

FINAL REPORT
OF THE
NIAGARA-ON-THE-LAKE
TRAFFIC COMMITTEE

January 22, 1990

EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

With a summertime daily average traffic flow at the two main entrances to Niagara-on-the-Lake of 3000 vehicles per day in 1966, nearing 5000 today, and 7500 projected for the year 2000, the town faces street saturation and intersection "gridlock" in the town core within the next 10 years. Some would argue that the best solution to congestion is to do nothing believing that worsening conditions will discourage traffic by reducing the numbers of visitors.

However, this report offers alternative suggestions which we believe are the best set of necessary compromises to remedy the problems of present and future congestion. The report originates from directions of the Town Council and the outcry of residents for solutions to a burgeoning of summertime tourists. The town has a varied cross-section of interests and while it is believed that doing nothing may satisfy some, it would not be in the best interest of the town as a whole.

Our recommendations can be summarized as follows:

1. Attempt to divert traffic from the core area to the southern border of town.
2. Intercept traffic on the southern border and funnel it to "close in" parking areas.
3. Restrict bus routes to provide a better flow and departure of buses to minimize the impact on residents and town core.
4. Provide better unloading arrangements for buses.
5. Signage to encourage car and bus movement along preferred routes.

The thrust of implementing the above points will require an integrated approach to include:

- a) Improvements and additions to alternate traffic routes; i.e. opening of Nelson Street from Ricardo Street to Queen's Parade; extension of King Street to Highway 55; upgrading of John Street; and Byron Street extension to Ricardo Street.
- b) Establishing "close in" parking lots, such as area behind the present hospital parking lot, area adjacent to Parks Canada parking lot, and eventually Memorial Park.
- c) Establish bus routes consisting of two clockwise ring patterns, i.e. a minor western loop to service such stops as the Royal George and the Oban Inn. Also, a major loop around Simcoe Park with both loops leading to Fort George area parking lots via Byron Street extension.
- d) An active negotiated arrangement with the Niagara Parks Commission and Parks Canada to implement the Gateway concept with proper road access and parking facilities.