



Living in Niagara – 2023 Report Transportation and Mobility Sector

People having equitable access to a range of affordable, sustainable transportation choices; and ease of movement of people and goods are essential for quality of life.

This Sector aligns with SDGs #8 – Decent Work and Economic Growth, #8 – Industry, Innovation and Infrastructure, #11 – Sustainable Cities and Communities, #12 – Responsible Consumption and Production, #13 – Climate Action, #15 – Life on Land

Happening Now

- In January 2023, [Niagara Region Transit](#) assumed responsibility for transit routes and services in Niagara. As part of the transition to unified transit, funding for the system shifted from local municipality budgets to a designated levy through Niagara Region. Establishment of a Niagara-wide transit system is seen to be beneficial for inclusion, equity, the economy and the environment.
- [OnDemand Transit](#) is a component of the Niagara Region Transit system. It is available in Grimsby, Lincoln, Niagara-on-the-Lake, Pelham, Port Colborne, Wainfleet and West Lincoln, with other service delivery models available in Fort Erie, Niagara Falls, Thorold, St. Catharines and Welland, primarily in areas not currently covered by fixed transit routes. Riders can request trips in real-time through an app or over the phone by selecting a pickup point and destination.
- Transit ridership in Niagara reduced during the COVID-19 pandemic, primarily due to post-secondary institutions holding classes almost entirely online. Niagara Region estimates that, by the end of 2021, ridership had fallen to approximately 25% of 2019 levels. To date, ridership has seen a considerable rebound, reaching 95% of pre-COVID ridership levels.
- GO Transit train service to Niagara Falls is available 7 days a week, and GO train service to the St. Catharines VIA station has resumed.
- The [Road Closures in Niagara web page](#) provides a full list of road closures in the Niagara Region; and the information can also be mapped on [Municipal511](#).
- Active Transportation and Active Living Advisory Committees in local municipalities in Niagara advise on active transportation priorities, such as connectivity; bike lanes; safe and active routes to school; and public education about the benefits, necessities and safety considerations of active transportation.
- More than 1,680 businesses are certified as bicycle friendly by Ontario By Bike. The [2023 Ontario Cycle Tourism & Cycling Activity Report](#) shows that cycle tourism is growing in Ontario, and making a valuable contribution to the tourism economy in the province.



- In 2023, the St. Catharines Downtown Association was [certified as a bicycle-friendly business area](#) within the Ontario By Bike Network, the first such organization in Niagara to be designated.

What's Emerging

- The investment required to maintain the Niagara-wide transit system is being affected by inflation, an aging vehicle fleet and escalating fuel costs.
- Collision data for Niagara shows that the total number of collisions is increasing on our roads. The [Niagara Region Vision Zero Road Safety Initiative](#) aims to improve road safety for all users, through four automated speed enforcement units, being rotated through Niagara's community safety zones on Regional roads. Each unit will remain in place for approximately 90 days before being rotated to the next location. In 2023, automated speed enforcement cameras were set up to rotate near schools throughout the region.
- A number of local area municipalities in Niagara are working on either updating, or developing their Active Transportation or Transportation Master Plans. The plans include a growing focus on active and multi-modal transportation throughout the region.

Suggested Community Action Steps

- Examine, and build upon synergies between planning which focuses on transportation, complete streets, active transportation, Age-Friendly Communities, Community Well-Being and Equity/Diversity/Inclusion, the Active and Safe Routes to School program, and the work of the Niagara Climate Change Action Network.
- Emphasize the importance of a highly-efficient, safe, accessible, multi-modal transportation system that connects rural and urban municipalities as Niagara continues to grow.
- Be mindful of who is using transit when setting fees. Affordability is a key to making transit ridership accessible.
- Continue to promote the importance, across Niagara of: Improving safety on Regional roads; Reducing vehicular speeds; Encouraging compliance with speed limits; Reducing collisions resulting in fatalities and severe injuries; and Supporting walkable and safe communities.

Indicators

- **Collision Rates in Niagara Municipalities**
- **Affordability and Accessibility of Transportation**
- **Transportation Planning in Niagara**
- **Transportation Routes and Volume**



Indicator: Collision Rates in Niagara Municipalities

The Ontario Ministry of Transportation provides Ontario Road Safety Annual Reports. The two following tables show the number and type of motor vehicle collisions that occurred in Niagara in 2019 and 2020. Collisions are divided into class of collision and fatalities or injuries. Also included are the number of registered vehicles in Niagara that year. These statistics are available for the years 2010 – 2020, at: <http://www.mto.gov.on.ca/english/publications/ontario-road-safety-annual-report.shtml>

Place of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019							
Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Fatality	Injury	
Fort Erie	264	1	35	228	1	54	
Grimsby	253	0	36	217	0	46	
Lincoln	210	0	28	182	0	46	
Niagara Falls	1,306	1	166	1,139	1	221	
Niagara-on-the-Lake	258	2	29	227	3	44	
Pelham	148	2	16	130	2	28	
Port Colborne	140	0	22	118	0	26	
St.Catharines	1,781	2	169	1,610	2	225	
Thorold	297	1	34	262	1	49	
Wainfleet	40	0	11	29	0	15	
Welland	644	4	91	549	4	129	
West Lincoln	148	1	37	110	1	55	
Provincial Highway	1,391	6	166	1,219	7	223	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,880	20	840	6,020	22	1,171	384,968

Source: Ministry of Transportation. Ontario Road Safety Annual Report_2019

Retrieved From: https://files.ontario.ca/pdf-2_0/mto-orsar-final-2019-en-pdf-2022-08-09.pdf



Place of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2020							
Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Fatality	Injury	
Fort Erie	195	0	34	161	0	44	
Grimsby	166	0	29	137	0	38	
Lincoln	190	2	26	162	2	34	
Niagara Falls	893	6	119	768	6	160	
Niagara-on-the-Lake	151	1	24	126	1	43	
Pelham	100	1	12	87	1	16	
Port Colborne	107	0	21	86	0	29	
St Catharines	1,221	2	178	1,041	2	211	
Thorold	181	1	28	152	1	39	
Wainfleet	21	0	3	18	0	3	
Welland	438	0	67	371	0	87	
West Lincoln	135	1	25	109	1	36	
Provincial Highway	904	1	123	780	1	168	
Other Areas	0	0	0	0	0	0	
Niagara Total	4,702	15	689	3,998	15	908	375,525

Source: Ministry of Transportation. Ontario Road Safety Annual Report 2020

Retrieved from: <https://files.ontario.ca/mto-orsar-ontario-road-safety-annual-report-2020-en-2023-06-23.pdf>

Niagara Regional Police Service publishes data about fatal and life-threatening collisions in Niagara in their annual report.

Fatal and Life-Threatening Injury Collisions in Niagara, 2018 - 2022					
Collision Type	2018	2019	2020	2021	2022
Overall Fatal Collisions	15	17	19	21	19
MTO* Reportable Fatal Collisions	13	13	16	21	18
Non-Reportable Fatal Collisions	2	4	3	0	1
Life-Threatening Injuries	16	12	8	11	4

*MTO – Ministry of Transportation Ontario. MTO Reportable Fatal Collisions involve deaths that were directly caused by injuries sustained in a collision. Non-Reportable Fatal Collisions are those caused by a medical event (eg. heart attack, aneurysm, etc.) leading to a collision.

Source: Niagara Regional Police Service

Retrieved from: <https://www.niagarapolice.ca/en/whoweare/reportspublications.asp>

Municipal Benchmarking Network Canada provides road maintenance and safety measures in the MBNCanada Performance Measurement Report. Influencing factors include maintenance standards, traffic volumes and weather conditions. The table below provides 2019–2021 statistics for Niagara, 3 other Ontario municipalities, and the median across 12 Canadian municipalities.

On-Road Traffic Collision Rate (Collisions per Million Vehicle Km)			
Municipality	2019	2020	2021
Niagara	2.62	1.28	1.06
Halton	1.22	0.89	0.80
Durham	3.11	2.40	2.46
York	1.06	0.84	0.73
Median (12 municipalities)	2.69	1.78	1.58

Source: 2021 MBNCanada Performance Measurement Report, Municipal Benchmarking Network Canada. Page 203

Retrieved from: <https://mbncanada.ca/publications/2021-Performance-Measurement-Report.pdf>



Road Safety Measures – Niagara Region Vision Zero Road Safety Initiative

A review of collision data from 2015 to 2019 by Niagara Region Public Works shows that the total number of collisions is increasing on roads in Niagara. The Niagara Region Vision Zero Road Safety Initiative aims to:

- Eliminate all traffic fatalities and severe injuries
- Increase safe, healthy and fair mobility
- Consider all active modes of transportation, such as driving, walking and cycling
- Reduce all collisions by promoting major road safety initiatives across Niagara

Through unanimous approval by all 12 local municipalities, two Vision Zero elements moved forward:

- [Automated Speed Enforcement](#) – cameras rotate through Niagara’s community safety zones; each unit stays in place for about 90 days before rotating to the next location. A total of 25 [Community Safety Zones](#) are located in Fort Erie (2), Grimsby (3), Lincoln (2), NOTL (2), Niagara Falls (4), Pelham (1), Port Colborne (1), St. Catharines (5), Thorold (1), Welland (2), West Lincoln (2),
- [Red Light Cameras](#) - cameras set up at 10 signalized intersections around the region, in Fort Erie, Grimsby, Lincoln, Niagara Falls (2 locations), Pelham, St. Catharines (2 locations), Welland (2 locations).

Source: Niagara Region

Retrieved from: <https://www.niagararegion.ca/living/roads/vision-zero/program-overview.aspx>

As of the beginning of the 2023-24 school year, Niagara Region implemented an additional 12 community safety zones around local schools, including:

- Fort Erie: Garrison Road (Rose Hill Road to Spears Road)
- Grimsby: Main Street East (Lawrence Avenue to Durham Road)
- Lincoln: Mountain Street (Edelheim Road to Beam Street)
- Niagara Falls:
 - Lundy’s Lane (Brookfield Avenue to Main Street)
 - McLeod Road (Oakwood Drive to Drummond Road)
- Pelham: Highway 20 East (Rice Road to Pinecrest Court)
- Port Colborne: Killaly Street West (West Side Road to King Street)
- St. Catharines (3):
 - Glendale Avenue (Pelham Road to Caroline Street)
 - Lakeshore Road (Bradmon Drive to Read Road)
 - Niagara Street (Carlton Street to Scott Street)
- Thorold: Collier Road South (Highway 58 Ramp to St. David’s Road)
- Welland: Prince Charles Drive North (Lacy Avenue to First Avenue)

Source : Niagara Region

Retrieved from: <https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=32410>



Complete Streets in Niagara

A complete street accommodates multiple modes of transportation, people of all ages and abilities and supports adjacent land uses. Benefits of complete streets can include:

- Increased investment into local businesses
- Improved community health through new opportunities for physical activity
- A better sense of community
- Increased property values
- Universally accessibility and more equitable spaces for public participation
- Sharing culture (public art, monuments, history, music)
- A reduction in vehicle traffic and carbon emissions

The [May 19, 2021 Niagara Region Complete Streets Design Manual \(CSDM\) Background Review Discussion Paper](#) was developed as a tool that contributes to the development of the Niagara CSDM. The purpose of the Background Review was ‘to better understand the current opportunities and challenges with Complete Streets implementation in Niagara Region’.

As described by the Background Report: “Complete Streets support operation and interaction between multiple transportation modes (walking, cycling, transit, driving, goods movement), as well as supporting local heritage and urban design objectives.” Complete streets and associated public spaces can encourage greater use of active transportation, “soft mobility” and e-mobility tools (e.g. e-scooters) and accessibility for devices such as wheelchairs.

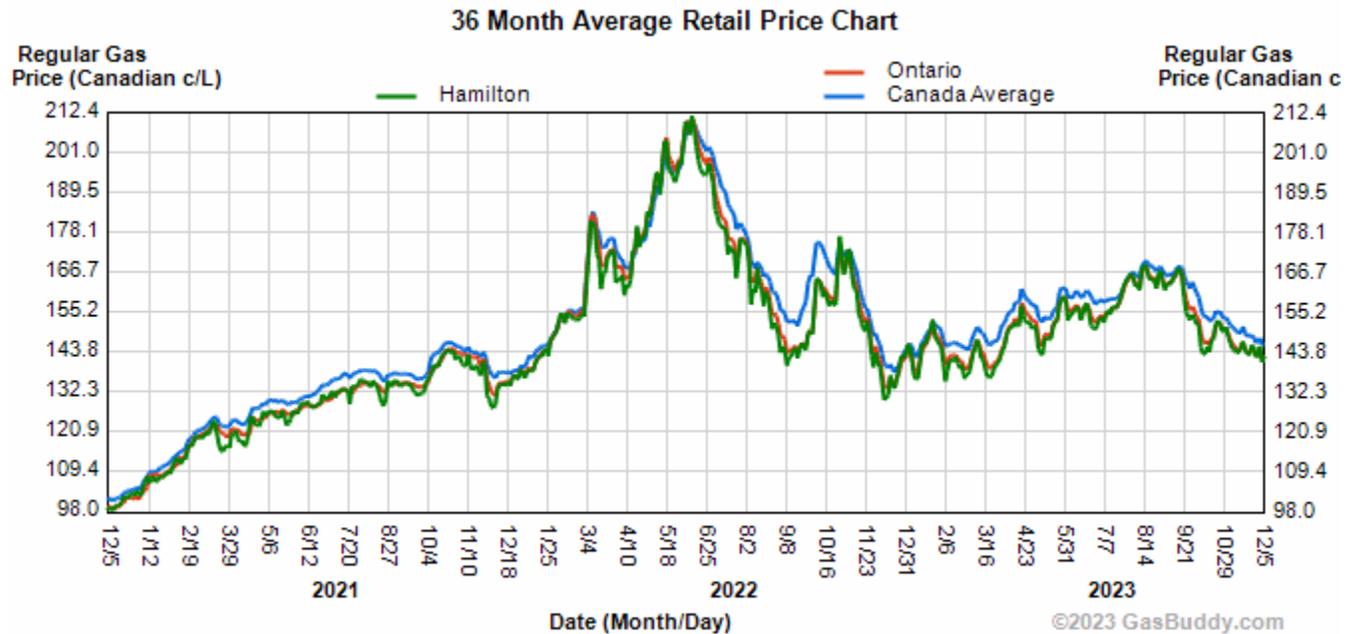
All Regional Roads and Local Downtown Main Streets are slated to be subject to Regional Complete Streets policies and the Complete Streets Design Manual. The Region will fund the initial capital costs to design and implement all elements of Complete Streets projects undertaken on the Regional road network, including roadways and boulevard elements. This may include cost-sharing for burying of utilities, where appropriate.

Source: Niagara Region

Retrieved from: <https://www.niagararegion.ca/culture-and-environment/complete-streets/default.aspx> and <https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=16906>

Indicator: Affordability and Accessibility of Transportation

Cost of Gasoline



Source: GasBuddy Price Charts, Canada, Ontario and Hamilton, Dec. 2020 to Dec. 2023
 Retrieved From: <https://www.gasbuddy.com/charts>

Commuting and Distances to Work

Statistics Canada provides 2021 Census information about commuting patterns for people living and/or working in the St. Catharines-Niagara Census Metropolitan Area (CMA)*

*St. Catharines-Niagara CMA does not include Grimsby and West Lincoln).

Top Five Commuting Destinations for Niagara Residents living in the St. Catharines-Niagara CMA* (by CMA), 2021					
Commuting Destinations	Total	Car, Truck or Van	Public transit	Active Trans.	Other
St. Catharines-Niagara CMA*	99,805	90,440	1,920	5,240	2,200
Hamilton	9,715	9,600	75	15	30
Toronto	4,165	3,840	230	30	60
Kitchener-Cambridge Waterloo area	305	300	0	0	0
Brantford	165	165	0	0	0



The following table highlights the top five points of origin for individuals commuting within and into the St. Catharines-Niagara CMA*

Top Five Commuting Origins for Workers Entering Niagara (by CMA*), 2021 St. Catharines-Niagara CMA*					
Commuting Destinations	Total	Car	Public transit	Active Trans.	Other
<i>St. Catharines-Niagara CMA*</i>	99,805	90,440	1,920	5,240	2,200
Hamilton	3,750	3,690	25	0	30
Toronto	1,175	1,065	45	10	0
Kitchener-Cambridge-Waterloo area	140	130	0	0	0
London	60	55	0	0	0

Source: Statistics Canada. *Commuting flow from geography of residence to geography of work by main mode of commuting, commuting duration and gender: Census metropolitan areas and census agglomerations. 2021 Census data.*

Retrieved from: <https://www150.statcan.gc.ca/t1/tbl1/en/cv.action?pid=9810046001>

Statistics Canada provides 2021 Census data about the main mode of commuting and the average commuting duration for the St. Catharines-Niagara CMA*

Commute Time by Travel Type – St. Catharines-Niagara CMA*, 2021			
Main Mode of Commuting	Total Number of Commuters	Percentage of Total Commuters	Average Commuting Duration (Minutes)
<i>Total</i>	139,795	100%	21.3
Car, truck or van	128,585	91.98%	21.6
Public transit	2,595	1.86%	35.3
Active transportation	5,740	4.11%	12.9
Other method	2,875	2.05%	13.0

Source: Statistics Canada. Table 98-10-0465-01 Main mode of commuting, by commuting duration, time leaving for work, industry sectors, occupation broad category and gender: Canada, provinces and territories, census metropolitan areas and census agglomerations with parts.

Retrieved from: <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=9810046501> Student Investment in and Use of Public Transit





The Brock University Students Union (BUSU) has an agreement with Niagara Region Transit, to facilitate student transportation. Students registered in 1.5 or more credits are charged the Universal Bus Pass (U-Pass) fee. The U-Pass provides students with access to the Niagara Region Transit system. U-Pass is available from Sep. 1 until the end of the academic year, and unavailable from May 1 through Aug. 31. Discounted 31-day local passes are available for students during the spring and summer semesters through Niagara Region Transit.

Source: Brock University Students Union (BUSU)

Retrieved from: <https://www.brockbusu.ca/services/transit/>

The Niagara College U-Pass provides all eligible students with access to ride any eligible Niagara Region Transit bus – e.g. any Region branded bus, NRT OnDemand Transit or any locally-branded Welland, Niagara Falls or St. Catharines bus. In 2023, a student referendum saw a 74% vote in favour of implementing the U-Pass system as a non-refundable mandatory fee of \$265 per semester.

Source: Niagara College Student Administrative Council (NCSAC)

Retrieved from: <https://www.yourncsac.ca/yourtransit>

Students on the Move is a 2020 report about a research project conducted in partnership with Niagara Region Public Health (NRPH), Brock University and Niagara College. It looked at how the approximately 30,000 post-secondary students in Niagara move around the region to attend school, work, social activities, to shop and contribute to the housing rental market. It also looked at the impact their ability, or inability, to get from one place to another has on their wellbeing and connection to the community.

The research results show that not all students can participate in various opportunities, due to transportation barriers, including:

- Stresses caused by long bus commute
- Lost opportunities for employment and social engagement because of transportation deficiencies
- Transportation challenges resulting in missed education

Over 50% of Niagara's post-secondary students do not drive or have access to an automobile, and face challenges in getting where they need to go. Women who participated in this study were much less confident than men were when it came to feeling travel was easy, in terms of personal safety. The research report also describes transportation challenges facing students who identify as having a disability; international students; and aspiring post-secondary students who live in local municipalities in Niagara that do not have transit programs

Source: NRPH. *Students on the Move* research project report, 2020.

Retrieved from: <https://www.niagararegion.ca/projects/students-on-the-move/pdf/students-on-the-move-report.pdf> and <https://www.niagararegion.ca/projects/students-on-the-move/default.aspx>



Use of Buses and Public Transportation

Transit ridership in Niagara steeply declined during the first two years of the COVID-19 pandemic. At the end of 2019, Niagara's rides per capita was above 2. At the end of 2020, it fell to 0.92, below the Region's target of 0.95. By the end of 2021, this figure had fallen to 0.52. Students from Brock University and Niagara College make up the majority of Niagara Region Transit ridership. The Region notes a direct correlation between post-secondary institutions transitioning students overwhelmingly to online courses and the decline in transit ridership.

Source: Niagara Region

Retrieved from : https://www.niagararegion.ca/community_dashboard/indicator.aspx?q=105

The NRT OnDemand Niagara Region Transit (NRT) Ridesharing Pilot Project for Communities in West Niagara was launched in August, 2020 and then was implemented into the broader Regional Transit infrastructure throughout Niagara. NRT OnDemand lets riders request trips in real-time through an app, or over the phone by selecting a pickup point and destination. For a \$3 fare, users can access trips within their municipality. For a \$6 fare, users can access trips to other communities. NRT OnDemand riders arriving at any of NRT's three transit hubs (St. Catharines Bus Terminal; Welland Bus Terminal; Port Colborne City Hall) can transfer onto Regional or local transit to complete their trip. NRT OnDemand is primarily available in Grimsby, Lincoln, Niagara-on-the-Lake, Pelham, Port Colborne, Wainfleet and West Lincoln, with modified service delivery models available in Fort Erie, Niagara Falls, Thorold, St. Catharines and Welland, primarily in areas not currently covered by fixed transit routes. The Pilot Project was well-received. Ridership is expected to grow. From mid-August, 2020 to the end of February, 2021, a total of 11,342 rides were taken within and between Grimsby, Lincoln, Pelham, West Lincoln, St. Catharines, Welland, Wainfleet and Port Colborne.

Source: Niagara Regional Transit, August, 2020 and February, 2021

Retrieved From: <https://niagararegion.ca/transit/on-demand/> and <https://pub-lincoln.escribemeetings.com/filestream.ashx?DocumentId=8117>

Regional Transit Consolidation in Niagara

On May 26, 2022, Niagara Region Council approved the Niagara Transit Commission (NTC) as a legal entity. The first NTC Board was established, with representation from Regional and local municipal councillors, to ensure that all municipalities have a voice. Consolidated Transit Governance model elements include: Ensuring all 12 local municipalities' residents' needs are met; A transitional Commission Board with proportional representation from all Niagara municipalities; A 20-member Advisory Board made up of Niagara residents, post-secondary institutions, business groups, and others, ensuring those people have a direct say in the future of consolidated transit; and After several years there would be an external review to determine if this model is the right one, and whether any adjustments are needed. As of January 1, 2023, public transportation in Niagara was transferred to the new Niagara Transit Commission, a merger of the existing systems of Niagara Region Transit, Niagara Falls Transit, St. Catharines



Transit, Welland Transit and Fort Erie Transit. Organized by vote of Niagara Regional Council, the Commission is composed of both Regional and local municipal councillors. In the second half of 2023, Regional Transit began appearing as a separate Transit Special Levy item on Municipal tax bills. The 2023 Niagara Region budget included a total Special Levy of \$55.1 million, described as the “first-ever special levy” for transit. The impact of this levy ranged from \$64 to \$295 annually per household, depending on the municipality.

Source : Niagara Region & Niagara Region Transit & Niagara Region 2023 Budget Summary Retrieved from: <https://www.niagararegion.ca/news/article.aspx?news=1383> and <https://nrtransit.ca/news/niagara-region-transit-transit-special-levy/> and : <https://www.niagararegion.ca/government/budget/pdf/budget-summary-2023.pdf>

Niagara Region Special Levy for Transit and Local Municipalities’ Budgets

In concert with transit funding being moved to the Niagara Region budget, local municipalities significantly reduced the amount they invested in transit as the delivery moved to the purview of the Niagara Transit Commission. For instance, the City of St. Catharines was able to remove \$13.5 million in taxpayer-supported funding obligations from its 2023 budget, leaving in place a block of \$525,000 to complete the wind-down of the St. Catharines Transit Commission. This represented a 96.26% decrease in what the City spent on transit.

Source: St. Catharines 2023 approved operating budget.

Retrieved from: <https://www.stcatharines.ca/en/council-and-administration/resources/Documents/Budgets/2023-Approved-Operating-Budget.pdf>

In 2022, local municipalities in Niagara that provided public transit reported on the total number of regular service passenger trips on conventional transit in the service area, through their annual Financial Information Return (FIR) report to the provincial government.

Regular Service Passenger Trips on Conventional Transit in Service Area, 2022	
Municipality	Number of Trips
Fort Erie	61,369
Niagara Falls*	*692,407
Pelham	6,789
Port Colborne	11,040
St. Catharines	3,326,804
Welland	339,000
Niagara Region	427,380

* 2022 FIS unavailable for Niagara Falls; figures reflect 2021 usage.

Source: Financial Information Returns, Province of Ontario

Retrieved from: <https://efis.fma.csc.gov.on.ca/fir/>





Niagara Region Investment in Transit

The transit funding allocated to the Niagara Region Transit Commission in 2023 significantly exceeded the combined total funding allocated to transit by the lower-tier municipalities in 2022. Niagara Region Transit is facing significant budget pressures brought on by factors such as inflation and increasing fuel prices. This is exacerbated by the Transit Commission's bus fleet requiring replacements for aging vehicles. As of late 2023, 33 of 168 Transit Commission buses are past their life cycle. Plans to replace them with green buses are experiencing challenges due to higher costs and the need for new supporting infrastructure. Initial 2024 budget plans called for replacing 21 aging buses in fiscal year 2024.

Source: Niagara Region Transit.

Retrieved from: <https://nrtransit.ca/news/niagara-region-transit-cost-challenges-and-green-goals/>

Niagara Region Transit (NRT) Updates

- Transit App was launched by NRT beginning in January, 2023, allowing riders to buy local and regional fares through their mobile devices. Activated passes may be scanned at on-board fare validators installed throughout the NRT fleet. The app enables riders across the system to plan, track and pay for their ride with one app.
- Niagara Region Transit Plus is a consolidated NRT app launched beginning in March, 2023. This app covers specialized and on-demand services in Niagara Falls, St. Catharines, Thorold and Welland, decommissioning older RideCo apps.
- From July 2023, NRT installed new fareboxes on all Niagara Falls conventional buses and paratransit vehicles. This upgrade harmonized all fareboxes in Niagara to utilize a single magnetic-stripe technology, enabling the unified transit system to begin transitioning to a single local transit pass in communities where local conventional and paratransit are provided.
- Niagara Specialized Transit offers shared rides for residents with disabilities, making public transportation more accessible.

Source: Niagara Region Transit

Retrieved from: <https://nrtransit.ca/news/new-fareboxes-and-bus-passes/> and :
<https://nrtransit.ca/news/nrt-offers-fare-payments-and-ondemand-service-in-the-transit-app/>
<https://www.niagararegion.ca/transit/nst/> and <https://nrtransit.ca/news/introducing-niagara-region-transit-plus/> and <https://nrtransit.ca/specialized-transit/>



Community organizations providing transportation services in Niagara:

- 211 is a free and confidential, 24-7 service that easily connects people to the critical social and community supports they need. 211 Ontario provides transportation information in topic areas such as Disabilities, Older Adults, and Health Care.
Source: 211 Ontario
Retrieved from: <https://211ontario.ca/search/>
- Happy in my Home/Community Support Services of Niagara (CSSN) offers a volunteer driving program, in which volunteers provide rides to medical appointments, banking, shopping and social activities for seniors and adults with disabilities.
Retrieved from: <https://happyinmyhome.ca/services/transportation/>
- The Canadian Red Cross, including Niagara Region Branch, provides services that allow individuals to remain living in their homes safely and with dignity through innovative programs that provide healthy meals and dining and transportation support.
Retrieved from: <https://www.redcross.ca/in-your-community/ontario/find-a-branch/niagara-region-branch/niagara-region-branch-transportation>
- The Canadian Cancer Society – St. Catharines – Wheels of Hope Volunteer Driving Program provides transportation to and from cancer-related medical appointments at designated hospitals or cancer centres.
Retrieved from: <https://www.hnhbhealthline.ca/displayservice.aspx?id=185303>
- The Metis Nation of Ontario Community Support Services Program offers a range of Metis-specific services, including transportation to medical appointments for those who are facing financial hardship and have little or no family assistance to support them with transportation. This may include arrangements with a volunteer driver, staff, bus tickets, mobility bus tickets, Via Rail, Hope Air, or other affordable means available in the community. Retrieved from: <http://www.metisnation.org/programs-and-services/healing-wellness/community-support-services-program/>
- The Niagara Regional Native Centre provides services and care for people of all ages that have physical disabilities, serious health issues, or those who are frail/elderly. This includes medical transportation services and medical escorts.
Retrieved from: <https://nrnc.ca/nrnc-programs/>
- Pelham Cares provides transportation for Pelham residents to medical and related appointments. Volunteer drivers provide rides free of charge.
Retrieved from: <https://pelhamcares.org/services/>



Active Transportation in Niagara

In 2023, the City of St. Catharines launched development of an Active Transportation Master Plan. This plan will guide infrastructure growth to support walking, cycling and rolling, leveraging existing active transportation and growing the network. As of late 2023, the project was in its first phase, undergoing background review as City staff work to undertake technical analyses, policy reviews and engagement with residents and stakeholders.

Source : City of St. Catharines

Retrieved from : <https://www.engagestc.ca/atmp>

As of early December 2023, Grimsby was close to finalizing a Recreational Trails Master Plan, a document intended to serve as the blueprint for trail planning, design and implementation over the next 20 years. The plan aims to integrate trails into Grimsby's future growth and support walking, cycling and other active recreation. Public commentary for a draft plan wrapped up in November 2023, with a document ready to be finalized for Council review.

Source: Town of Grimsby

Retrieved from : <https://www.letstalkgrimsby.ca/grimsby-recreational-trails-plan>

In April 23, the City of Port Colborne announced that it had retained McIntosh Perry Consulting Engineers to undertake development of an Active Transportation Master Plan. This document is intended to guide all development related to active transportation and support initiatives through to 2032. Initial outreach by the City requested input on local active transportation conditions such as road safety and trail connections.

Source: City of Port Colborne

Retrieved from: <https://www.portcolborne.ca/en/news/active-transportation-master-plan.aspx>

Active transportation bucked the trend of other forms of non-car transportation during COVID-19, with interest in it growing during the lockdown period. Statistics compiled by Ontario By Bike in 2020 found that 50% of survey respondents did more cycling than in 2019. In 2021, 82% of respondents increased or did the same amount of cycling as in 2020, including 47% who cycled more. Recreational cycling was the most popular type of activity, with 94% cycling at home. Other highlights include:

- 88% of cyclists rode “close to home” (local, regional or cross-regional) and within Ontario in 2021.
- 56% of riders travelled locally and 58% regionally.
- Overall spending by cyclists was down: For instance, 51% of cyclists spent more than \$26 on food during an outing, compared to 79% in 2018. Ontario By Bike attributed this decline to limited options brought on by COVID-19 restrictions.

Source: Ontario By Bike

Retrieved from:

https://www.transportationoptions.org/uploads/8/7/2/0/8720033/cycle_tourism_cycling_activity_report_2021_2022.pdf



Indicator: Transportation Planning in Niagara

The Niagara Region Transportation Master Plan, published in October 2017, defines policies, programs and infrastructure improvements required to address transportation and growth needs through to 2041. It aims for future transportation needs to be addressed through:

- Pedestrian and cycling facilities
- Demand-responsive and conventional transit
- Integrated network of roads and highways for the movement of people and goods

Source: Niagara Region. Transportation Master Plan.

Retrieved from: <https://www.niagararegion.ca/2041/transportation-master-plan/default.aspx>

In May 2023, the Government of Ontario announced plans to more than double GO Transit train service between Toronto and Niagara Falls, adding 12 more daily round trips per week to bring the total to 21. This expansion also saw the resumption of GO Train service at the St. Catharines VIA station. Weekend GO train service to Niagara was expected to have seasonal bike coaches to allow cyclists to bring bicycles to the Niagara River corridor.

Source: Government of Ontario.

Retrieved from: <https://news.ontario.ca/en/release/1003072/ontario-expands-go-train-service-to-niagara>

In late 2023, the City of Niagara Falls began updating its Transportation Master Plan, including a Trails and Active Transportation Master Plan. The updated plan will focus on multimodal transportation needs both in urban and rural parts of Niagara Falls, including downtown and the tourist area. Public engagement began in November and December

Source: City of Niagara Falls

Retrieved (December 8, 2023) from : <https://letstalk.niagarafalls.ca/tmp>

The City of Welland is conducting its City on the Move Transportation Master Plan Study, with two public information centres held in 2023. This study aims to provide the City with long-term road network and active transportation strategies to accommodate both Welland's current and future needs. It includes a component of enhancing active transportation and improving connectivity, while promoting safe, environmentally responsible and accessible transportation.

Source: City of Welland

Retrieved from: <https://www.engagewelland.ca/transportation-master-plan-study>

The City of St. Catharines finalized a Transportation Master Plan in April 2021. It focuses on providing clear direction for future transportation investments, placing new emphasis on complete, multi-modal streets and linking land use and transportation planning. The plan shifts from a single-occupancy vehicle preoccupation to account for multiple modes of travel.

Source : City of St. Catharines

Retrieved from: <https://www.stcatharines.ca/en/council-and-administration/transportation-master-plan.aspx>



The Town of Niagara-on-the-Lake launched its Transportation Master Plan study in 2020, aiming to identify the Town’s transportation needs and issue recommendations for a multi-modal policy. A draft report was prepared for August 2022.

Source: Town of Niagara-on-the-Lake

Retrieved from: <https://www.jointheconversationnotl.org/TransportationMasterPlan>

Municipal Investment in Transit

This table provides annual net expenditures on transit (operating budget) for some municipalities in Niagara. The figures reflect the upload of transit to the Region of Niagara and the Niagara Transit Commission. Funding previously provided by the lower-tier municipalities is now allocated through the Niagara Region.

Net Municipal Expenditure on Transit (Operating), 2022-2023		
Municipality	2022	2023
Niagara Region	Unclear*	\$56,561,349
Fort Erie	\$1,446,088	\$192,487
Niagara Falls	\$8,128,009	\$537,400
Niagara-on-the-Lake	\$0	(\$861,000)
Pelham	\$179,137	\$12,359
Port Colborne	\$165,700	\$0
St. Catharines	\$14,044,000	\$525,000
Thorold	\$714,390	\$0
Welland	\$2,840,791	\$0

*Transit net expenditure not broken down in public-facing 2022 budget summary.

Source: Various municipal websites

Retrieved from:

<https://www.forterrie.ca/pages/BudgetInformation>

<https://niagarafalls.ca/city-hall/council/schedule.aspx#agendas> (Niagara Falls council minutes)

<https://www.notl.com/council-government/budget-finance>

<https://www.pelham.ca/en/town-hall/budgets-and-reports.aspx#2019-budgets-and-reports>

<https://www.portcolborne.ca/en/city-hall/budget-and-financial-reporting.aspx>

<https://www.stcatharines.ca/en/governin/BudgetsFinancialInformation.asp>

<https://www.thorold.ca/en/recreation-and-culture/budget.aspx>

<https://www.welland.ca/Budgets/BudgetsFinancials.asp>



Federal and Provincial Investment in Transit:

In August 2019, the Government of Ontario announced the list of projects approved under the Public Transit Stream of the Investing in Canada Infrastructure Program (ICIP). These projects are jointly funded by the federal, provincial and municipal governments. The following table provides information about public transit projects funded within Niagara through 2023. Items highlighted in yellow represent **completed projects as of December 2023**.

Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
Fort Erie	Farebox technology integration	Purchase six replacement farebox systems and one expansion farebox system for all conventional transit and specialized transit vehicles.	0.13
	New Bus Stop Network	Full new bus stop network at approximately 200 locations.	0.12
Niagara Falls	Tennant T20 Heavy-Duty Industrial Scrubber	Replace ride-on sweeper with heavy-duty industrial scrubber.	0.03
	Automotive Lift - 18,000 lbs (230")	Install automotive lift for servicing 14 vehicles, which have wheel bases shorter than the minimum of the current in-ground hoists.	0.01
	In-Ground, Three-Post Hoist (Artic Buses)	Install hoist with 40,000-kg capacity for articulated bus applications, in-ground type, consisting of three hydraulic lifting devices.	0.19
	Extension of Parking and Storage Facilities	Expand indoor parking facility and outdoor parking area, at current Transit facility.	1.54
	Fuel System Upgrade	Replace ProFuel software system to allow for improved fluid tracking. Install equipment on 67 buses and support vehicles, to integrate with fuel system for automation.	0.08
	Transmission Refurbishment of Six	Replacement of transmissions in six conventional transit buses.	0.03



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023

Municipality	Project Name	Project Description	Funding (\$M)
Niagara Falls (cont'd)	Conventional Transit Buses	This will improve reliability and extend the useful life of the buses.	
	Replacement of Six Conventional Transit Buses	Purchase of six conventional transit replacement buses. This will reduce maintenance costs, increase safety, increase system performance and will include technology consistent with common standards used in other transit systems in Niagara Region.	1.87
	Transit Bus High-Definition (HD) Video Camera Systems	Installation of 36 HD video camera systems in conventional transit bus fleet. This will improve security of transit bus operators, deter vandalism/crime and help substantiate or refute claims.	0.39
	Video Surveillance Equipment	Installation of 10 cameras with Video Network Recorder at the Bus Terminal and the Morrison/Dorchester Transit Hub. This will improve passenger and employee safety, deter vandalism/crime and help substantiate or refute claims.	0.02
	Implementation of New Farebox System	Purchase a new farebox system and farebox hardware. This includes 62 external smart card readers that will enable customers to pay with a mobile device or contactless payment cards (such as debit and credit cards). This will help create system integration throughout the Niagara Region.	0.37
	Radio/Voice Over Internet Protocol (VOIP) Update (Clever Computer Aided Dispatch/Automatic Vehicle	Installation of VOIP radio system to replace current open radio system on 67 vehicles. This will improve operations and safety and align with technology that is deployed within Niagara Region.	0.35



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
Niagara Falls (cont'd)	Locator (CAD/AVL))		
	Supervisors Vehicle Expansion	Purchase of one expansion supervisor vehicle. This will increase supervisory coverage, improving response for operating concerns that can impact passenger and operator safety and equipment failure issues.	0.03
	Intermunicipal Layby Construction - Morrison St.	Planning, designing and construction of on-street layby facilities for regional and city transit busing. This will address health and safety concerns around crowding and traffic conflict.	0.18
	Bus Way & Shelter Rehabilitation	Improving busways and shelters at Lundy's Lane and Morrison/Dorchester transit hubs.	0.22
	Bridge Street Multi-Modal Hub	Construction of multi-modal hub. This will support interconnectivity of transit, pedestrian and parking with connections to the future GO Train terminal at Niagara Falls.	1.76
	Refurbishment of Four Conventional Transit Buses	Major refurbishments of four conventional transit buses. This will extend the useful life of the buses, reducing maintenance costs, emissions and improving service reliability.	0.22
Niagara Region	Technology Upgrades	Installation of VOIP radio system to replace an open radio system on 29 buses and install new camera system. This will improve operations and safety and align with technology that is deployed within Niagara Region.	0.31



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
Niagara Region (cont'd)	Fare Payment Technology	Upgrade fare payment technology on all Niagara Region Transit vehicles to a standardized platform. This will provide new payment methods for riders to pay with a mobile device or contactless payment card.	1.32
	Purchase of Two Buses	Purchase two conventional transit expansion buses to enhance regional transit service.	0.66
Port Colborne	City of Port Colborne Nickel Beach Bike Lane Project	Construct new bike lane along Welland Street from Clearance Street to Lake Street. Creation of one new bus stop and turn-around at Nickel Beach Entrance.	0.20
	Promenade Improvements	Upgrade existing pedestrian and cycling trails along West St. south of Clarence St.	0.01
St Catharines	Replacement of Vehicle Hoists	Replace six permanent hoists. Purchase six portable hoists.	0.80
	Replacement of Service Vehicles	Replace 11 service vehicles, including one service truck, one supervisor vehicle, and nine shuttle vans to maintain safety and reliability of routes.	0.19
	Improvements to Bus Stops and Shelters	Reconstruction of 100 bus stops to improve accessibility and add amenities.	0.84
	Replacement of Conventional Buses	Purchase of 11 conventional transit replacement buses. This will increase system performance and reduce maintenance costs.	3.04
	Technology Upgrade	Purchase and install cameras and radios on 89 vehicles. This will improve transit system safety.	0.16



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
St Catharines (cont'd)	Downtown Terminal Renovations	Renovation of downtown terminal. This will improve accessibility, passenger amenities, way-finding and employee facilities.	0.19
	Facility Expansion	Expansion of maintenance and bus storage facility. This will accommodate increased demands for vehicle maintenance, vehicle storage, additional staff and parking. This will allow for the building to be a regional transit headquarters as transit operations in Niagara become fully integrated.	3.93
	Expansion of Conventional Bus Fleet	Purchase of 10 conventional transit buses. This will increase capacity and add frequency of service.	2.77
	New Fare Payment Technology	Purchase and install fare payment technology. This will allow customers to pay with mobile device or contactless payment card (ex debit and credit cards). Purchase 89 farebox systems to improve the customer experience when paying fare.	1.59
	Replacement of Paratransit Vehicles	Purchase of four specialized transit replacement vehicles to improve accessibility, reliability and reduce maintenance costs.	0.49
	Replace Bus Wash System	Purchase of bus wash system allowing the cleaning of salt off the bottoms of buses in winter.	0.10
	Replace Engines	Replacement for 12 diesel engines, increasing service reliability.	0.16
	Underground Tank Replacement	Replacement of four underground steel tanks containing transmission fluid, waste	0.10



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
St Catharines (cont'd)		oil, paint and engine oil. Above-ground tanks with automated metering installed.	
	Rehabilitation of Hybrid Buses	Rehabilitation of four conventional transit vehicles to ensure reliability of fleet and service to passengers.	0.23
Thorold	Remediation of Transit Parking Lot	Remediation of lot at north side of the existing transit terminal for improved mobility/accessibility.	0.07
	Install New Bus Shelters	Six new shelters installed at locations previously used as standard bus stops.	0.03
	Sidewalk Extensions	Sidewalk extended at six existing bus stops for improved mobility, accessibility and safety.	0.07
	Repair of Existing Shelters	Repair and rehabilitation of six existing bus and pedestrian shelters to improve comfort, safety, accessibility.	0.02
	New Bus Laybys	New laybys and shelters built at seven locations throughout Thorold.	0.15
	Bus Stop Concrete Pads	New concrete pads constructed for accessibility at 2 bus stops on Schmon Parkway, 8 on St. David's Road.	0.04
Welland	Construction of Transit Operations Facility	Construction of an operations facility to store 40 conventional and specialized buses and to allow for bus maintenance and training space. This will help meet the needs of the expanding transportation network.	5.0
	Two New Buses	Purchase two 12-metre buses to replace existing buses.	0.50
	Large Bus for Regional Transit	Purchase a third Welland-owned 40' bus to serve Niagara Region Inter-Municipal Transit routes.	0.25
	Computer Aided Dispatch	Equip two existing Inter-Municipal Transit buses with computer-aided dispatch and	0.008



Provincial Investment in Public Transit Infrastructure in Niagara Thru 2023			
Municipality	Project Name	Project Description	Funding (\$M)
Welland (cont'd)		automated vehicle location equipment, in compliance with AODA legislation.	
	8 Metre Buses	Two new 8-metre buses purchased to replace existing vehicles.	0.14
	Supervisor's Van	New van for supervisor to attend accidents and transport passengers in emergencies.	0.01
	Install New Hoist	Replaced an old hoist that surpassed its life expectancy.	0.04
	Refurbish Bus Wash		0.04
	Maintenance and Vault Renovations	Relocate maintenance office and refurbish vault rooms.	0.07
TOTAL investment in Niagara (\$M)			~\$31.07

Source: Ontario Ministry of Infrastructure

Retrieved from: <https://news.ontario.ca/moi/en/2019/08/ontario-government-has-nominated-350-rural-and-northern-and-public-transit-infrastructure-projects-t.html>

Housing, Infrastructure and Communities Canada provides a national [Housing and Infrastructure Project Map](#) showing key housing and infrastructure projects funded by the Government of Canada.

Source: Housing, Infrastructure and Communities Canada

Retrieved from: <https://housing-infrastructure.canada.ca/gmap-gcarte/index-eng.html>



Indicator: Transportation Routes and Volume

Canada-US Border Crossings at the Peace Bridge

This table shows the yearly traffic that crosses the Peace Bridge between Fort Erie and Buffalo. Monthly-updated, detailed data about traffic by month and year is also available.

Canada-US Border Crossings, Annual Totals by Type, 2018-2023						
	Canada to US		US to Canada			
Year	Auto	Truck	Auto	Truck	Bus	Total
2018	2,080,749	572,119	2,031,841	564,567	10,690	5,529,966
2019	1,997,344	542,461	2,024,918	530,809	10,350	5,105,882
2020	422,073	517,441	454,149	500,927	1,930	1,896,490
2021	342,712	574,774	339,654	536,333	413	1,793,886
2022	1,100,634	546,698	1,131,566	526,595	3,315	3,308,808
2023	1,639,030	533,411	1,755,031	548,123	4,559	4,480,154

Source: The Peace Bridge. Historical Traffic Statistics

Retrieved from: <https://www.peacebridge.com/index.php/historical-traffic-statistics/yearly-volumes>

Niagara Falls Bridge Commission Traffic Statistics

The Niagara Falls Bridge Commission is a unique bi-national commission, originally established to finance, construct and operate the Rainbow Bridge, and later granted responsibilities for the Whirlpool Rapids (Lower) and Lewiston-Queenston Bridges. Daily and Monthly [traffic statistics](#) for the Lewiston-Queenston Bridge, Rainbow Bridge, and Whirlpool Bridge are available at the Bridge Commission site:

Source: Niagara Falls Bridge Commission

<https://www.niagarafallsbridges.com/index.php/services/traffic-statistics>

Canada-US Border Wait Times

Canada Border Services provides [current Border wait times](#) at the 26 busiest land-border crossings between Canada and the United States. To view current wait times at the 3 land-border bridges for automobile, truck and pedestrian traffic that span the Niagara River between Ontario and New York State, scroll down to find the Queenston-Lewiston Bridge (Queenston, ON/Lewiston, NY); the Rainbow Bridge (Niagara Falls, ON/Niagara Falls, NY); and the Peace Bridge (Fort Erie, ON/Buffalo, NY).

Source: Government of Canada

Retrieved from: <https://www.cbsa-asfc.gc.ca/bwt-taf/>





Road Congestion:

Vehicle KM Travelled per Lane Km is a measure provided in the annual Municipal Benchmarking Network Canada Performance Report. It indicates the number of times a vehicle travels over each lane km of major road, demonstrating road congestion. This measure was new in 2019. In 2020, many municipalities saw a reduction in traffic volume and changes in traffic patterns which may have been attributable to COVID-19.

Vehicle Km Traveled, per Lane Km of major road, 2020-2018		
Municipality	2020	2021
Niagara	1,056,658	1,026,582
Halton	1,618,356	1,880,921
Hamilton	416,706	553,600
York	1,252,895	1,323,597
Median* (11 municipalities)	1,011,054	1,009,618

*Median includes Caledon, Durham, Halton, Hamilton, Niagara, Regina, Sudbury, Waterloo, Windsor, Winnipeg and York Region.

Source: Municipal Benchmarking Network Canada (MBNCanada). 2021 Performance Measurement Report

Retrieved from: <https://mbncanada.ca/publications/2021-Performance-Measurement-Report.pdf>

Road Quality:

This table below shows the percent of paved lane kilometre where the condition is rated as good to very good for Niagara, three comparison municipalities (Halton, Hamilton, Toronto), and the median across eleven municipalities that report data on this measure.

Percent of Paved Lane Km Rated as Good to Very Good, 2020-2022			
	2020	2021	2022
Niagara	49%	46%	49%
Halton	59%	59%	66%
Hamilton	33%	33%	33%
Waterloo	53%	47%	47%
Median (11 municipalities)	49%	47%	47%

Source: Municipal Benchmarking Network Canada 2022 Performance Measurement Report

Retrieved from: <https://mbncanada.ca/publications/2022-Performance-Measurement-Report.pdf>

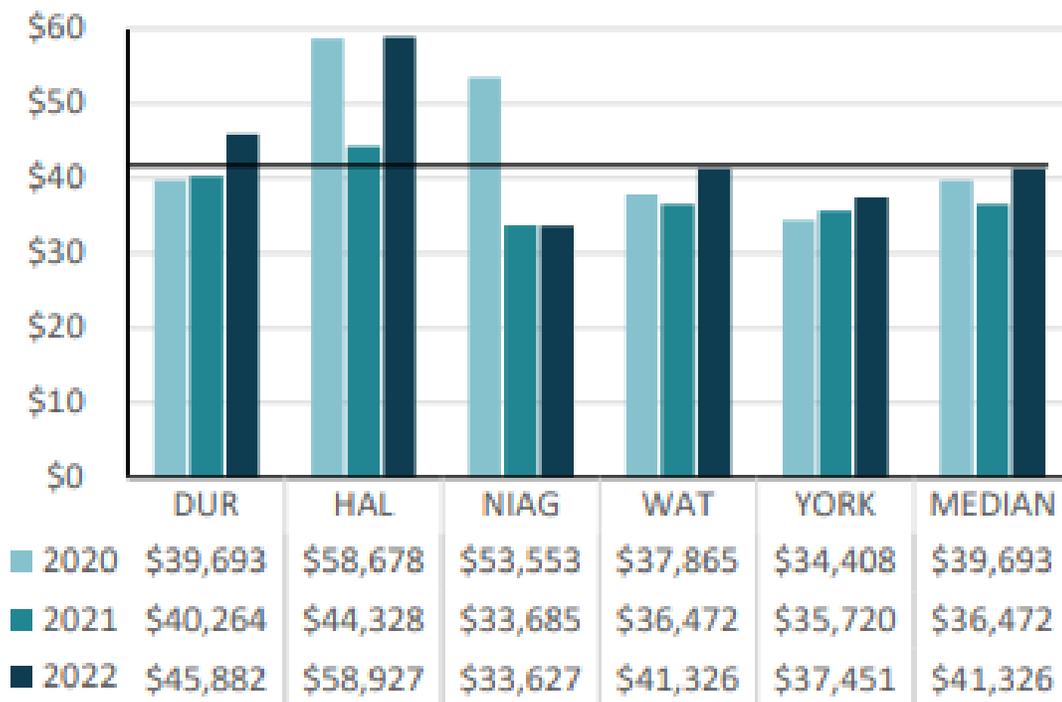




Cost to Maintain Roads:

This measure from the 2022 Municipal Benchmarking Network Canada Benchmarking Report represents the total cost of all functions related to road maintenance. This includes operating costs and amortization associated with capital costs for paved and unpaved roads, bridges and culverts, traffic operations, roadside maintenance, and winter maintenance for roadways, sidewalks, and parking lots. Data shows is for five Upper Tier municipalities (Durham, Halton, Niagara, Waterloo and York), and the Median amount.

Upper Tier (In Thousands)



Source: Municipal Benchmarking Network Canada. 2022 Performance Measurement Report Retrieved from: <https://mbncanada.ca/publications/2022-Performance-Measurement-Report.pdf>

Great Lakes/St. Lawrence Seaway

The Great Lakes/St. Lawrence Seaway is a 3,700km “marine highway” extending from the Atlantic Ocean to the Great Lakes. Over 200 million tonnes of cargo travel on the waterway on an annual basis. This system of locks, canals and channels allows ships to transit between Montreal and Lake Erie, a difference in elevation of 168 metres. It was built as a binational partnership between the US and Canada through international agreements.

The Welland Canal Section, consisting of eight locks running between St. Catharines and Port Colborne, was completed in 1932. It takes about 12 hours for a vessel to travel through the eight locks in the canal.





A special report describing the economic impact of the two provinces and eight states that border the Great Lakes/St. Lawrence Seaway System was compiled in 2017. The economic output of this region was an estimated US \$6 trillion in 2017. This accounts for 30% of combined Canadian and US economic activity and employment. It would rank as the third largest economy in the world if it were a country, behind only the US and China.

Detailed reports about traffic, commodities, and tonnage, including historical data, are available at: <https://greatlakes-seaway.com/en/the-seaway/facts-figures/>

Source: Great Lakes-St. Lawrence Seaway System

Retrieved from: <https://greatlakes-seaway.com/en/the-seaway/>

Rail

Gio Rail Holdings Corporation, based in Welland, purchased the Trillium Railway Company in 2018. Gio Rail operates 35 miles of track in the Niagara region, formed in 1997 under the provision to operate from Canadian National. Two Gio Rail transload sites in Niagara that receive daily train service are usable for the transload of non-hazardous shipments. They are located in Welland near the 406, and in St. Catharines, east of Merritt Street.

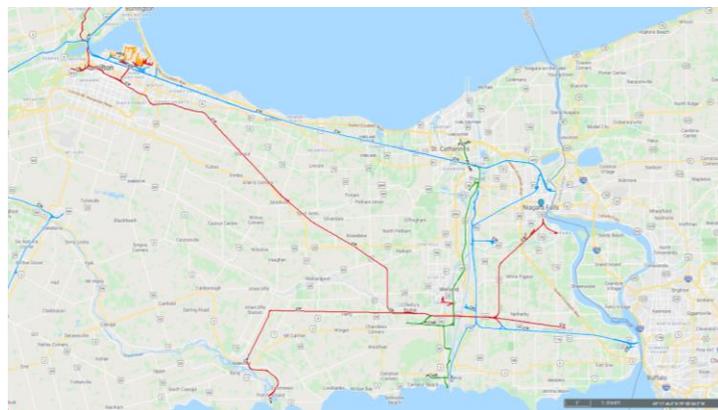
Source: Gio Rail

Retrieved from: <https://giorail.com/about-gio-rail/>

The Canadian Rail Atlas provides users with access to an interactive map of Canada's almost 43,000-kilometre railway network. The Atlas is produced in association with Railway Association of Canada (RAC) member railways.

The RAC developed Proximity Guidelines in partnership with the Federation of Canadian Municipalities (FCM), to avoid unintended conflict between citizens and railway operations, due to potential safety and livability issues. Communities are encouraged to proactively use the Proximity Guidelines in their municipal zoning plans.

The map below is retrieved from the Atlas jmap tool. Colour key: CP/Canadian Pacific (red); CN/Canadian National (blue); PCHR/Port Colborne Harbour Railway (green), HPA/Hamilton Port Authority (orange)



Source: Canadian Rail Atlas, accessed at: <https://www.proximityissues.ca/>

Retrieved From: <https://rac.jmaponline.net/canadianrailatlas/>