



Living in Niagara – 2020 Report Transportation and Mobility Sector

Everyone in our community having access to a range of affordable, sustainable transportation choices, and ease of movement of people and goods are essential for quality of life.

Happening Now

- The NRT OnDemand Niagara Regional Transit (NRT) Ridesharing Pilot Project for Communities in West Niagara launched in August, 2020. Riders can request trips in real-time through an app or over the phone by selecting a pickup point and destination. For a \$3 fare, residents of Grimsby, Lincoln and Pelham can access trips within their municipality. For a \$6 fare, residents of Grimsby, Lincoln, Pelham, Wainfleet and West Lincoln 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.
- The work of integrating municipal transit is underway. A Niagara Transit Governance Study completed in October, 2020 found a significant opportunity to increase transit usage in the region through amalgamation. It recommends a Full Commission Model because of its autonomy and financial benefits.
- Six local municipalities, as well as Niagara Region have Active Transportation Advisory Committees. These committees 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.
- The Ontario By Bike Network (OBBN) certifies and promotes bicycle-friendly businesses and cycle tourism. As of 2019, OBBN had certified 1,531 businesses in the province, including 163 in Niagara. In 2018, the GO Transit Toronto-Niagara Seasonal Service Route transported a total of 2,557 bicycles. Top activity preferences by Ontario cycling tourists, in order, are: visiting museums and cultural sites; wine and beer tastings; going to the beach; hiking and other outdoor activities; and arts and studio tours.

What's Emerging

- The COVID-19 pandemic has reinforced the important role of community-based transportation and shuttle services, in supporting vulnerable individuals and those with complex challenges to be able to access health and human services.
- Local municipal governments are working with Niagara Regional Council to refine financial, governance and service planning aspects of an integrated transit model for Niagara.





- Overall transit ridership across Niagara is expected to grow by up to 80% by 2031. It is projected that most local municipal transit services in the region can expect over 25% growth, with the highest rates in the Town of Lincoln; the Town of Pelham; and the City of Port Colborne.
- The NRT OnDemand Ridesharing Pilot Project was well-received, despite launching during the pandemic, and ridership is expected to grow. Between mid-August, 2020 and 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.
- A Complete Streets Design Manual is being developed by Niagara Region Public Works, to guide Regional Road system planning and design. The complete streets approach considers the needs of pedestrians, cyclists, transit riders, and motorists; and focuses on building streets that balance these needs and prioritize road safety. Consideration is also given to creating places in streets that contribute to healthy ecosystems, social inclusion, and vibrant business activity.
- Planning and capital works projects continue, for expanded GO service in Niagara. In 2020, a Metrolinx business case update specified that there will be 11 GO trains daily, 7 days a week, to and from Niagara. The service pattern will include 6 outbound trains from Niagara Falls to Union Station, and 5 trains inbound from Union Station to Niagara Falls.

Suggested Community Action Steps

- Build upon momentum toward transit integration in Niagara, to make maximize use of resources and take advantage of growth opportunities, as our community emerges from the COVID-19 pandemic.
- Continue to support active transportation and complete streets planning and community action.
- Bring municipal and community agency transportation leaders together to share information. Do this for the purpose of achieving cohesion and continual improvement, by collectively looking through an inclusivity lens.

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 2016 and 2017. 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 – 2017, 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, 2016							
Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Fatality	Injury	
Fort Erie	276	2	43	231	2	61	
Grimsby	170	1	28	141	2	40	
Lincoln	212	2	43	167	2	66	
Niagara Falls	1,261	3	215	1,043	3	306	
Niagara-on-the-Lake	238	0	38	200	0	52	
Pelham	158	1	25	132	1	29	
Port Colborne	152	0	29	123	0	44	
St Catharines	1,664	0	254	1,410	0	323	
Thorold	197	0	22	175	0	28	
Wainfleet	42	1	12	29	1	16	
Welland	563	3	94	466	3	129	
West Lincoln	158	2	31	125	2	40	
Provincial Highway	1,107	3	216	888	3	344	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,198	18	1,050	5,130	19	1,478	357,470

Source: Ministry of Transportation. Ontario Road Safety Annual Report 2016

Retrieved from: <http://www.mto.gov.on.ca/english/publications/pdfs/ontario-road-safety-annual-report-2016.pdf>



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Place of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2017							
Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Fatality	Injury	
Fort Erie	294	3	46	245	3	71	
Grimsby	206	0	27	179	0	35	
Lincoln	211	1	40	170	1	52	
Niagara Falls	11,68	7	183	978	7	251	
Niagara-on-the-Lake	228	0	47	181	0	83	
Pelham	141	0	22	119	0	32	
Port Colborne	127	1	18	108	1	21	
St.Catharines	1,596	1	190	1,405	1	248	
Thorold	207	2	25	180	2	30	
Wainfleet	53	0	14	39	0	20	
Welland	512	0	92	420	0	128	
West Lincoln	160	0	26	134	0	36	
Provincial Highway	1,288	3	218	1,067	3	345	
Other Areas	0	0	0	0	0	0	
Niagara Total	6,191	18	1,050	5,225	18	1,352	367,387

Source: Ministry of Transportation. Ontario Road Safety Annual Report 2017
 Retrieved From: <http://www.mto.gov.on.ca/english/publications/pdfs/ontario-road-safety-annual-report-2017.pdf>



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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, 2017 - 2019			
Collision Type	2017	2018	2019
MTO* Reportable Fatal Collisions	16	14	13
MTO Non-Reportable Fatal Collisions due to medical reasons	2	2	4
Life-Threatening Injuries	24	14	12

*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>

The above information is also included in the Community Safety Sector of this report.

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 2017–2019 statistics for Niagara, 3 other Ontario municipalities, and the median across 13 Canadian municipalities.

On-Road Traffic Collision Rate (Collisions per Million Vehicle Km)			
Municipality	2017	2018	2019
Niagara	1.40	1.44	2.62
Halton	1.52	1.26	1.22
Durham	1.82	1.50	3.11
Toronto	3.86	4.08	4.14
Median (13 municipalities)	2.25	2.08	2.70

Source: 2019 MBNCanada Performance Measurement Report, Municipal Benchmarking Network Canada. Page 187

Retrieved from: <https://niagaraknowledgeexchange.com/wp-content/uploads/sites/2/2021/04/2019-Performance-Report-full-mar-19-2021.pdf>



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Road Safety Measures – Community Safety Zones

In September 2019, Niagara Region launched Community Safety Zones at two locations on Regional Roads to help improve safety for students and their families travelling to and from school. Community Safety Zones are intended to modify driver behaviour including reducing speed and distracted driving; and to improve safety on certain sections of road where public safety is of special concern. The provincial Highway Traffic Act has been modified to double the legislated penalty provisions for moving violations.

Two Community Safety Zones were implemented in the fall of 2019, in NOTL and Vineland, at:

- St. David's Public School on Regional Road 81 (York Road), from Queenston Road to Concession 3 Road in the Town of Niagara-on-the-Lake
- Twenty Valley Public School on Regional Road 24 (Victoria Avenue), from Frederick Avenue to Regional Road 81 (King Street) in the Town of Lincoln.

In March of 2020, ten new Community Safety Zones were approved by Regional Council, to go live at the start of the September, 2020 school year. These zones are in West Lincoln, Grimsby, Niagara Falls, Fort Erie, Niagara-on-the-Lake, Welland and St. Catharines.

Source: Niagara Region

Retrieved from: <https://www.niagararegion.ca/living/roads/community-safety-zones.aspx>

Complete Streets

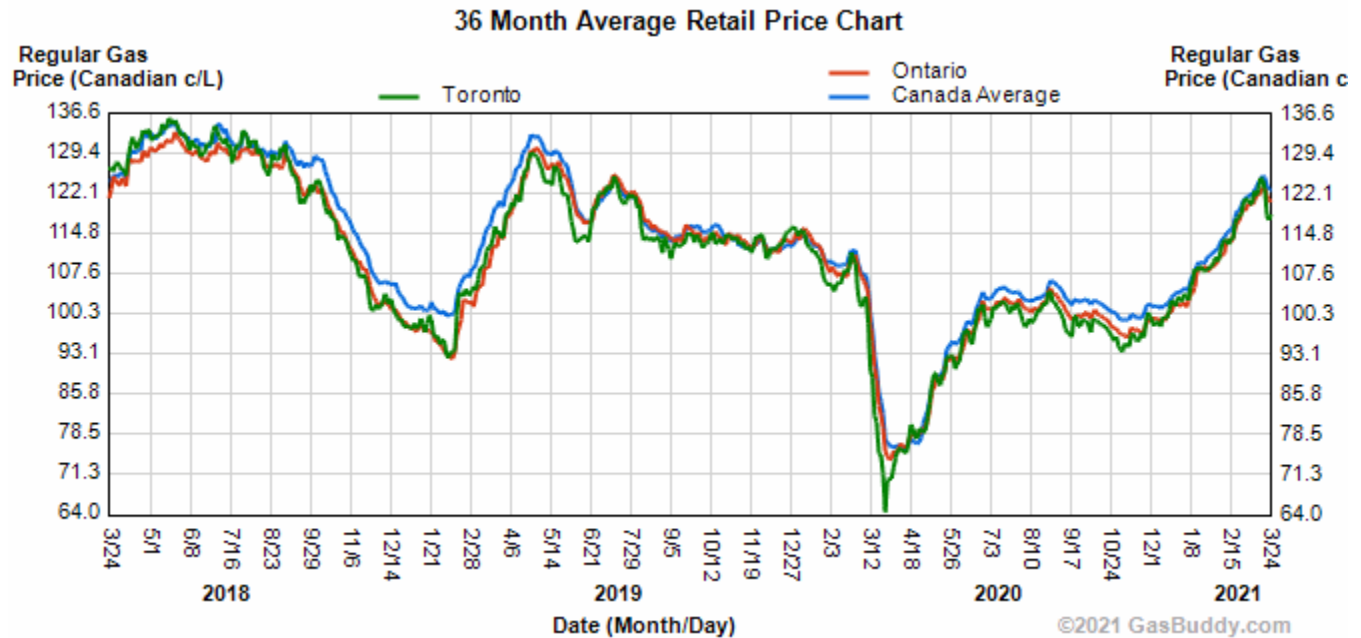
Complete Streets for Canada states, "Complete Streets are streets designed to be safe for everyone: people who walk, bicycle, take transit or drive, and people of all ages and abilities. A complete street policy ensures that transportation planners and engineers consistently design and operate the entire street network for all road users, not only motorists. Complete streets offer wide-ranging benefits. They are cost-effective, sustainable and safe".

A Complete Streets Design Manual is being developed by Niagara Region Public Works, to guide Regional Road system planning and design. The complete streets approach considers the needs of pedestrians, cyclists, transit riders, and motorists; and focuses on building streets that balance these needs and prioritize road safety. Consideration is also given to creating places in streets that contribute to healthy ecosystems, social inclusion, and vibrant business activity.

Source: Complete Streets for Canada

Retrieved from: and

<https://www.completestreetsforcanada.ca/locations/niagara/>

Indicator: Affordability and Accessibility of Transportation
Cost of Gasoline


Source: GasBuddy Price Charts, Canada, Ontario and Toronto, March, 2018 to March, 2021
 Retrieved From: <https://www.gasbuddy.com/charts>

Commuting and Distances to Work

The 2019 Labour Market Report published by Niagara Workforce Planning Board provides information about commuting patterns for people living and/or working in Niagara. The following table highlights the top five commuting destinations for Niagara residents.

Top Five Commuting Destinations for Niagara Residents	
Commuting Destinations	Number of Commuters
Hamilton	11,845
Halton	6,125
Peel	2,495
Toronto	2,395
Haldimand-Norfolk	1,000

Source: Niagara Workforce Planning Board. *2019 Labour Market Report*
 Retrieved from: <https://www.niagaraworkforce.ca/files/NWPB2019LabourMarketReport-English.pdf>



The following table highlights the top five points of origin for individuals commuting into Niagara.

Top Five Points of Origin for Individuals Commuting into Niagara	
Commuting Origin	Number of Commuters
Hamilton	4,350
Haldimand-Norfolk	1,140
Halton	1,130
Toronto	615
Peel	610

Source: Niagara Workforce Planning Board. *2019 Labour Market Report*
Retrieved from: <https://www.niagaraworkforce.ca/files/NWPB2019LabourMarketReport-English.pdf>

Statistics Canada provides 2016 Census data about the main mode of commuting and the average commuting duration for the St. Catharines-Niagara CMA* (Census Metropolitan Area).
*The St. Catharines-Niagara CMA does not include Grimsby and West Lincoln.

Mode of Commuting & Average Commuting Duration, St. Catharines-Niagara CMA, 2016			
Main Mode of Commuting	Total Number of Commuters	Percentage of Total Commuters	Average Commuting Duration (Minutes)
Car, truck or van	158,545	90.8%	21.4
Public transit (including bus, subway, elevated rail, light rail, streetcar, commuter train)	4,730	2.7%	39.4
Walked	7,855	4.5%	13.1
Bicycle	1,540	0.9%	16.3
Motorcycle, scooter or moped	430	0.2%	18.7
Other method	1,500	0.9%	18.6

Source: Statistics Canada. *Data Tables, 2016 Census*
Retrieved from: <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/dt-td/Index-eng.cfm>





Student Investment in and Use of Public Transit

- The Brock University Students Union (BUSU) has agreements with transit providers across Niagara 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 St. Catharines, Thorold, Niagara Falls, Welland, Fort Erie, Pelham and Niagara Regional Transit systems. Each year, Brock University students use St. Catharines and Thorold Transit over 2,500,000 times*. (*pre-COVID-19)

Source: Brock University Students Union (BUSU)

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

- The Niagara College U-Pass provides students with access to Welland, Niagara Falls, St. Catharines, Port Colborne, Fort Erie, Pelham, Niagara-on-the-Lake, and Regional Transit systems. As a result of the changes created by COVID-19, the U-Pass was suspended for the Fall 2020 and Winter 2021 semesters.

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 commutes
- 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/default.aspx>



Use of Buses and Public Transportation

- At the onset of COVID-19, in March 2020, Niagara's public transit systems implemented several temporary precautionary measures to prevent the spread of COVID-19. Passengers were required to enter through the rear doors and maintain social distancing with the driver and other passengers. Fares were not collected, as passengers were not to have any interaction with the farebox. In response to sharp reductions in ridership and in anticipation of reduced staffing due to illness and childcare responsibilities, levels of service were reduced. Many municipal facilities were closed to the public, including bus terminals.
- In late July, 2020, Niagara Regional Council passed a temporary face covering by-law to require residents to wear mandatory face coverings in enclosed public places, and on Regional and Municipal transit, transit shelters and platforms. The by-law is to help reduce the spread of COVID-19 in indoor public spaces. Exemptions and other details are posted at <https://www.niagararegion.ca/health/covid-19/mask-bylaw.aspx>
- The NRT OnDemand Niagara Regional Transit (NRT) Ridesharing Pilot Project for Communities in West Niagara was launched in August, 2020. 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, residents of Grimsby, Lincoln and Pelham can access trips within their municipality. For a \$6 fare, residents of Grimsby, Lincoln, Pelham, Wainfleet and West Lincoln 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.

The NRT OnDemand Pilot Project was well-received, despite launching during the pandemic, and ridership is expected to grow. Between mid-August, 2020 and 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>

- **Niagara Transit Governance Study**
The work of integrating municipal transit is underway. Local municipal governments are working with Niagara Regional Council to refine financial, governance and service planning aspects of an integrated transit model for Niagara. The Niagara Transit Governance Study, completed in October, 2020 found a significant opportunity to increase transit use in the region through amalgamation. The study recommends a Full Commission Model because of its autonomy and financial benefits.



Overall transit ridership across Niagara is projected to grow by up to 80% by 2031. It is projected that most local municipal transit services in the region can expect over 25% growth. The highest rates of increase are projected for the Town of Lincoln; the Town of Pelham; and the City of Port Colborne.

Source: Niagara Region

Retrieved from: <https://niagararegion.ca/projects/niagara-transit-governance/default.aspx>

- Planning and capital works projects continue, for expanded GO service in Niagara. In 2020, a Metrolinx business case update specified that there will be 11 GO trains daily, 7 days a week, to and from Niagara. The service pattern will include 6 outbound trains from Niagara Falls to Union Station, and 5 trains inbound from Union Station to Niagara Falls.

Source: Metrolinx

Retrieved from: <https://pub-niagararegion.escribemeetings.com/FileStream.ashx?DocumentId=7306> and <http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2019-11-14-Niagara-Falls-Rail-Extension-IBC-Update-FINAL.pdf>

Regional Transportation Updates:

- Effective September 2019, Niagara Region Transit expanded service on many of its routes and added service to the Town of Pelham. As a result of these changes, almost all Niagara Region Transit Routes have standardized service hours available Monday to Saturday from 7 a.m. to 10 p.m. The final consolidation of duplicate routes has resulted in two new routes:
 - 40B/45B – New route connecting St. Catharines Terminal to Niagara College Glendale Campus, replacing the St. Catharines Transit route #26
 - 70A/75A – New route connecting Niagara College Welland Campus, Pelham’s Meridian Community Centre and Brock University, replacing the Brock Link

Below is a summary of the changes to routes on Niagara Region Transit that began on September 3, 2019:

- 25 (Port Colborne to Welland) – Eliminated midday breaks in service and extended the service hours to 10 p.m.
- 40A/45A (Express Niagara Falls to Niagara College Glendale Campus) – Extended the service hours to eliminate the service break in the middle of the day
- 50/55 (Niagara Falls to St. Catharines) – Standardized and extended the operating hours Monday to Saturday



- 60/65 (Niagara Falls to Welland) – 30 min service all day (Monday to Friday) and added two additional hours of service on Saturdays
- 60A/65A (Express Niagara Falls to Welland) – Morning and afternoon Express service every 15 minutes during peak periods
- 70/75 (St. Catharines to Welland) – Increased the frequency of service to 30-minute intervals all day (Monday to Friday only) and increased service hours by two hours (Monday to Saturday)

Also beginning in September, 2019, Niagara Region Transit joined St. Catharines and Niagara Falls Transit in providing real time arrival and departure times. Riders who have downloaded the Transit App are now able to see the actual arrival/departure times of their bus when riding on one of these systems. This initiative is a deliverable of the Inter-Municipal Working Group's efforts to harmonize and enhance the rider experience in Niagara.

The transit services in Niagara also introduced a Universal Support Person Pass which allows the support person travelling with a person who requires specialized assistance to ride for free.

Source: Niagara Region

Retrieved from: <https://www.niagararegion.ca/news/default.aspx>

- A Region-wide fare structure and strategy for Inter-municipal Transit was approved, to go into effect in 2021. This strategy was recommended by the Intermunicipal Transit Working Group, recognizing that transit systems across Niagara currently have a number of their own rates and criteria for transit fares that are distinct to their own systems. This harmonization process provides a common fare structure and fare payment technology undertaken by Niagara Region, with the goal of moving toward a connective and integrated transit system in Niagara.

Source: City of Niagara Falls

Retrieved from:

https://niagarafalls.civicweb.net/document/19351?utm_source=City+Newsletter&utm_campaign=181a849c70-City+Council+July+16+2019&utm_medium=email&utm_term=0_2d2191d881-181a849c70-426230817

- Niagara Specialized Transit is a pre-booked, door-to-door service for passengers with special needs who meet eligibility criteria. It is intended for persons who are unable to use conventional transit due to a disability. Niagara Specialized Transit is only for those customers who are travelling from one municipality to another for a medical appointment, education or employment purposes.

Source: Niagara Region

Retrieved from: <https://www.niagararegion.ca/transit/nst/>



Local Municipal Transportation Updates:

- Municipalities in Niagara that provide public transit report 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. The information in the table below is reported by each municipality's 2018 FIR.

Regular Service Passenger Trips on Conventional Transit in Service Area, 2018	
Municipality	Number of Trips
Fort Erie	43,546
Lincoln	2,500
Niagara Falls	2,555,249
Niagara-on-the-Lake	20,078
Pelham	6,326
Port Colborne	27,405
St. Catharines	5,259,705
Welland	935,373
Niagara Region	692,021

Source: Financial Information Returns, Province of Ontario

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

- In November 2017, the Town of Lincoln introduced uLinc as a public transit pilot project. Subsequently, it transitioned to a permanent service, connecting residents of Beamsville, Vineland and Jordan with medical clinics, shopping centres, and community services. It was fully accessible and could accommodate two wheelchairs, two bicycles, and storage space for walkers and portable grocery cards. (Note: In 2020, this service was replaced by Niagara Region Transit on Demand, described earlier in this document.)

Source: Town of Lincoln

Retrieved from: <https://lincoln.ca/lincoln-transit>

- Effective September 2019, the Port Colborne Link Bus began operating hourly for departures and arrivals from City Hall to the Welland Downtown Bus Terminal.

Source: City of Port Colborne

Retrieved from:

<http://portcolborne.ca/fileBin/library/City%20Hall%20News%20September%202019.pdf>





- Beginning September, 2019, the City of Niagara Falls undertook a 3-month pilot project, providing riders 65 years of age and older free rides on Niagara Falls Transit. The goal of the pilot was to better understand the City's older adult rider patterns and habits.

During this three-month period, a total of 1,474 passes were issued, with 950 passes being used. Of these 950 passes, 875 were for conventional transit and 75 were for the Chair-A-Van Service. 219 passes were issued to new transit users. During the pilot, 150 more trips were booked by free pass riders on Chair-A-Van. Due to service capacity and the AODA requirement to accommodate requests, regardless of trip purpose, 282 rides were not able to be booked by other clients. As of March 2020, alternative options were being explored to mitigate the adverse impact on Chair-A-Van Service, which was operating at capacity.

Source: City of Niagara Falls

Retrieved from: <https://niagarafalls.civicweb.net/document/24961#page=1>

- In September 2019, the Town of Fort Erie announced enhancements to the East transit route, using funds previously earmarked for Niagara Regional Transit.

Source: Town of Fort Erie

Retrieved from: <https://www.fetransit.ca/>

- In September 2019, Pelham Transit implemented service adjustments in response to a new link to Niagara Regional Transit. Dial-a-Ride services were expanded to mitigate the impact of route discontinuation in North Pelham, which allows individuals to request a ride within Pelham or to the Seaway Mall/Niagara College.

Source: Town of Pelham

Retrieved from: <https://www.pelham.ca/en/news/pelham-transit-updating-schedules-services.aspx> and <https://www.pelham.ca/en/transit-and-roads/transit.aspx>

- In February 2020, the City of St. Catharines introduced free bus service for veterans and children aged 12 and under. A GO Train connection shuttle was also introduced in February 2020, which departs the St. Catharines Bus Terminal to the GO Train Station. In September 2018, a new crosstown bus was implemented to link the east and west ends of St. Catharines (St. Catharines Museum and Welland Canals Centre to the Niagara Health St. Catharines site).

Source: St. Catharines Transit Commission

Retrieved from: <https://yourbus.com/>



Community organizations providing transportation services in Niagara:

- The 211 Niagara Community Information Database, facilitated by INCommunities, provides information about transportation services in Niagara. There are four sub-categories within the broader Transportation category: Disability Transportation; Medical Appointments Transportation; Public Transportation; and Seniors Transportation. Retrieved from: <https://niagara.211centralsouth.ca/>
- 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. In 2018, CSSN volunteer drivers provided over 15,000 rides. Retrieved from: <http://www.cssn.ca/services-view/transportation/>
- The Canadian Red Cross Niagara Branch provides transportation to those in need, such as elderly or disabled in the community, who are unable to use public transportation or private means. This service keeps people connected in their community by providing affordable and accessible transportation to social gatherings, escorts to medical appointments or shopping excursions. Retrieved from: <https://www.redcross.ca/in-your-community/ontario/nutrition-and-transportation/transportation/niagara-region-branch-transportation>
- The Canadian Cancer Society Niagara Community Office assists people with cancer in the Niagara Region with various supports. The Wheels of Hope Transportation Service is a volunteer driver program for those in need of transportation to medical appointments. 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

- Municipal Active Transportation Committees:

Municipality	Active Transportation Committee Information
Fort Erie	The Fort Erie Active Transportation Committee (FEAT) meets monthly for the purpose of improving conditions for people-powered transportation (walking, biking rollerblading) for utilitarian and recreation purposes.
Lincoln	The Lincoln Active Transportation Advisory Committee (ATAC) advises Council on matters related to safe roads, active transportation and trails; monitors the Transportation Master Plan; and encourages, promotes, and participates in the planning of active transportation and safe roads policies, programs and facilities.
Pelham	The Pelham Active Transportation Committee advises Town Council and staff on issues specific to various forms of active transportation, such as walking, cycling, inline skating, skateboarding, and skiing. Key activities include community outreach and education, trails and destinations, accessibility, and planned capital improvements.
Port Colborne	The Port Colborne Active Transportation Advisory Committee was created in 2016 to provide local perspective, guidance and expert strategic advisement in the delivery of active transportation services in the City of Port Colborne.
Thorold	The Thorold Active Transportation Committee (TATAC) makes recommendations to Thorold City Council on ways to improve human-powered forms of travel for transportation, commuting and recreational purposes.
Welland	The Welland Active Transportation Advisory Committee advises Council and staff on issues on infrastructure specific to active transportation, such as connectivity, bike lanes, and safe and active routes to school. The committee also educates the public on the benefits, necessities and safety considerations of active transportation.
Niagara Region	The Active Transportation Sub-Committee (formerly Regional Niagara Bicycling Committee) is an advisory arm of Regional Council whose purpose is to provide input on cycling issues, projects, policies and programs that promote safe bicycling for all ages as a means of sustainable transportation, recreation and tourism.





- In March 2020, the Fort Erie Active Transportation Master Plan (ATMP) was presented to Town Council. The goals of this plan are as follows:
 - Provide a network of on and off-road facilities that are connected, continuous and considered safe and comfortable by users
 - Encourage and educate residents, businesses and visitors of the opportunities and outcomes of improved AT
 - Plan and design a network that is user-focused, inclusive, and considers people of all ages and abilities where possible
 - Provide the Town and stakeholders with a long-term guide and blueprint for the planning, design and implementation of AT routes and facilities
 - Develop a set of recommendations that effectively adapt the current planning processes and integrate AT considerations into decision-making, where appropriate
 - Create a reasonable and achievable AT action plan that is reflective of community priorities and preferences
 - Identify and evaluate the progress of the ATMP through performance targets and monitoring tools

Key recommendations for the Fort Erie ATMP include:

- Integration of the ATMP into development application packages and guidelines
- Support for the Fort Erie Active Transportation Advisory Committee in developing a Marketing and Communications Plan to guide education and promotional activities in support of AT awareness to all members of the public
- Direct the Grants Oversight Team to have regard for active transportation funding opportunities
- Contact Canadian Pacific Rail to initiate discussion respecting potential disposition opportunities in alignment with the ATMP
- Issue the ATMP to all government agencies and municipal partners to raise awareness of expectations regarding active transportation

As part of the ATMP development process, the Town of Fort Erie published a [technical report](#) in June 2019 to highlight best practices, policy implications and benefits of active transportation, as well as current trends, assets, demographics, and infrastructure in Fort Erie.

Source: Town of Fort Erie

Retrieved from: <https://www.forterie.ca/pages/ActiveTransportationMasterPlan>

- The Niagara Cycling Tourism Centre facilitates business development through cycling tourism in Niagara. It provides information about bike routes in Niagara and other services, such as bicycle rentals and repairs, bike pumps, emergency hospital services, parking, public washrooms, and other information for visitors. It maintains a list of cycling clubs and teams, cycling events and other things to do for cyclists in Niagara.

Source: Niagara Cycling Tourism Centre

Retrieved from: <http://www.niagaracyclingtourism.com/>





- Niagara businesses who provide amenities such as a device charging station, washrooms, drinking water and bike parking can apply to join the Bike-Friendly Business Network. The Niagara Cycling Tourism Centre provides a map of Bike-Friendly Businesses.

Source: Niagara Cycling Tourism Centre. Bike-Friendly Business Network

Retrieved from: <http://www.niagaracyclingtourism.com/connect/bike-friendly-business-network/>

- A 2019 case study of the impact of cycle tours, published by Ontario By Bike, includes a study of the Niagara Circle Route South. This route begins in Thorold and circles through Fort Erie, Port Colborne, and back to Thorold, with a total distance of 127km.

Each year, Ontario By Bike hosts a series of small group supported bike tours, which include at least one overnight stay. After each tour, a post-ride study is conducted and riders are asked to share their approximate expenditures on the ride weekend, beyond the ride registration fee. This information is used to calculate the approximate total economic impact for each tour and the per person impact of each cyclist. Expenditures may include:

- Private transportation (fuel, public, private, transportation)
- Food and beverage (restaurants, cafes, pubs)
- Groceries and convenience store purchases
- Additional accommodation (before and after ride)
- Retail stores (eg. shopping, bike parts/accessories)
- Other recreation and entertainment (eg. museum entries, attraction entries, etc.)

The September, 2018 Niagara Circle Route South ride consisted of 40 participants and included an overnight stay in Fort Erie. The economic impact was approximately \$607.83 per person and \$24,313 total for two days and one night.

Source: Ontario By Bike. Case Study: Impact of Cycle Tours

Retrieved from:

https://www.transportationoptions.org/uploads/8/7/2/0/8720033/ontario_by_bike_rides_-_impact_of_cycle_tours_2016-2019.pdf

- Cycle Tourism in Ontario: A Report on the State of Ontario's Cycle Tourism Sector, is a February, 2019 report released by Ontario By Bike. The report provides updated figures about Ontario cycle tourists. According to the updated data, characteristics of the most frequent Ontario cycle tourist include:

- 60% are ages 45-65
- 61% are male, but female ridership continues to increase
- 57% have a university education
- 70% are experienced cyclists
- 61% have a household income of \$100,000 or more
- 64% are employed full-time, but the number of retired riders is increasing
- 63% of cyclists travel in groups of two to four



- 45% are members of a cycling club
- 43% of cyclists are taking three or more overnight trips in Ontario in the past two years
- 63% take cycling trips three or more days in duration

Top activity preferences by all cyclists, in order, are:

- Visiting museums and cultural sites
- Wine and beer tastings
- Going to the beach
- Hiking and other outdoor activities
- Arts and studio tours

Cycling tourists in Ontario spent \$517 million in 2016, accounting for 1.9% of total visitor spending in Ontario. There were 1.6 million cycling visits in Ontario in 2016, and cyclists spent an average of \$317 per trip. Cycling visitors generally spend more on average per trip than other visitors, who spend an average of \$186 per trip.

The Ontario By Bike Network is a program that certifies and promotes bicycle-friendly businesses and cycle tourism across Ontario. As of 2019, the Ontario By Bike Network had certified 1,531 businesses, including 163 businesses in Niagara. Niagara is second only to the South Western Ontario catchment area in the number of certified bike-friendly businesses.

This report provides information on cycling-related marketing and communication efforts undertaken by regions, municipalities and other organizations in Ontario. The Niagara Region Cycling Map has been printed 45,000 times since 2017.

The Cycle Tourism in Ontario report highlights the following data shared by GO Transit, about the number of bikes transported via the GO Transit Toronto - Niagara Seasonal Service route.

Number of Bikes Transported on GO Transit Toronto-Niagara Seasonal Service Route, 2015-2018	
Year	Number of Bicycles Transported
2015	2,730
2016	2,660
2017	2,814
2018	2,557

Source: Ontario By Bike. Cycle Tourism in Ontario: A Report on the State of Ontario’s Cycle Tourism Sector

Retrieved from:

https://www.transportationoptions.org/uploads/8/7/2/0/8720033/2019_cycle_tourism_sector_report.pdf



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Indicator: Transportation Planning in Niagara

- The Niagara Region Transportation Master Plan, finalized in October, 2017, consists of a number of How We Go Reports that are provided on the Niagara Region website. Technical papers cover a number of topics, including: context and vision; needs and opportunities; complete streets; cycling network; cycling wayfinding signage; transit strategy; analysis of five sub-areas; Niagara-Hamilton Trade Corridor and how it addresses the strategic priority to move people and goods; recommended road strategy; operating policy review; and goods movement.

Source: Niagara Region 2041. How We Go - Transportation Master Plan, 2017

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

- The Moving People and Goods Priority of Niagara Region Council is being addressed through several projects focused on creating strong linkages between all modes of transportation. They include:

- Provincial commitment to GO Rail expansion
- Hub and Transit Station Study
- Niagara Greater Toronto Area East Corridor
- Transportation Master Plan
- Airport Study and Governance Strategy
- Long-term transit strategy for Niagara
- Port Robinson Ferry

Source: Niagara Regional Council Priorities. Moving Goods and People.

Retrieved From: <https://www.niagararegion.ca/priorities/moving-people-goods.aspx>

- GO Train service for Niagara, with stops in Grimsby by 2021, and St. Catharines and Niagara Falls by 2023 was formally announced by the Province of Ontario in June, 2016. To prepare for this expansion, Niagara Region conducted a Hub and Secondary Stations Study and completed four GO Transit Station Secondary Plans for the areas surrounding the planned and potential stations.

Source: Niagara Region. Niagara GO Hub and Transit Stations Study

Retrieved from: <https://www.niagararegion.ca/projects/go-hub-transit-stations/default.aspx>

- 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>



- A Niagara-Hamilton Trade Corridor technical paper was published as part of the Niagara Region Transportation Master Plan development process. The purpose of the paper was to share information about progress toward such a corridor, to ease rising traffic volumes on the QEW. The envisioned trade corridor would connect Niagara Region at Highway 406 to Hamilton, in the vicinity of the Hamilton International Airport/Highway 403.

Source: Niagara Region. Niagara-Hamilton Trade Corridor Technical Paper

Retrieved from: <https://www.niagararegion.ca/2041/pdf/tmp-niagara-hamilton-trade-corridor.pdf>

- The Linking Niagara Transit Committee (formerly Inter-Municipal Transit Steering Committee) provides guidance and direction to the Inter-Municipal Transit Working Group. The group aims to harmonize, integrate and enhance the transit rider experience, including:
 - Standardized on-bus customer service policies across all four large transit systems
 - All Niagara transit systems' routes available on a single digital mobile platform (Transit App) to find route, schedule and bus information (real-time effective October 1, 2018)
 - Implementation of the Moving Transit Forward campaign aimed at raising public awareness to transit integration activities
 - Consolidated after-hours customer service calls to single provider
 - Harmonized rates and agreements with post-secondary institutions
 - Niagara Region Transit multi-year extension 2018-2020

Source: Niagara Region. Moving People and Goods

Retrieved from: <https://www.niagararegion.ca/priorities/moving-people-goods.aspx>

- In 2018, Niagara Region engaged the community to gather feedback on what Niagara Regional Council should focus on in the development of their 2019-2022 strategic plan. Input was collected through in-person engagement events and an online survey. The resulting strategic plan was released in 2019.

Of the five priorities identified, one is directly relevant to the Transportation and Mobility Sector:

Priority 3: Responsible Growth and Infrastructure Planning – sustainable investments in transit and infrastructure, while aligning infrastructure planning with preservation of the natural environment

Objective 3.1: Advancing Regional Transit and GO Rail Services

- Advance and advocate for Niagara's effort towards integrated and efficient conventional, specialized and higher order transit, enabling seamless and connective travel for all people throughout Niagara and the Greater Toronto and Hamilton Area (GTHA)

Objective 3.3: Maintain Existing Infrastructure

- Sound asset management planning to ensure sustainable investments in the infrastructure needed to support existing residents and businesses, as well as future growth in Niagara

Objective 3.4: Facilitating the Movement of People and Goods





- Commitment to the implementation of Niagara’s Transportation Master Plan, creating an integrated network of roads and highways for the movement of people and goods
- Advocate and support for Niagara’s transportation projects, safe and healthy streets supporting active transportation, and opportunities in rail

Source: Niagara Region

Retrieved from: <http://www.niagaraknowledgeexchange.com/resources-publications/niagara-region-strategic-plan-2019-2022/>

Municipal Investment in Transit

The figures below illustrate the annual investment budgeted for transit, in 2018 and 2019, by six local area municipalities in Niagara. Port Colborne contracted with the City of Welland for transit services, and Thorold contracted with the City of St. Catharines.

Municipal Investment in Transit, 2018-2019		
Municipality	2018	2019
Fort Erie	\$1,466,468	\$1,519,415
Lincoln	\$147,083	Not available
Niagara Falls	\$7,842,745	Not available
Niagara-on-the-Lake	\$646,312	\$690,400
Pelham	\$218,850	\$442,390
Port Colborne	\$337,877	\$403,113
St. Catharines	\$11,164,914	\$12,751,185
Thorold	\$775,000	\$875,000
Welland	\$5,016,866	\$5,718,141

Source: Various municipal websites

Retrieved from: <https://www.forterrie.ca/pages/BudgetInformation>
<https://lincoln.ca/budget>
<https://niagarafalls.ca/city-hall/finance/budget/default.aspx>
<https://www.notl.org/content/finance-and-taxation>
<https://www.pelham.ca/en/town-hall/budgets-and-reports.aspx#2019-budgets-and-reports>
http://portcolborne.ca/page/financial_reporting
<https://www.stcatharines.ca/en/governin/BudgetsFinancialInformation.asp>
<https://www.thorold.ca/en/recreation-and-culture/budget.aspx>
<https://www.welland.ca/Finance/BudgetsFinancials.asp>



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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.

Provincial Investment in Public Transit Infrastructure in Niagara, 2019			
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
Niagara Falls (cont'd)	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.	0.16
	Extension of Parking and Storage Facilities	Expand indoor parking facility and outdoor parking area, at current Transit facility.	1.28
	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.	0.07
	Transmission Refurbishment of Six	Replacement of transmissions in six conventional transit buses.	0.02



Provincial Investment in Public Transit Infrastructure in Niagara, 2019

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.	1.56
	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.	0.33
	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	Installation of VOIP radio system to replace current open radio system on 67 vehicles.	0.29





Provincial Investment in Public Transit Infrastructure in Niagara, 2019			
Municipality	Project Name	Project Description	Funding (\$M)
Niagara Falls (cont'd)	Computer Aided Dispatch/Automatic Vehicle Locator (CAD/AVL)	This will improve operations and safety and align with technology that is deployed within Niagara Region.	
	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
	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.	1.47
	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.	0.26



Provincial Investment in Public Transit Infrastructure in Niagara, 2019			
Municipality	Project Name	Project Description	Funding (\$M)
Niagara Region (cont'd)		This will improve operations and safety and align with technology that is deployed within Niagara Region.	
	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.	0.45
	Purchase of Two Buses	Purchase two conventional transit expansion buses to enhance regional transit service.	0.55
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
St Catharines	Replacement of Vehicle Hoists	Replace six permanent hoists. Purchase six portable hoists.	0.67
	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.	0.16
	Improvements to Bus Stops and Shelters	Reconstruction of 100 bus stops to improve accessibility and add amenities.	0.70
	Replacement of Conventional Buses	Purchase of 11 conventional transit replacement buses. This will increase system performance and reduce maintenance costs.	2.94
	Technology Upgrade	Purchase and install cameras and radios on 89 vehicles.	0.86



Provincial Investment in Public Transit Infrastructure in Niagara, 2019			
Municipality	Project Name	Project Description	Funding (\$M)
St Catharines (cont'd)		This will improve transit system safety.	
	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.	3.28
	Expansion of Conventional Bus Fleet	Purchase of 10 conventional transit buses. This will increase capacity and add frequency of service.	2.97
	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.	1.33
	Replacement of Paratransit Vehicles	Purchase of four specialized transit replacement vehicles to improve accessibility, reliability and reduce maintenance costs.	0.41



Provincial Investment in Public Transit Infrastructure in Niagara, 2019			
Municipality	Project Name	Project Description	Funding (\$M)
	Rehabilitation of Hybrid Buses	Rehabilitation of four conventional transit vehicles to ensure reliability of fleet and service to passengers.	0.23
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
TOTAL investment in Niagara (\$M)			\$26.37

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>



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Indicator: Transportation Routes and Volume

Canada-US Border Crossings

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, 2015-2020						
	Canada to US		US to Canada			
Year	Auto	Truck	Auto	Truck	Bus	Total
2015	2,069,202	627,278	2,091,419	601,683	12,768	5,402,350
2016	2,035,568	617,761	2,067,080	594,638	12,169	5,327,216
2017	2,073,196	580,750	2,046,998	582,278	11,810	5,295,032
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

Source: The Peace Bridge. Historical Traffic Statistics

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

Niagara Falls Bridge Commission

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 traffic statistics for the Lewiston-Queenston Bridge, Rainbow Bridge, and Whirlpool Bridge are available at the Bridge Commission site:

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

Canada-US Border Wait Times and COVID-19 Temporary Travel Restrictions

Canada Border Services provides current Border wait times at the 26 busiest land-border crossings between Canada and the United States, at <https://www.cbsa-asfc.gc.ca/bwt-taf/>. 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).

COVID-19: On March 20, 2020, a Canada-US joint initiative was announced to temporarily restrict non-essential travel between the two countries, to prevent the spread of COVID-19. Non-essential travel includes travel that is considered tourism or recreational in nature.

Source: Canada Border Services Agency. U.S.-Canada joint initiative: Temporary restriction of travellers crossing the U.S.-Canada border for non-essential purposes

Retrieved from: <https://www.cbsa-asfc.gc.ca/agency-agence/pm-covid19-eng.html>



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Road Congestion:

The table below demonstrates road congestion by indicating the number of times a vehicle travels over each lane kilometre of major road, for Niagara and three comparison municipalities (Halton, Hamilton, Toronto). It also shows the median across 15 Canadian municipalities that report data on this measure.

Vehicle Km Traveled, per Lane Km of major road, 2016-2018			
	2016	2017	2018
Niagara	1,380,678	1,116,535	1,180,539
Halton	1,786,814	1,832,114	2,025,856
Hamilton	1,724,721	1,715,118	1,711,937
Toronto	2,186,344	2,315,584	2,340,421
Median (15 municipalities)	1,555,472	1,581,262	1,619,524

Note: These figures not available in the 2019 MBNCanada report, released March, 2021.

Source: Municipal Benchmarking Network Canada (MBNCanada). 2018 Performance Measurement Report

Retrieved from: <http://www.niagaraknowledgeexchange.com/resources-publications/2018-mbncanada-performance-measurement-report/>

Road Quality:

The 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 five upper-tier municipalities that report data on this measure.

Percent of Paved Lane Km Rated as Good to Very Good, 2017-2019			
	2017	2018	2019
Niagara	50%	48%	49%
Halton	64%	59%	56%
Hamilton	64%	66%	64%
Toronto	45%	45%	39%
Median (16 municipalities)	51%	50%	50%

Source: Municipal Benchmarking Network Canada 2019 Performance Measurement Reports

Retrieved from: <https://niagaraknowledgeexchange.com/resources-publications/2019-mbncanada-performance-measurement-report/>





Cost to Maintain Roads:

The table below shows the total cost to maintain hard top (paved) roads per lane kilometer for Niagara, three comparison upper-tier municipalities (Halton, Durham, Waterloo), and the median across 16 municipalities that report data on this measure. It includes operating costs and amortization associated with capital costs for paved road maintenance. A lane kilometer is defined as a kilometer-long segment of roadway that is a single lane in width. For example, a one kilometer stretch of a standard two-lane road represents two lane kilometers.

Total Cost for Maintaining Paved Roads per Lane Km, 2017-2019			
	2017	2018	2019
Niagara	\$11,681	\$8,237	\$10,753
Halton	\$32,959	\$28,826	\$23,488
Durham	\$18,889	\$18,902	\$17,890
Waterloo	\$19,250	\$21,672	\$21,650
Median (5 upper-tier municipalities)	\$18,889	\$19,775	\$20,919

Source: Municipal Benchmarking Network Canada. 2019 Performance Measurement Report Retrieved from: <https://niagaraknowledgeexchange.com/resources-publications/2019-mbncanada-performance-measurement-report/>

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/>



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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.

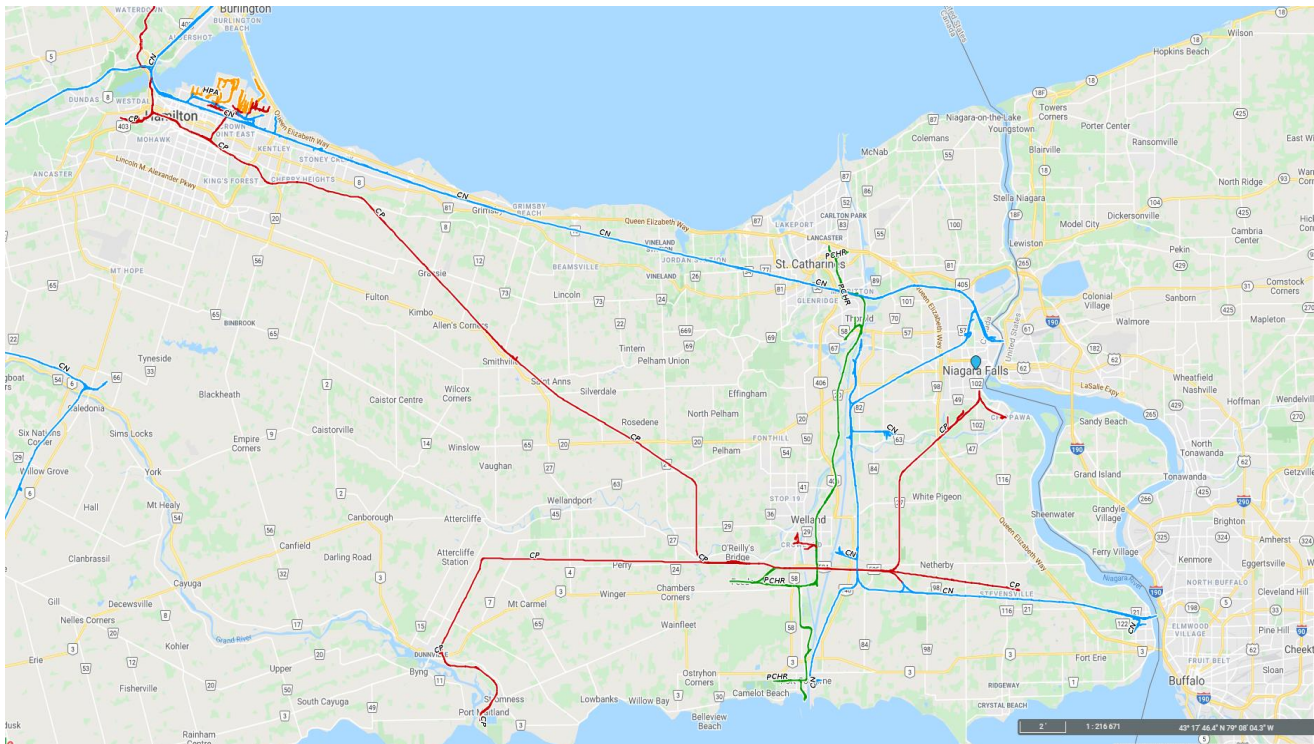
Source: Gio Rail

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/>