

EXECUTIVE SUMMARY (cont.)

We realize that the above goals can not be met immediately but are to be strived for over the next 10 years. Nonetheless a beginning should be made now!

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1. INTRODUCTION

In the fall of 1988, Niagara-on-the-Lake Council Members felt the need for a reconstituted Traffic Committee to be formed from volunteer members of the community. The Traffic Committee would examine current problems and formulate solutions to eliminate traffic congestion within the "Old Town" section of Niagara-on-the-Lake.

Town Council appointed nine members from the community at large and two Council Members to form the new Traffic Committee.

Council set out "Terms of Reference" , (a copy is attached as Appendix A at the end of this report) for the Committee which included the preparation of a preliminary report to be written in the summer of 1989. This "Final Report" is a corrected version of the "Draft Report" submitted 14 September, 1989. Only minor changes have been made. This report is divided into four subsections. Following this introduction, section two of the report looks at current problems with traffic flow within the "Old Town". These include difficulties with traffic congestion, buses, parking in general and future expansion or growth within the "Old Town".

Section three is an overview of the current Traffic Committee's plan for improvement. It proposes new traffic flow patterns, new parking areas, a new bus route, and outlines the effects these will have on traffic flow within Niagara-on-the-Lake and specifically the "Old Town" area.

Finally, section five of the report outlines the Traffic Committee's overall conclusions as to what should be done in both the short and long term to alleviate existing problems.

This report is presented to the Public Works Department and to Council in order to generate discussion. It is believed that the suggested solutions are the best that can be formulated by the Committee, which in itself constitutes a broad cross-section of the thinking of the townspeople. It is accepted that no plan is perfect, especially in this area of traffic and parking.