggestion to delay this study until the current economic downturn subsides.
- Scepticism regarding specific modeling assumptions given the current economic situation.
- A review of projections may be needed.
- Modelling is inaccurate regarding: air travel, economic shift.
- Concern regarding lack of information on environmental impacts.
- Opportunities should be expanded to include more specific environmental factors (e.g. air emissions, pollution, greenhouse gases, wildlife crossings, fragmentation, etc.) and social factors (e.g. asthma, automobile-related fatalities).
- Concern that there is little discussion on agriculture.
- Challenge to constrain sprawl in Niagara.
- Concern that municipalities are not adhering to the Greenbelt Plan Act and Places to Grow.

- Consider greater transit subsidies (in recognition of climate change concerns).
- Do not build a superhighway.
- The language used in the displays was not public-friendly.
- Disappointment that active transportation has not been incorporated.
- Stop highway widening, this only increases congestion.
- Maintain agricultural land to the greatest extent to improve self-sufficiency.