

**APPENDIX A**  
**PUBLIC CONSULTATION**



## INITIATION OF TRANSPORTATION PLANNING STUDY

The Town of Grimsby and the Regional Municipality of Niagara has retained Delcan Corporation to conduct a Transportation Planning Study for the Town. The study product will be a detailed transportation plan for the year 2011, and the development of a short/intermediate term improvement programme to address existing and foreseeable deficiencies in the near future. Improvement priorities will be recommended along with an implementation strategy. The study is expected to be completed in six months.

An integral component of this project will be the involvement of the general public, including affected land owners, local residents and special interest groups. Two open houses will be conducted during the study to provide the public with an opportunity to input into the resolution of local transportation issues. The time and venue of these meetings will be announced prior to the meeting date.

The Study Coordinating Committee consists of the following representatives:

N. Andreychuk	Mayor, Town of Grimsby
G. Gouett	Manager, Transportation Systems, Region of Niagara
J. Ivanski	Citizen's Representative, Town of Grimsby
B. Johnson	Supervisor, Transportation Systems, Region of Niagara
T. Joosse	Chairman of Public Works, Town of Grimsby
P. Kinnear	Ministry of Transportation, Burlington
B. LeRoux	Director of Public Works, Town of Grimsby
B. Timms	Public Works Representative, Region of Niagara
A. Veal	Planner, Region of Niagara
K. Vogl	Planning Administrator, Town of Grimsby
D. Winkworth	Ministry of Transportation, Downsview

Written submissions outlining relevant transportation issues are encouraged and should be sent to the following contacts by September 23, 1992:

Mr. Nick Palomba, P. Eng. Project Manager Delcan Corporation 4056 Dorchester Road Niagara Falls, Ontario L2E 6M9 Phone: (416) 356-7003 Fax: (416) 356-7008	Mr. Bob Johnson Transportation Systems Supervisor Region of Niagara 2201 St. David's Road, P.O. Box 1042 Thorold, Ontario L2V 4T7 Phone: (416) 685-1571 Ext. 648 Fax: (416) 687-4977
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## TOWN OF GRIMSBY TRANSPORTATION PLANNING STUDY PUBLIC MEETING

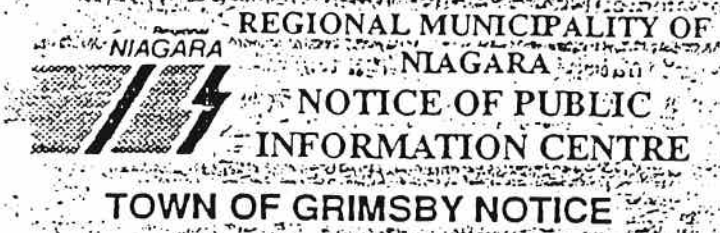
The Town of Grimsby and the Regional Municipality of Niagara has retained Delcan Corporation to conduct a Transportation Planning Study for the Town. The study product will be a detailed transportation plan for the year 2011, and the development of a short/intermediate term improvement programme to address existing and foreseeable deficiencies in the near future. Improvement priorities will be recommended along with an implementation strategy. The study is expected to be completed in six months.

An integral component of this project will be the involvement of the general public, including affected land owners, local residents and special interest groups. Two open houses will be conducted during the study to provide the public with an opportunity to input into the resolution of local transportation issues.

A Public Information Centre will be held at the Grimsby Town Hall, Council Chambers, 160 Livingston Avenue, Grimsby, on Thursday, December 3, 1992 from 6:00 p.m. to 9:00 p.m. to provide an opportunity for the public to view and comment on the work undertaken to date.

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L2E 6M9  
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**REGIONAL MUNICIPALITY OF NIAGARA  
NOTICE OF PUBLIC INFORMATION CENTRE  
TOWN OF GRIMSBY NOTICE  
TRANSPORTATION PLANNING STUDY  
PUBLIC MEETING**

The Town of Grimsby and the Regional Municipality of Niagara have retained Delcan Corporation to conduct a Transportation Planning Study for the Town. The study product will be a detailed transportation plan for the year 2011, and the development of a short/intermediate term improvement programme to address existing and foreseeable deficiencies in the near future. Improvement priorities will be recommended along with an implementation strategy. The study is expected to be completed in six months.

An integral component of this project will be the involvement of the public, including affected land owners, local residents and interest groups. Two open houses will be conducted during the study to provide the public with an opportunity to input into the resolution of local transportation issues. This is the second of such meetings.

A Public Information Centre will be held at the Grimsby Town Hall, Council Chambers, on Wednesday, September 1, 1993 from 6:00 p.m. to 9:00 p.m. This meeting will provide an opportunity for the public to view and comment on the work undertaken to date.

Written submissions outlining relevant transportation issues are encouraged and should be sent to the following contacts.

Mr. Nick Palomba, P. Eng.  
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4056 Dorchester Road  
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**REGIONAL MUNICIPALITY OF NIAGARA  
NOTICE OF PUBLIC INFORMATION CENTRE  
TOWN OF GRIMSBY NOTICE  
TRANSPORTATION PLANNING STUDY  
PUBLIC MEETING**

The Town of Grimsby and the Regional Municipality of Niagara have completed a Transportation Planning Study for the Town. The study product contains a detailed transportation plan for the year 2011. This plan also includes a short/intermediate term improvement programme to address existing and foreseeable deficiencies in the near future.

A Public Information Centre will be held at the Grimsby Town Hall, Council Chambers on Wednesday, April 27, 1994 from 5:00 p.m. to 7:00 p.m. This meeting will provide an opportunity for the public to view the results and recommendations of the completed study prior to the presentation to the Grimsby Public Works Committee at 7:00 p.m.

Should you require any further information contact the following persons.

Mr. Nick Palomba, P. Eng.  
Project Manager  
Delcan Corporation  
  
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Niagara Falls, Ontario  
L2E 6M9  
  
Phone: (905) 356-7004  
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Fax: (905) 687-4977

# PROJECT NEWSLETTER

Number 1

March 1993

## INTRODUCTION

Delcan Corporation was retained by the Region of Niagara to complete a 20-year Transportation Plan for the Town of Grimsby. The study consists of 3 technical papers (and a final summary report) and two public meetings. So far, the first technical report and one public meeting have been completed.

## TECHNICAL REPORT #1

A draft version of the first technical report was submitted by Delcan in November 1992; in advance of the first public meeting. The report documented the following results:

- high levels of commuter related traffic are present during the weekdays;
- traffic congestion occurs primarily in the downtown area;
- actual delays experienced by drivers are relatively minor;
- Elm Street is used as a by-pass route for Main Street traffic;
- the intersection of South Service Road, Christie Street and Clarke

Street is critical;

- the accessible and convenient parking spaces in the downtown area are approaching capacity;
- the North Service Road east of Casablanca Boulevard is a high accident location;
- of the 3 escarpment crossings, Mountain Road carries the heaviest volume of traffic (including trucks). However, the Woolverton Road escarpment access has the highest number of accidents.

## FIRST PUBLIC MEETING

Notices were placed in the Grimsby Independent newspaper, and the first public meeting was held on December 3, 1992, at the Grimsby Town Hall. Approximately 25 people attended the open house, including representatives from the Concerned Citizens and Central Avenue groups. Representatives from Delcan, the Town of Grimsby, and the Region of Niagara were present at the open house to help answer questions.

Participants at the open house were asked to complete a brief questionnaire. The purpose of the questionnaire was to

solicit feedback on the study results so far; by giving the public an opportunity to provide their comments and concerns in writing (this is in addition to the open discussion format).

Nine questionnaires were completed and returned, some, we suspect, represent the views of more than one person (usually residents of the same household). The following is a summary of the response to the specific questions on the questionnaire:

- The majority of respondents live in Grimsby but do not work in the Town.
  - Most respondents feel that traffic delays on Main Street are significant during the rush hours.
  - Everyone agreed that there should be more downtown, long term parking to strengthen the commercial base.
  - Everyone would like to see more off-street parking which would free the roads for traffic.
  - There was no consensus on whether the downtown should develop with an emphasis on shopping, traffic, parking or other land uses. Some of the other uses mentioned were accessibility, integrated shopping areas, service roads, and theatres, cinemas and restaurants.
- The following is a summary of some of the individual concerns/issues that respondents listed in the questionnaire:
- Weekend traffic delays on Main Street are significant, and an alternative east-west route south of the QEW is required.
  - On-street parking should not be removed to accommodate traffic.
  - Traffic incidents on the QEW forces vehicles into Grimsby, thus causing significant delays.
  - Central Avenue should remain a residential street, and a new South Service Road constructed.
  - There should be a direct escarpment crossing route, possibly at Casablanca Blvd.
  - The speed and volume of truck and automobile traffic on Ridge Road is of concern.
  - The extension of Clarke Street (Old South Service Road) must be resolved.
  - A new east-west route (South Service Road) is needed before the QEW is widened.
  - The traffic delays at Main Street and Mountain Street are extremely annoying.
  - There is considerable truck traffic on Mountain Road which is not designed for heavy vehicles, and as a result poses a safety hazard to residents. Bartlett Street should be extended and trucks limited on Mountain Road since most trucks are destined for the QEW, not the downtown core.

In addition to the written responses from the participants at the open house, Delcan also received comments through informal discussions held during the course of the evening. The following is a summary of some of the key concerns:

- The restriction of truck traffic on the Fifty Road escarpment crossing in Stoney Creek has diverted these vehicles to the escarpment crossings in the Town of Grimsby, via Ridge Road. The speed limit on Ridge Road is 70 km/h. This fact, and the physical characteristics of the road (i.e., narrow width, curbside ditches, overhanging trees, etc.), creates a safety hazard for Ridge Road residents.
- Trucks have not been banned on Woolverton Road (despite the critical slope) due to the demands by area farmers for vehicle access to the south of Ridge Road.
- Saturday traffic delays on Main Street (in the downtown area) result in drivers waiting for 2-3 cycles.
- Clarke Street and Nelles Road are not used (to a great extent) as an alternative to Main Street for two reasons. One, drivers avoid the Christie Street and Clarke Street intersection because of the unsafe sight distance. Second, there are numerous stop signs on Clarke Street which slows traffic.
- A stop sign warning should be installed on the northbound approach to the Ridge Road and Woolverton Road intersection.
- Delcan should review the truck traffic forecast (if this was done) from the Lincoln Dump Site Study.
- Delcan should review the impact of the proposed Church/High School development on the south side of Livingston Avenue between Roberts Road and Kerman Avenue.
- The design of the North Service Road and Winston Road intersection (to the west of Casablanca Blvd.) encourages traffic, including trucks, to continue in a westerly direction along Winston Road, rather than turn left onto the North Service Road. Winston Road has a 50 km/h speed limit, however, drivers do not adhere to this restriction.

It should be emphasized that the comments/concerns listed above originated directly from the public, and are not actual study findings. These issues will be given full consideration in the study process.

### **NEXT STAGE OF THE STUDY**

The project schedule has been pushed back by approximately 2.5 months due to technical problems with the Region of Niagara's Transportation Computer

Model. The Region's model is being used to predict the future traffic volumes in the Town of Grimsby.

The next stage of the study is the preparation of a Second Technical Report. The key elements of this next report are:

- A review of Grimsby's current policies pertaining to Transportation and Land Use. This review will help to ensure that any recommended changes are consistent with the long-term objectives of the community.
- Development of a set of evaluation criteria which will enable us to assess each of the proposed transportation plans on a common basis. These criteria will include: the community goals and objectives; engineering/traffic factors; costs; environmental factors; and social factors.
- Forecast future traffic growth for the years 2001 and 2011. These horizon years are consistent with the Region of Niagara's Transportation Model.
- Once the future traffic conditions have been determined, an analysis will be performed, much the same as that done for the existing conditions (the results of which were presented at the first public meeting).
- Following the analysis of the future conditions, short-term and long-term transportation alternatives will be identified.

Subsequent to the submission of the Second Technical Report, the Second Public Meeting will be conducted. At that time various transportation alternatives will be presented to the community for discussion. The comments received at this public meeting will be considered in the development of a preferred short-term and long-term Transportation Plan for the Town of Grimsby.

### **COMMENTS**

The public is still invited to submit any comments/concerns regarding the study. These should be addressed to either of the following persons:

Mr. Nick Palomba, P.Eng  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9

*Phone: (416) 356-7003*  
*Fax: (416) 356-7008*

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Supervisor, Transportation Systems  
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*Phone: (416) 685-1571*  
*Fax: (416) 687-4977*

## PROJECT NEWSLETTER

Number 2

November 1993

### ***INTRODUCTION***

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Delcan Corporation is currently conducting a study which will culminate with the development of a 20-year Transportation Plan for the Town of Grimsby.

This second newsletter will briefly review the progress of the study to date and will outline the remaining work to be done. The findings from the second technical report and the second public meeting are also presented in this newsletter.

### ***WORK TO DATE***

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A draft of the first technical report was completed and submitted in November of 1992 and the first public meeting has been held. Delcan has since completed the second technical report for this study and has held a second public meeting.

### ***TECHNICAL REPORT #2***

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A draft version of the second technical report has been completed and was submitted by Delcan in October 1993. The report covered the following key elements:

### ***FUTURE CONDITIONS***

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A review of Grimsby's current policies pertaining to transportation and land use has been completed. This review will help to ensure that any recommended changes are consistent with the long-term planning objectives of the community.

### ***ASSESSMENT OF FUTURE CONDITIONS***

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Forecasts of the future traffic growth for the years 2001 and 2011 were obtained from the Niagara Region Transportation Model and these forecasts form the basis for the development of the various alternatives presented here.

### ***IDENTIFICATION OF ALTERNATIVES***

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Using the base data derived from the assessment of the future conditions, a series of alternatives, designed to accommodate the future requirements of the Town of Grimsby, were developed. These alternatives were developed in order to provide starting point for the Transportation Plan. It is necessary to have a base plan for the future development of the Town. The short-term alternatives are as follows:

- Operational Improvements for Christie Street\Clarke Street Intersection
- Operational Improvements for Christie Street\QEW Eastbound Off Ramp
- Extension of Main Street's existing 3-lane cross-section to the Main Street\Maple Street Intersection

The long-term alternatives are as follows:

#### ***NORTH-SOUTH CORRIDORS***

##### **Alteration of Escarpment Crossings**

- Realignment of Park Road as a 4-lane cross-section connecting with Bartlett Avenue.



- Extension of Casablanca as two-lane arterial with potential for widening to 4-lane to connect with Alway Road.

#### Widening of Casablanca Boulevard

- Widen Casablanca Boulevard to 4-lanes between the QEW and Livingston Avenue.

### *EAST-WEST CORRIDORS*

These alternatives address deficiencies in three areas. These areas are:

#### *WEST OF THE DOWNTOWN*

##### Widening of Main Street West

- Widen Main Street to a 5-lane cross-section Between Casablanca Boulevard and Oakes Road.

##### Extend Livingston Avenue

- Extend Livingston Avenue (2-lane or 4-lane option) from Casablanca Boulevard to Main Street West.

#### *Downtown Core*

##### Four-lane Main Street Option

- This alternative would involve restricting existing parking during the peak periods on Main Street. Lane configurations along Livingston Avenue west of the downtown area would also need to be re-painted.

##### One-way Street System

- Main Street would be designated as one-way westbound from Elm Street to Livingston Avenue and Elm Street would be designated as one-way eastbound.

- Main Street between Elm Street and Maple Avenue would be rebuilt as a two way 4-lane roadway.
- On-street parking on Main Street would be restricted during the peak periods.

#### South Service Road Improvements (2 options)

- Clarke street would be extended to complete the missing sections of the South Service Road through the Town of Grimsby.
- *Option A*
  - allows the Extension to operate as a two-way facility with a grade separation at Bartlett Avenue.
- *Option B*
  - allows for an at-grade intersection at Bartlett Avenue.

#### *EAST OF DOWNTOWN*

##### Widening Main Street East

- Widening Main Street East of Downtown to 4 or 5-lanes including conversion to an urban cross-section to provide sidewalks.

##### Extend Clarke Street

- Extend Clarke Street to complete South Service Road.

#### Other Alternatives

- Provision of parking facilities north of Main Street between Christie and Ontario Streets
- Provision of some form of transit service with access for handicapped patrons.
- Development of a Bicycle Plan in conjunction with the Region of Niagara.
- Completion of Sidewalk Construction Program to encourage walking.

## **PRELIMINARY ALTERNATIVE EVALUATION**

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The following evaluation criteria were developed for the purpose of evaluating each of the transportation alternatives.

### **Transportation Service**

- Level of service
- Network continuity and geometrics
- Vehicular and pedestrian safety

### **Community Effects**

- Compatibility with the adjacent development
- Consistency with area plan and policies
- Aesthetics/visual impacts
- Impact of through traffic on neighbourhood

### **Property Impacts**

- Right-of-way requirements

### **Environmental Impacts**

- Impact on the escarpment
- Removal of trees, orchards, vineyards

### **Impact on Heritage Resources**

- Historical
- Architectural

### **Cost**

- Capital construction
- Property

### **Staging Options**

- Compatibility with long-range plans
- Social & traffic disruption during Construction
- Ease of implementation

## **SECOND PUBLIC MEETING**

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Notices were placed in the Grimsby Independent newspaper, and the second public meeting was held on September 22, 1993, at the Grimsby Town Hall. Approximately 50 people attended the open house, including the Mayor, a member of the DIA, and Councillors. Representatives from Delcan, the Town of Grimsby, and the Region of Niagara were present to help answer questions.

The purpose of the open house was to present information and solicit feedback on:

- Forecasted Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

Participants at the open house were asked to complete a brief questionnaire. The respondents were also asked to rank the evaluation criteria as to their level of importance with respect to the Transportation Plan.

A total of twelve questionnaires have been returned from Town of Grimsby residents and the responses have been summarized by Delcan staff. An overview of the various responses is as follows.

- Only two of the respondents work in the Town of Grimsby.
- The respondents perceived that the infiltration of QEW traffic onto local streets is a problem that occurs once or twice per week.
- The majority of respondents indicated they were in favour of extending Clarke Street to complete the South Service Road.
- Respondents were divided on the importance of on-street parking in the Downtown. Half

indicated that the on-street parking should be maintained regardless of the number of off-street spaces being provided.

- Only three responses indicated that a restriction of on-street parking during the peak hours would have a serious impact on downtown businesses.
- All respondents indicated that the main purpose of the Study should be to ensure that the transportation system can accommodate future traffic demands.
- The respondents ranked the evaluation criteria as to their importance. The respondents felt that community effects, property impacts and environmental impacts were a primary concern in the development of their community's Transportation Plan and that transportation service and cost were less crucial. The Majority of respondents felt that the impact on heritage properties and the actual staging of the proposed works were least important.

Visitors to the public open house provided our staff with other insights into the study through informal discussions at the open house. The following summary briefly describes the main points brought out during these discussions:

- A member of the DIA voiced concerns regarding the future viability of the Downtown Core. Comments made regarding the Transportation Plan focused on increasing the supply of parking and improving access to/from parking areas north of Main Street in the Downtown.
- Other persons made similar comments relating to the existing parking lots in the area north of Main Street. Specifically, the current state of repair and lack of inter-connection between the parking lots.

- It was noted that the location of the new Fire Station being built on Clarke Street at Maple Avenue would further enhance the viability of extending Clarke Street in order to complete the South Service Road.
- Numerous discussions centred on the actual intersection configuration for the proposed at-grade intersection of Bartlett Avenue and the extension of Clarke Street. This design issue will be addressed at a later date should that specific alternative be included in the recommendations of the Transportation Plan.

### ***NEXT STAGE OF THE STUDY***

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The study is progressing and the next step is to develop the third technical report for submission to the Steering Committee. This third Report will focus on the evaluation and final selection of the preferred alternatives which will be incorporated in the Final Report which will form the basis for the Town of Grimsby's Transportation Plan.

### ***COMMENTS***

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The public is invited to submit any comments/concerns regarding the study. These should be addressed to either of the following persons:

Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
Fax: (905) 356-7008

Mr. Bob Johnson  
Supervisor, Transportation Systems  
Region of Niagara  
P.O.Box 1042  
2201 St. David's Road  
Thorold, Ontario  
L2V 4T7  
Fax: (905) 687-4977

PUBLIC MEETING No. 1

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	WOULD YOU LIKE TO BE ON MAILING LIST OF PROJECT NEWSLETTER? (YES/NO)
J. Iwanski	10 W. Central Blvd. Unit 23	YES
CAMERON PAGE	34 MOUNTAIN ST GRIMSBY	YES
GEORGE WAGENAR	249 MAIN ST EAST L3M 1P5	YES
Tom Tasse	19 Hunter Rd GRIMSBY L3M 4B3	YES ✓
MARTIN POOS	24 MARLOW AVE GRIMSBY	YES ✓
P. KROUK		
H. Miesbrecht	33 Park Rd. N.	YES ✓
DOUG CLARK	260 CENTRAL AVE	YES ✓
Tina Cote	117 Gibson Ave., Girdley L3M 1G8	YES ✓
Jim Tuncate	19 Bradford Park	YES ✓
Dorothy Tuncate	19 Bradford Park	only one letter ✓
Pam de Laat	227 Main St East Grimsby L3M 1P5	YES ✓
Shirley King	1 Baker Rd. S. L3M 2W3	YES ✓
Ken Hipkin	222 Central Ave	YES ✓
WENDY WATT	125 MAIN ST. W.	YES ✓
WAHEED RABBANI	248 NELLES RD., GRIMSBY L3M 2E8	YES
Mrs. Jan Walters	732 Winston Rd Grimsby L3M 4E8	YES ✓
Phil & Lynn Burke	639 RIDGE. W.	YES

PUBLIC MEETING No. 1

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	WOULD YOU LIKE TO BE ON MAILING LIST OF PROJECT NEWSLETTER? (YES/NO)
MARY HAURILAK	5 BEDFORD PK DR GRIMSBY L3M2S1	YES /
MICHAEL DUFFY	20 MOUNTAIN ST GRIMSBY L3M3J8	YES /

**PUBLIC MEETING No. 1**  
**DECEMBER 3, 1992**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this first public meeting is to outline the following and to receive comments from the public on transportation issues in Grimsby:

- Study Objectives
- Study Issues
- Existing Operating Conditions

**INSTRUCTIONS:**

Please complete this questionnaire and deposit the form in the designated box or mail to the person(s) listed below.

**QUESTIONS:**

- |   | YES  | NO                                  | OTHER (Retired, Student, Homemaker) |
|---|--|-------------------------------------|-------------------------------------|
| 1. Do you live in Grimsby?  | <input checked="" type="checkbox"/>  | <input type="checkbox"/>            |                                     |
| 2. Do you work in Grimsby?  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 3. Do you feel that traffic delays on Main St. East are significant during the rush hours?            | <input type="checkbox"/>   | <input checked="" type="checkbox"/> |                                     |
| 4. Do you agree that we need more downtown long term parking to strengthen the commercial base?       | <input checked="" type="checkbox"/>  | <input type="checkbox"/>            |                                     |
| 5. Do you agree that we need more downtown off-street parking to free the roads for traffic movement? | <input checked="" type="checkbox"/>  | <input type="checkbox"/>            |                                     |
| 6. Should the downtown develop with more emphasis on:   |  |                                     |                                     |
| • shopping  | <input checked="" type="checkbox"/>  | <input type="checkbox"/>            |                                     |
| • traffic   | <input type="checkbox"/>   | <input type="checkbox"/>            |                                     |
| • parking   | <input checked="" type="checkbox"/>  | <input type="checkbox"/>            |                                     |
| • other   |  |                                     | <i>accessibility</i>                |
| 7. Do you have specific concerns with any current transportation issues in our Town?                  | <i>a second traffic route needs to be developed north of the Q.E. Hwy. and 1st St. as an alternative to RR St. Traffic has changed on Main St. in the downtown area as the volume has increased but no parking is provided to the traffic.</i> |                                     |                                     |
| 8. What did you think of the presentation?  | <i>good</i>  |                                     |                                     |

**GENERAL COMMENTS - Please use back of sheet if necessary:**

*see notepad that a bus service is warranted. Most people travel by car and the only bus service seems to be by credit. In addition it is hard to get a bus in want for more than one cycle of a traffic light and the design on the road is very confusing. The downtown area*

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 Region of Niagara  
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 Thorold, Ontario  
 L2V 4T7  
 Phone: (416) 685-1571 Ext. 648

**PUBLIC MEETING No. 1**  
**DECEMBER 3, 1992**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this first public meeting is to outline the following and to receive comments from the public on transportation issues in Grimsby:

- Study Objectives
- Study Issues
- Existing Operating Conditions

**INSTRUCTIONS:**

Please complete this questionnaire and deposit the form in the designated box or mail to the person(s) listed below.

**QUESTIONS:**

- |   | <b>YES</b>                          | <b>NO</b>                | <b>OTHER (Retired, Student, Homemaker)</b> |
|---|-------------------------------------|--------------------------|--|
| 1. Do you live in Grimsby?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| 2. Do you work in Grimsby?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>                   |
| 3. Do you feel that traffic delays on Main St. East are significant during the rush hours?            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| 4. Do you agree that we need more downtown long term parking to strengthen the commercial base?       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| 5. Do you agree that we need more downtown off-street parking to free the roads for traffic movement? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| 6. Should the downtown develop with more emphasis on:   |                                     |                          |  |
| • shopping  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| • traffic   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |  |
| • parking   | <input type="checkbox"/>            | <input type="checkbox"/> |  |
| • other   |                                     |                          |  |

7. Do you have specific concerns with any current transportation issues in our Town?  
*Some concerns with the road work on Main St. East (the bridge) and the impact of the street work on the downtown area.*

8. What did you think of the presentation?  
*Great. Good all around.*

**GENERAL COMMENTS - Please use back of sheet if necessary:**  
*There were some concerns about the road work on Main St. East.*

Mr. Nick Palomba, P.Eng.  
 Project Manager  
 Delcan Corporation  
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 Region of Niagara  
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 Thorold, Ontario  
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PUBLIC OPEN HOUSE No. 2

30

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	WOULD YOU LIKE TO BE ON MAILING LIST OF PROJECT NEWSLETTER? (YES/NO)
Ken Hopkins	222 Central Ave	Yes
Mark Riestler	12 Ashbury Lane	Yes
Dan Nunes	1 Cranbrook Dr	Yes
ROB CADETE	267 LAVENDER DR	YES
PHAS GALLAGHER	50 STEWART ST	YES
Claudia Marten	57 Forest Ave Ham	Yes
Bonnie Caruth	45 Fernhill Ave #711 Ham.	Yes
Leah Scrimgeour	373 Delaware Ave Burlington L7R 3B4	YES
Shawn Dillon	78 College Ave West Ux. + 909 Guelph N6G 4S7	YES
KILL HARRETT	312 HOUGHTON S LSR 2N? HAM	YES
Tim I... ..	40 CHEVROLET NW 1/4 104th. LONDON, ONT.	YES
SCOTT STURDY	112 DUNNIN CRES HAMILTON ONT L9C 1E8	yes
SISIE FORSTER	17 FERRIS AVE W	YES
STEF BITNER	RR#1 YONGE ST GRASSIE ONT	YES
James Becking	41-800 C. Paradise Hamilton ON L9C 5P4	Yes
Shawn Clinton	Mohawk	
Taty Konstantinitsvuz	Mohawk	
Lyle Sher	182 Magnolia Dr	



PUBLIC OPEN HOUSE No. 2

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	WOULD YOU LIKE TO BE ON MAILING LIST OF PROJECT NEWSLETTER? (YES/NO)
Thomas Pikedon	251 EAST 19 <sup>th</sup> ST. Hamilton	Yes
John Morrison	45 ST. ...	YES
Phil Blackwood	30 PRINCESS BLVD. ...	YES
Emergy Hilary Blackwood		
DAREN KOZIOL	13-100 LEGGETT CRE ...	
ANDREW LARER	64 BARNESDALE AVE ...	
DAVE GARR	260 CENTRAL AVE	✓
PETER KELLY	202 CENTRAL AVE	YES
RUDY LACIS	52 BAYVIEW DR.	YES
DAVID SCHULTZ	13 BEDFORD PK	YES
RICH SHEBIB	175 HUNTER W <sup>th</sup> 906	YES
ADAM WISNIOWSKI	145 QUEEN ST S #203	YES
JEFF BICK	10 GREYNA CRT HAMILTON	YES
ERIC JOLIN	45 TWIN CRES. HAMILTON	YES
HARRY BELISSERD	403 BARTLETT GRIMSBY L3M 2N5	YES
JIM KEYWOOD	17 CHEVAL DR. ...	YES
TOM TOSSE	19 Hunter Rd	yes
DAVID AS T FEAR	4-121 PRINCESS HAMILTON	yes

PUBLIC OPEN HOUSE No. 2

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS	WOULD YOU LIKE TO BE ON MAILING LIST OF PROJECT NEWSLETTER? (YES/NO)
Kris Jacobson	15 WICKLIHUS DR #302	YES - C
M. GREGORY U. ...	1275 EUGEN ST. APT 1003 (BURLEIGHTON)	YES - C
DON GRUVE	36 LAKEVIEW AVE L3M3M2	YES
G.P. ...	1 Baker Rd. L. 23M2W3	YES
W. RABBANI	243 Nelles Rd. Grimsby L3M2R2	YES - ✓
Diana ...	14 Main W. (DIA) 4 Burleigh Ave residence	YES ✓
Lizzen ...	360 CILD BRICK RD. Grimsby	YES
ANDY BATE	3404 LANSDOWN DR. Burleighton	YES
GIL TAIT	9-280 WEIR ST. W. Hum	YES
Martin ...	24 Marlborough Ave Grimsby	YES
J ...	T of G	
Vicki ...	125 MAIN ST. W. APT 6	YES
Frankie Scott	" " " "	YES
W. ...	142 Main St E. L3M1H1	YES ✓

NICK

**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: PETER HELLMAN  
 ADDRESS: 202 CENTRAL AVE  
GRIMSBY

TELEPHONE [REDACTED]

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No  
 2) Do you work in Grimsby?  Yes  No

3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?

A few times per year	A few times per month	Once/twice per week	Every day	Not a problem
_____	_____	_____	<input checked="" type="checkbox"/>	_____

4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.

Agree Strongly	Agree	Uncertain	Disagree	Disagree Strongly
<input checked="" type="checkbox"/>	_____	_____	_____	_____

5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)

Agree Strongly	Agree	Uncertain	Disagree	Disagree Strongly
_____	_____	_____	<input checked="" type="checkbox"/>	_____

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

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- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

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NAME: Walter P. Pilon  
ADDRESS: 721 1st St. Unit 11 - 203  
Grimsby, ON  
L3R 9K3

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?             Yes        /   No
- 2) Do you work in Grimsby?             Yes        /   No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                          |                        |               |               |
|-------------------------|--------------------------|------------------------|---------------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week | Every day     | Not a problem |
| <u>      </u>           | <u>      </u>            | <u>  /  </u>           | <u>      </u> | <u>      </u> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |               |              |               |                   |
|----------------|---------------|--------------|---------------|-------------------|
| Agree Strongly | Agree         | Uncertain    | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>      </u> | <u>  /  </u> | <u>      </u> | <u>      </u>     |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |              |               |               |                   |
|----------------|--------------|---------------|---------------|-------------------|
| Agree Strongly | Agree        | Uncertain     | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>  /  </u> | <u>      </u> | <u>      </u> | <u>      </u>     |

3) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      ✓                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      ✓                      \_\_\_\_\_

3) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      ✓                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_

3) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>4</u>	Impact on Heritage Resources	<u>3</u>
Community Effects	<u>2</u>	Cost	<u>5</u>
Property Impacts	<u>7</u>	Staging Options	<u>6</u>
Environmental Impacts	<u>1</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

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**Mr. Nick Palomba, P.Eng.**  
 Project Manager  
 Delcan Corporation  
 4056 Dorchester Road  
 Niagara Falls, Ontario  
 L2E 6M9  
 Phone: (416) 356-7003

**Mr. Bob Johnson**  
 Supervisor, Transportation Systems  
 Region of Niagara  
 2201 St. David's Road, P.O.Box 1042  
 Thorold, Ontario  
 L2V 4T7  
 Phone: (416) 685-1571 Ext. 648

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: MARK D. STALLER  
ADDRESS: 10 R. HENRY LANE, HAMILTON, ON, L2R-1E2

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?             Yes        X   No
- 2) Do you work in Grimsby?             Yes        X   No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                          |                        |               |               |
|-------------------------|--------------------------|------------------------|---------------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week | Every day     | Not a problem |
| <u>      </u>           | <u>      </u>            | <u>  X  </u>           | <u>      </u> | <u>      </u> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |              |               |               |                   |
|----------------|--------------|---------------|---------------|-------------------|
| Agree Strongly | Agree        | Uncertain     | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>  X  </u> | <u>      </u> | <u>      </u> | <u>      </u>     |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |               |              |               |                   |
|----------------|---------------|--------------|---------------|-------------------|
| Agree Strongly | Agree         | Uncertain    | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>      </u> | <u>  X  </u> | <u>      </u> | <u>      </u>     |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly X      Agree \_\_\_\_\_      Uncertain \_\_\_\_\_      Disagree \_\_\_\_\_      Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_      Agree \_\_\_\_\_      Uncertain \_\_\_\_\_      Disagree X      Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_      Agree X      Uncertain \_\_\_\_\_      Disagree \_\_\_\_\_      Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>1</u>	Impact on Heritage Resources	<u>7</u>
Community Effects	<u>3</u>	Cost	<u>2</u>
Property Impacts	<u>5</u>	Staging Options	<u>4</u>
Environmental Impacts	<u>6</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

*I do not live in the area of Grimsby and therefore do not have direct experience. But my experience the data has meant I would not have felt the same traffic problems in the future.*

Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
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# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: DANIEL COLE

ADDRESS: 2000 WEST AVE HAMMONTON ONT L0G-2P0

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A few times per year     | A few times per month    | Once/twice per week                 | Every day                | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                    | Uncertain                           | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓ Agree \_\_\_\_\_ Uncertain \_\_\_\_\_ Disagree \_\_\_\_\_ Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_ Agree \_\_\_\_\_ Uncertain ✓ Disagree \_\_\_\_\_ Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_ Agree \_\_\_\_\_ Uncertain ✓ Disagree \_\_\_\_\_ Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>1</u>	Impact on Heritage Resources	<u>1</u>
Community Effects	<u>2</u>	Cost	<u>2</u>
Property Impacts	<u>5</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>2</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

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- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly               Agree               Uncertain               Disagree               Disagree Strongly           

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly               Agree               Uncertain               Disagree               Disagree Strongly           

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly               Agree               Uncertain               Disagree               Disagree Strongly           

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>4</u>	Impact on Heritage Resources	<u>6</u>
Community Effects	<u>3</u>	Cost	<u>1</u>
Property Impacts	<u>5</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>2</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

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- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: Jim Inglis  
 ADDRESS: 49 Charnwood CRT.  
Kitchener, Ontario  
N2N 1L4  
 TELEPHONE: [REDACTED]

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?       Yes       No
- 2) Do you work in Grimsby?       Yes       No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week              | Every day                | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
 \_\_\_\_\_      X      \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
  X      \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
 \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_      X      \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>  1  </u>	Impact on Heritage Resources	<u>  7  </u>
Community Effects	<u>  6  </u>	Cost	<u>  3  </u>
Property Impacts	<u>  4  </u>	Staging Options	<u>  3  </u>
Environmental Impacts	<u>  5  </u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: James Beckman  
 ADDRESS: 41-8000 C. Park Drive  
Hamilton, ON  
L9C 5K9  
 TELEPHONE: XXXXXXXXXX

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?             Yes       /  No
- 2) Do you work in Grimsby?             Yes       /  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                          |                        |               |               |
|-------------------------|--------------------------|------------------------|---------------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week | Every day     | Not a problem |
| <u>      </u>           | <u>      </u>            | <u>      </u>          | <u>      </u> | <u>      </u> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |            |               |               |                   |
|----------------|------------|---------------|---------------|-------------------|
| Agree Strongly | Agree      | Uncertain     | Disagree      | Disagree Strongly |
| <u>      </u>  | <u> / </u> | <u>      </u> | <u>      </u> | <u>      </u>     |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |               |            |               |                   |
|----------------|---------------|------------|---------------|-------------------|
| Agree Strongly | Agree         | Uncertain  | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>      </u> | <u> / </u> | <u>      </u> | <u>      </u>     |

6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓ Agree \_\_\_\_\_ Uncertain \_\_\_\_\_ Disagree \_\_\_\_\_ Disagree Strongly \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_ Agree \_\_\_\_\_ Uncertain ✓ Disagree \_\_\_\_\_ Disagree Strongly \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_ Agree \_\_\_\_\_ Uncertain \_\_\_\_\_ Disagree ✓ Disagree Strongly \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important ) *Unless there is adequate parking on a lot.*

Transportation Service	_____	Impact on Heritage Resources	_____
Community Effects	_____	Cost	_____
Property Impacts	_____	Staging Options	_____
Environmental Impacts	_____		

10) Do you have specific concerns with any current transportation issues in Grimsby?

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Mr. Nick Palomba, P.Eng.  
Project Manager  
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4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
Phone: (416) 356-7003

Mr. Bob Johnson  
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Region of Niagara  
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L2V 4T7  
Phone: (416) 685-1571 Ext. 648



**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: Sharon Clinton  
 ADDRESS: 457 Central  
Hamilton

TELEPHONE: [REDACTED]

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?             Yes        X   No
- 2) Do you work in Grimsby?             Yes        X   No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                          |                        |               |               |
|-------------------------|--------------------------|------------------------|---------------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week | Every day     | Not a problem |
| <u>      </u>           | <u>      </u>            | <u>  X  </u>           | <u>      </u> | <u>      </u> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |              |               |               |                   |
|----------------|--------------|---------------|---------------|-------------------|
| Agree Strongly | Agree        | Uncertain     | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>  X  </u> | <u>      </u> | <u>      </u> | <u>      </u>     |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |               |              |               |                   |
|----------------|---------------|--------------|---------------|-------------------|
| Agree Strongly | Agree         | Uncertain    | Disagree      | Disagree Strongly |
| <u>      </u>  | <u>      </u> | <u>  X  </u> | <u>      </u> | <u>      </u>     |



- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly X      Agree \_\_\_\_\_      Uncertain \_\_\_\_\_      Disagree \_\_\_\_\_      Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_      Agree X      Uncertain \_\_\_\_\_      Disagree \_\_\_\_\_      Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_      Agree X      Uncertain \_\_\_\_\_      Disagree \_\_\_\_\_      Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>1</u>	Impact on Heritage Resources	<u>5</u>
Community Effects	<u>3</u>	Cost	<u>6</u>
Property Impacts	<u>4</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>2</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: DON GROUÉ  
 ADDRESS: 36 LAKEVIEW AVE GRIMSBY L3M3M2

TELEPHONE: [REDACTED]

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?       Yes       No
- 2) Do you work in Grimsby?       Yes       No      *retired*
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                          |                                     |           |               |
|-------------------------|--------------------------|-------------------------------------|-----------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week              | Every day | Not a problem |
| _____                   | _____                    | <input checked="" type="checkbox"/> | _____     | _____         |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |                                     |           |          |                   |
|----------------|-------------------------------------|-----------|----------|-------------------|
| Agree Strongly | Agree                               | Uncertain | Disagree | Disagree Strongly |
| _____          | <input checked="" type="checkbox"/> | _____     | _____    | _____             |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |                                     |           |          |                   |
|----------------|-------------------------------------|-----------|----------|-------------------|
| Agree Strongly | Agree                               | Uncertain | Disagree | Disagree Strongly |
| _____          | <input checked="" type="checkbox"/> | _____     | _____    | _____             |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly X    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree X    Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_    Agree X    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>4</u>	Impact on Heritage Resources	<u>5</u>
Community Effects	<u>1</u>	Cost	<u>7</u>
Property Impacts	<u>2</u>	Staging Options	<u>6</u>
Environmental Impacts	<u>3</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

TRUCKS USING MOUNTAIN STREET TO AVOID THE WEIGHT SCALES AT WINDSOR  
TRUCKS USING MOUNTAIN ST + REGIONAL ROAD TO #3 HWY CAN GO ALL THE WAY  
TO WINDSOR WITHOUT GOING OVER A WEIGHT SCALE

CLARK ST EXTENSION - IF PARK ROAD IS USED AS THE MAIN ACCESS ROAD  
OVER THE ESCARPMENT THERE SHOULD BE DIRECT CONNECTIONS WITH  
THE QEW.

IF IT ~~IS~~ PARK ROAD IS NOT COMPLETED UP THE HILL - CLARK STREET  
SHOULD BE MADE TWO ~~WAYS~~ WAY TRAFFIC WITH A RUN OFF EAST WITH  
THE SAME AS LAKE STREET IN STONDAWICKS WHERE TRAFFIC  
MAKES A SHARPE RIGHT TURN + STOPS BEFORE ENTERING THE SERVICE  
ROAD

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 Supervisor, Transportation Systems  
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I AGREE WITH SOME FORM OF TRAFFIC LIGHTS ON CHRISTIE STREET  
THE SERVICE ROAD - ALSO AT CHRISTIE + OLIVE STREETS

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: MARTIN PROS  
ADDRESS: 24 MARLOW RD  
GRIMSBY

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week              | Every day                | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
\_\_\_\_\_    ✓    \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
\_\_\_\_\_    ✓    \_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree    Uncertain    Disagree    Disagree Strongly  
\_\_\_\_\_    \_\_\_\_\_    \_\_\_\_\_    ✓    \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>1</u>	Impact on Heritage Resources	<u>4</u>
Community Effects	<u>1</u>	Cost	<u>2</u>
Property Impacts	<u>5</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>2</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?       Yes       No
- 2) Do you work in Grimsby?       Yes       No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur? *Too often*
- |                         |                          |                                     |           |               |
|-------------------------|--------------------------|-------------------------------------|-----------|---------------|
| A few times<br>per year | A few times<br>per month | Once/twice<br>per week              | Every day | Not a problem |
| _____                   | _____                    | <input checked="" type="checkbox"/> | _____     | _____         |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                |       |           |          |                   |
|----------------|-------|-----------|----------|-------------------|
| Agree Strongly | Agree | Uncertain | Disagree | Disagree Strongly |
| _____          | _____ | _____     | _____    | _____             |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                |       |           |          |                   |
|----------------|-------|-----------|----------|-------------------|
| Agree Strongly | Agree | Uncertain | Disagree | Disagree Strongly |
| _____          | _____ | _____     | _____    | _____             |

6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly 6    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree 4    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly 5    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>2</u>	Impact on Heritage Resources	<u>7</u>
Community Effects	<u>1</u>	Cost	<u>3</u>
Property Impacts	<u>11</u>	Staging Options	<u>6</u>
Environmental Impacts	<u>5</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

CHURCH 1500 FARM  
CONCERN WITH TRAFFIC ON MAIN STREET  
AND CONCERN WITH TRAFFIC ON  
ST. DAVID'S ROAD  
AND CONCERN WITH TRAFFIC ON  
ST. DAVID'S ROAD  
AND CONCERN WITH TRAFFIC ON  
ST. DAVID'S ROAD

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# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: Drendy Watt  
ADDRESS: 125 MAIN ST. W. APT 6,  
GRIMSBY, ONT. L3M 1S1.  
TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                          |                                     |                          |
|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week   | Every day                           | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly Agree ✓      Uncertain      Disagree      Disagree Strongly

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly ✓      Agree      Uncertain      Disagree      Disagree Strongly

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly      Agree      Uncertain      Disagree ✓      Disagree Strongly

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>4</u>	Impact on Heritage Resources	<u>7</u>
Community Effects	<u>1</u>	Cost	<u>5</u>
Property Impacts	<u>3</u>	Staging Options	<u>2</u>
Environmental impacts	<u>6</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?  
~~No impact of QEW traffic + lack of service RO(S) impacts town negatively.~~  
~~TRUCK TRAFFIC ON MOUNTAIN ST CREATES NOISE, VIBRATION AND SAFETY HAZARDS FOR RESIDENTS.~~  
~~BARTLET RD SHOULD BE COMPLETED TO SERVE AS MAJOR ESCARPMENT CROSSING.~~  
~~I AM STRONGLY OPPOSED TO FOUR LANING OF MAIN AS I FEEL THAT THIS WOULD NEGATIVELY IMPACT THE DOWNTOWN CORE.~~

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: JACK WATT  
 ADDRESS: 125 MAIN ST E  
GRIMSBY ONT L3T 1S1  
 TELEPHONE: XXXXXXXXXX

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?       Yes       No
- 2) Do you work in Grimsby?       Yes       No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week              | Every day                | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- DURING THE SUMMER MORE FREQUENT*
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree ✓    Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>2</u>	Impact on Heritage Resources	<u>1</u>
Community Effects	<u>2</u>	Cost	<u>3</u>
Property Impacts	<u>1</u>	Staging Options	<u>3</u>
Environmental Impacts	<u>1</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

TRUCK TRAFFIC ON MOUNTAIN C-  
CONNECTION OF SOUTH SERVICE RD.  
CONTINUE PUBLIC SEPARATE SCHOOL BUS SYSTEM  
LOCAL BUS SERVICE  
DO NOT MERGE WITH 4 LANES ON MAIN STREET  
BETWEEN CASALMAN AND BARTLETT

Mr. Nick Palomba, P.Eng.  
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# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: John D. Thomson

ADDRESS: 143 MAIN ST E.  
GRIMSBY, ONTARIO

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |   |   |   |                                    |   |
|---|---|---|------------------------------------|---|
| A few times<br>per year <input checked="" type="checkbox"/> | A few times<br>per month <input type="checkbox"/> | Once/twice<br>per week <input type="checkbox"/> | Every day <input type="checkbox"/> | Not a problem <input checked="" type="checkbox"/> |
|---|---|---|------------------------------------|---|
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |   |                                |                                    |  |  |
|---|--------------------------------|------------------------------------|--|--|
| Agree Strongly <input type="checkbox"/> | Agree <input type="checkbox"/> | Uncertain <input type="checkbox"/> | Disagree <input checked="" type="checkbox"/> | Disagree Strongly <input type="checkbox"/> |
|---|--------------------------------|------------------------------------|--|--|
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |   |                                |                                    |  |  |
|---|--------------------------------|------------------------------------|--|--|
| Agree Strongly <input type="checkbox"/> | Agree <input type="checkbox"/> | Uncertain <input type="checkbox"/> | Disagree <input checked="" type="checkbox"/> | Disagree Strongly <input type="checkbox"/> |
|---|--------------------------------|------------------------------------|--|--|

6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly            Agree   ✓   Uncertain            Disagree            Disagree Strongly           

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly            Agree            Uncertain            Disagree   ✓   Disagree Strongly           

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly            Agree            Uncertain            Disagree   ✓   Disagree Strongly           

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>  2  </u>	Impact on Heritage Resources	<u>  7  </u>
Community Effects	<u>  4  </u>	Cost	<u>  1  </u>
Property Impacts	<u>  3  </u>	Staging Options	<u>  6  </u>
Environmental Impacts	<u>  5  </u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

WITH MAIN ST. NEW TO ONLY TRAFFIC FLOW - WIDENING OF ROAD  
NEEDED - OFF STREET PARKING DOWNTOWN AREA MUST -  
SOUTH SERVICE ROAD - BETWEEN NELLE'S RD TO PARLETT RD - NOT  
NEEDED - WITH CENTRAL AVE CONNECTION TO NELLE'S RD -  
ALSO A FEW EXPANSION WIDENING WOULD CARRY THIS TRAFFIC TO BARTLET CUT-OFF  
BARTLET ROAD SHOULD BE EXTENDED SOUTH TO TOWN PARK RD -  
A NUMBER OF THE ~~PROPOSALS~~ PROPOSALS LOOK THE SAME AS STUDIES  
CONDUCTED IN 1960'S -

Mr. Nick Palomba, P.Eng.  
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 Delcan Corporation  
 4056 Dorchester Road  
 Niagara Falls, Ontario  
 L2E 6M9  
 Phone: (416) 356-7003

Mr. Bob Johnson  
 Supervisor, Transportation Systems  
 Region of Niagara  
 2201 St. David's Road, P.O.Box 1042  
 Thorold, Ontario  
 L2V 4T7  
 Phone: (416) 685-1571 Ext. 648

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: WAHEED & ALEXANDRA RABBANI  
ADDRESS: 248 NELLE'S RD. N.  
GRIMSBY, ONT  
L3M 2E8  
TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                         |                                     |                                     |           |               |
|-------------------------|-------------------------------------|-------------------------------------|-----------|---------------|
| A few times<br>per year | A few times<br>per month            | Once/twice<br>per week              | Every day | Not a problem |
| _____                   | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | _____     | _____         |
|                         | <i>IN WINTER</i>                    | <i>IN SUMMER</i>                    |           |               |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                                     |       |           |          |                   |
|-------------------------------------|-------|-----------|----------|-------------------|
| Agree Strongly                      | Agree | Uncertain | Disagree | Disagree Strongly |
| <input checked="" type="checkbox"/> | _____ | _____     | _____    | _____             |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                                     |       |           |          |                   |
|-------------------------------------|-------|-----------|----------|-------------------|
| Agree Strongly                      | Agree | Uncertain | Disagree | Disagree Strongly |
| <input checked="" type="checkbox"/> | _____ | _____     | _____    | _____             |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>2</u>	Impact on Heritage Resources	<u>7</u>
Community Effects	<u>2</u>	Cost	<u>2</u>
Property Impacts	<u>1</u>	Staging Options	<u>3</u>
Environmental Impacts	<u>4</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

*The extension of Baker Road (South Service Rd) should be more suitably designed to run parallel to the N.E.W. take straight through extension shown in the present proposal. It should be feasible to the advantage of 1000 vehicles. The road should be "widened". The terminal area between the Service Rd and CN tracks could be more usefully utilized for industrial/business. Adequate provision to help bring more jobs to Grimsby. Please advise.*

*Thank you*

Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
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L2E 6M9  
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Supervisor, Transportation Systems  
Region of Niagara  
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# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

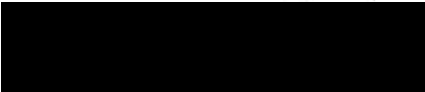
## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: MR. RUDY LACIS  
ADDRESS: 52 BAVUEW DR.  
GRIMSBY ONT.  
TELEPHONE: 

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                          |                          |                                     |
|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week   | Every day                | Not a problem                       |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                          |                                     |                          |                          |                          |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly           | Agree                               | Uncertain                | Disagree                 | Disagree Strongly        |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_            \_\_\_\_\_                  ✓                  \_\_\_\_\_            \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_            \_\_\_\_\_                  ✓                  \_\_\_\_\_            \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_            \_\_\_\_\_                  ✓                  \_\_\_\_\_            \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>5.</u>	Impact on Heritage Resources	<u>3.</u>
Community Effects	<u>6.</u>	Cost	<u>2.</u>
Property Impacts	<u>7.</u>	Staging Options	<u>4.</u>
Environmental Impacts	<u>1.</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

(1) Christie Street @ S. Service Rd. - (2) Main St @ Maple St  
BE TOP Priority!!

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Mr. Nick Palomba, P.Eng.  
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# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: Ken Hipkin  
ADDRESS: 222 Central Ave  
GRIMSBY ONT  
L3M 1X9  
TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No  
2) Do you work in Grimsby?  Yes  No  
3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?

A few times per year      A few times per month      Once/twice per week      Every day      Not a problem

*Handwritten notes:*  
This is a variable but  
situation is  
all in all  
indicated

- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.

Agree Strongly      Agree      Uncertain      Disagree      Disagree Strongly

- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)

Agree Strongly      Agree      Uncertain      Disagree      Disagree Strongly

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_

*DIFFICULT  
for me to  
evaluate - but  
a compromise*

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree                      Uncertain                      Disagree                      Disagree Strongly  
 \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_                      \_\_\_\_\_

*at parking  
flow in the  
Grimsby situat:  
is important*

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>6</u>	Impact on Heritage Resources	<u>4</u>
Community Effects	<u>2</u>	Cost	<u>5</u>
Property Impacts	<u>3</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>1</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

*-The Division Road (South), Escarpment access & Downtown  
 Solutions are quite important I wonder if a  
 study of a city small bus service would  
 prove in more road situations  
 Best  
 last page*

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**PUBLIC OPEN HOUSE No. 2**  
**WEDNESDAY SEPTEMBER 22, 1993**  
**QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

**INSTRUCTIONS:**

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: David Schultz  
 ADDRESS: 13 BEDFORD PARK  
GRIMSBY ONT L3M 2S1  
 TELEPHONE: [REDACTED]

**QUESTIONS:**

Please check the appropriate response:

- 1) Do you live in Grimsby?       Yes       No
- 2) Do you work in Grimsby?       Yes       No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                                     |                          |                          |                          |  |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--|
| A few times<br>per year  | A few times<br>per month            | Once/twice<br>per week   | Every day                | Not a problem            | <i>Especially in<br/>SUMMER<br/>months when<br/>QEW is blocked</i> |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |  |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly ✓

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>4</u>	Impact on Heritage Resources	<u>5</u>
Community Effects	<u>2</u>	Cost	<u>3</u>
Property Impacts	<u>6</u>	Staging Options	<u>7</u>
Environmental Impacts	<u>1</u>		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

THE LACK OF A SOUTH SERVICE ROAD EAST OF CHRISTIE,  
THE MAD-CAP LAY-OUT OF STREETS IN TOWN  
AND THE FAILURE TO PROVIDE ADEQUATE DOWNTOWN  
PARKING NORTH OF MAIN ST

Mr. Nick Palomba, P.Eng.  
 Project Manager  
 Delcan Corporation  
 4056 Dorchester Road  
 Niagara Falls, Ontario  
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 Thorold, Ontario  
 L2V 4T7  
 Phone: (416) 685-1571 Ext. 648

The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly               Agree   ✓              Uncertain               Disagree               Disagree Strongly           

On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly               Agree   ✓              Uncertain               Disagree               Disagree Strongly           

The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly               Agree   ✓              Uncertain               Disagree               Disagree Strongly           

Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>  ✓  </u>	Impact on Heritage Resources	<u>          </u>
Community Effects	<u>          </u>	Cost	<u>          </u>
Property Impacts	<u>          </u>	Staging Options	<u>          </u>
Environmental Impacts	<u>          </u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

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Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
Phone: (416) 356-7003

Mr. Bob Johnson  
Supervisor, Transportation Systems  
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Thorold, Ontario  
L2V 4T7  
Phone: (416) 685-1571 Ext. 648

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: JOHN MORRISON  
ADDRESS: 45 STEWART ST  
GRIMSBY L3M3N1

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby? Yes  No
- 2) Do you work in Grimsby? RETIRED  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                          |                          |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| A few times per year     | A few times per month    | Once/twice per week                 | Every day                | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

PUBLIC OPEN HOUSE NO. 2  
WEDNESDAY SEPTEMBER 22, 1993  
QUESTIONNAIRE - PLEASE PRINT

PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: Dawn Clarke  
ADDRESS: 260 Central Ave  
Grimsby L3M 1X7

TELEPHONE: [REDACTED]

QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No  
Do you work in Grimsby?  Yes  No

3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?

- |                          |                          |                                     |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week              | Every day                           | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.

- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road) + Park Rd

- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>6</u>	Impact on Heritage Resources	<u>4</u>
Community Effects	<u>3</u>	Cost	<u>7</u>
Property Impacts	<u>1</u>	Staging Options	<u>2</u>
Environmental Impacts	<u>5</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

*Question #3 - This happens regularly when we have snow - we walk to the store etc and notice the*  
*lines were that it happens at other times*

*#4 Any extension of the S. Service Rd would be beneficial to our streets and the movement of car*  
*traffic as well as lost traffic*

*#7/B Restricted parking is 9-3:30 / or 15 min would not be a problem however most restriction*  
*would have to apply to ordinary vehicles is a real problem for traffic flow - on Saturday*  
*I was stopped beyond Maple Ave going west and it took me around 3-4 light cycles to get the*

Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
Phone: (416) 356-7003  
*Fax 356-7008*

Mr. Bob Johnson  
Supervisor, Transportation Systems  
Region of Niagara  
2201 St. David's Road, P.O. Box 1042  
Thorold, Ontario  
L2V 4T7  
Phone: (416) 685-1571 Ext. 648

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: DOUG CLARKE  
ADDRESS: 260 Central Ave  
GRIMSBY L3M 1X7

TELEPHONE: [REDACTED]

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?  Yes  No
- 2) Do you work in Grimsby?  Yes  No
- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?
- |                          |                          |                                     |                                     |                          |
|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| A few times<br>per year  | A few times<br>per month | Once/twice<br>per week              | Every day                           | Not a problem            |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.
- |                                     |                          |                                     |                          |                          |
|-------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                           | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road) + Park Rd
- |                                     |                          |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Agree Strongly                      | Agree                    | Uncertain                | Disagree                 | Disagree Strongly        |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly ✓    Agree \_\_\_\_\_    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly \_\_\_\_\_    Agree ✓    Uncertain \_\_\_\_\_    Disagree \_\_\_\_\_    Disagree Strongly \_\_\_\_\_

9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	<u>6</u>	Impact on Heritage Resources	<u>4</u>
Community Effects	<u>3</u>	Cost	<u>7</u>
Property Impacts	<u>1</u>	Staging Options	<u>?</u>
Environmental Impacts	<u>5</u>		

10) Do you have specific concerns with any current transportation issues in Grimsby?

Question #3 - This happens regularly when we drive home - we walk to the store etc and notice this but were sure that it happens at other times.

#4/5 Any extension of the S. Service Rd would be beneficial to our street and the movement of cross-town traffic as well as local traffic.

#7/8 Restricted parking is 9-3:30 / or 15 min would not be a problem however most restriction would have to apply to weekends - we had problem for traffic flow - on Saturday Oct 21st I was stalled beyond Wash Ave going west - 2nd rd. was closed 3-4 light cycles to get there (to the

Mr. Nick Palomba, P.Eng.  
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Region of Niagara  
2201 St. David's Road, P.O.Box 1042  
Thorold, Ontario  
L2V 4T7  
Phone: (416) 685-1571 Ext. 648

PUBLIC OPEN HOUSE No. 3

SIGN IN SHEET - PLEASE PRINT

NAME	ADDRESS
KAROLYN EDWARDS	RR#1 65 MOUNTAIN ST
PAUL ARCHER	234 CENTRAL AVE
BRUCE JONES	7 BRIERWOOD AVE
WAHEED RABBANI	242 NELLES RD, GRIMSBY, ONT, L3M2E8
Judy McIntyre	1 Bedford Pk. Grimsby L3M2S1
DAN CLARK	260 CENTRAL GRIMSBY L3M1V7
KEN HIPKIN	222 Central Ave L3M1X9
HENRY GIESBRECHT	33 Park Rd. N. L2M2P2
IRY GIESBRECHT	33 PARK RD. N. L3M2P2
FRANCO BARRICH	251 CENTRAL AVE L3M1X6
JOSEPH BARRICH	251 CENTRAL AVE L3M1X6
Wade R. & Diane	235 Central Ave L3M1X6
TERRY MOLLOY	14 NELLES RD. N. L3M2Z6
TED LIZAK	18 LYNWOOD AVE, GRIMSBY L3M2X9
Penny Gadsby	249 Central Ave Grimsby, L3M1X6

**PUBLIC MEETING No. 1  
DECEMBER 3, 1992  
QUESTIONNAIRE - PLEASE PRINT**

**PURPOSE OF MEETING**

The purpose of this first public meeting is to outline the following and to receive comments from the public on transportation issues in Grimsby:

- Study Objectives
- Study Issues
- Existing Operating Conditions

**INSTRUCTIONS:**

Please complete this questionnaire and deposit the form in the designated box or mail to the person(s) listed below.

**QUESTIONS:**

	YES	NO	OTHER (Retired, Student, Homemaker)
1. Do you live in Grimsby?	[ ]	[ ]	
2. Do you work in Grimsby?	[ ]	[ ]	[ ]
3. Do you feel that traffic delays on Main St. East are significant during the rush hours?	[ ]	[ ]	
4. Do you agree that we need more downtown long term parking to strengthen the commercial base?	[ ]	[ ]	
5. Do you agree that we need more downtown off-street parking to free the roads for traffic movement?	[ ]	[ ]	
6. Should the downtown develop with an emphasis on more provision for:			
• shopping	[ ]	[ ]	
• traffic	[ ]	[ ]	
• parking	[ ]	[ ]	
• other	[ ]	[ ]	

7. Do you have specific concerns with any current transportation issues in our Town?

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**GENERAL COMMENTS - Please use back of sheet if necessary:**

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Mr. Nick Palomba, P.Eng.  
Project Manager  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9  
Phone: (416) 356-7003

Mr. Bob Johnson  
Supervisor, Transportation Systems  
Region of Niagara  
2201 St. David's Road, P.O. Box 1042  
Thorold, Ontario  
L2V 4T7  
Phone: (416) 685-1571 Ext. 648

# PUBLIC OPEN HOUSE No. 2

WEDNESDAY SEPTEMBER 22, 1993

QUESTIONNAIRE - PLEASE PRINT

## PURPOSE OF MEETING

The purpose of this public open house is to present information and solicit comments on the following:

- Forecast Operating Conditions
- Transportation System Alternatives
- Evaluation Criteria

## INSTRUCTIONS:

Please complete the questionnaire and deposit in the designated pick-up box, or mail to the person(s) listed on the bottom of the questionnaire.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

TELEPHONE: ( ) \_\_\_\_\_

## QUESTIONS:

Please check the appropriate response:

- 1) Do you live in Grimsby?                      \_\_\_\_\_ Yes      \_\_\_\_\_ No  
2) Do you work in Grimsby?                    \_\_\_\_\_ Yes      \_\_\_\_\_ No

- 3) The infiltration of QEW traffic onto the local streets within the Town of Grimsby is a growing concern. In your opinion, how often does this occur?

A few times per year	A few times per month	Once/twice per week	Every day	Not a problem
_____	_____	_____	_____	_____

- 4) I would be more apt to utilize an extension of Clarke Street (South Service Road) if it provided direct access onto the QEW at Bartlett Avenue.

Agree Strongly	Agree	Uncertain	Disagree	Disagree Strongly
_____	_____	_____	_____	_____

- 5) I would be more apt to utilize an extension of Clarke Street (South Service Road) if connections were provided to existing north-south roads (i.e. Baker Road, Book Road)

Agree Strongly	Agree	Uncertain	Disagree	Disagree Strongly
_____	_____	_____	_____	_____

- 6) The most important aspect of a transportation study should be to ensure the road system will be capable of safely accommodating the anticipated growth in traffic demand.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_        \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_

- 7) On street parking should be maintained in the downtown core regardless of how many additional off street parking spaces are provided.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_        \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_

- 8) The restriction of on street parking along Main Street would not have a serious impact on downtown businesses as long as any parking restrictions only applied to the peak periods.

Agree Strongly    Agree            Uncertain            Disagree            Disagree Strongly  
 \_\_\_\_\_        \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_            \_\_\_\_\_

- 9) Please rank the following seven factors in terms of importance for selecting the components of Grimsby's preferred Transportation Plan. ( 1 = most important, ... 7 = least important )

Transportation Service	_____	Impact on Heritage Resources	_____
Community Effects	_____	Cost	_____
Property Impacts	_____	Staging Options	_____
Environmental Impacts	_____		

- 10) Do you have specific concerns with any current transportation issues in Grimsby?

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**Mr. Nick Palomba, P.Eng.**  
 Project Manager  
 Delcan Corporation  
 4056 Dorchester Road  
 Niagara Falls, Ontario  
 L2E 6M9  
 Phone: (416) 356-7003

**Mr. Bob Johnson**  
 Supervisor, Transportation Systems  
 Region of Niagara  
 2201 St. David's Road, P.O.Box 1042  
 Thorold, Ontario  
 L2V 4T7  
 Phone: (416) 685-1571 Ext. 648

222 Central Avenue  
Grimsby, Ontario  
L3M 1X9  
October 6, 1992

Mr. Nick Palomba, P.Eng.  
Delcan Corporation  
4056 Dorchester Road  
Niagara Falls, Ontario  
L2E 6M9

Dear Mr. Palomba:

Re: Town of Grimsby, Regional Municipality of Niagara Transportation Study

May I first offer an apology for submitting this letter at this late date. It was just a case of a very busy schedule. I understand that there have been virtually no citizen submissions to this date. Although I find this to be surprising, I do understand. The citizens of Grimsby have been quite vocal about traffic problems and have written numerous letters to the Town and the Editor of the Grimsby Independent. I would make a reasonable guess that these people assume that all their correspondence will be supplied to you by Town and Region staff. It seems that letters written at the time of incidents are better than recollections of such events at this date.

By way of introduction, I have been quite active in traffic concerns in the Town of Grimsby. I chaired a Concerned Citizens' Forum on Transportation which received the involvement of our Mayor, our MPP and our Regional Councillor. Together with three other persons, we reluctantly appealed a proposed plan of subdivision to the Ontario Municipal Board in December of 1990 strictly because of the possibility of very adverse results from a traffic point-of-view. I also worked with others to convince our MPP to support a study of our QEW Service Road problems. I hope that you will find my comments to be worthwhile. Together with other interested citizens, we have tried to remain fair and realistic. I would be quite willing to discuss any of these comments with you (416) 945-2687.

### **1971 Grimsby Traffic Study**

It may seem surprising but I think that one of the first things that should be done is to analyze the 1971 traffic study by Read Voorhees and Associates Limited. Although it stated that "a 1990 population of 33,000 was established to develop the future street plan" (pg 3), we have still not even approached that population in 1992 and it is necessary to conduct a new study. We have major traffic problems developing in the south east quadrant of town and we continue to allow development. The recent widening of Main Street East will certainly help with the immediate turning traffic in that commercial node, but it will not satisfy the through traffic problems from and to the town centre. Why did the 1971 study fall short before the stated criteria was reached? Perhaps it was overly optimistic. Did the town not implement the recommendations? Were the recommendations unrealistic? Did traffic patterns and modern vehicle ownership and use change significantly in that period? I feel that by understanding what happened, your study and recommendations may avoid the same situation in the future and also emphasize the important factors to keeping your study relevant.

### **A General Observation**

Not being a traffic engineer, I am at a disadvantage and may be mistaken, but an aerial photograph view of the town will disclose a large number of cul-de-sacs. While these are a fact of planning subdivisions, we seem to have allowed them at positions where a through street would have better facilitated traffic dispersion. One particular situation is at the eastern end of Dorchester Boulevard. The 1971 Traffic Study

at the expense of  
higher density  
on industrial areas



recommended that this street, as a Collector Road, run from Orchard Parkway to east of Park Road (see diagram on page 4). Somewhere in the ensuing time period a cul-de-sac was allowed on the street close by Park Road. Dorchester Boulevard, as a through street, is no longer feasible due to "geometric design" problems at that cul-de-sac. The effects of this decision are now being seen in the subdivision plan for the Ricenberg development in the area between Main Street East, the escarpment and Baker and Park Roads.

We have a unique geographical problem in Grimsby. I am sure that you are already aware of the squeeze between the Lake, the QEW, the Railway and the escarpment. To compound this problem we have only one major east-west corridor on each side of the QEW. In my opinion, subdivision road patterns have been allowed to develop in a manner that provides great privacy but does little to suffice the need to offer multiple ways to disperse traffic.

### **Upper Escarpment Access**

*This is the most reasonable way of providing better than the old grid patterns found in older neighbourhood*

The Town has spent enormous amounts of money on the Wolverton Road escarpment access. We nicely had the improvements completed and the City of Stoney Creek escarpment access closures forced trucks to use Wolverton Road. I believe that this situation has since been corrected, but Wolverton road remains somewhat less than ideal as an escarpment access. The Region has spent very little improving Mountain Street and I'm not sure that it is feasible to do so. The result is that the Town has no suitable access to the escarpment. My observation is that Mountain Street is being used in the manner of a provincial highway to connect the QEW with Highway 20 for residents of the area beyond. Mountain Street, in its poor condition, is just looking for a major accident to happen. I feel that there is ample justification for you to spend a considerable effort to study and recommend a solution to escarpment access. Is the solution the final extension of Bartlett Street to and along Park Road?

### **The Queen Elizabeth Highway (QEW)**

The QEW is, obviously, a major deterrent to proper traffic flow in Grimsby. It is a major problem to emergency servicing (fire, police and ambulance). It is also a major source of traffic infiltration into our town.

The measurement of the infiltration will probably be difficult for your company to capture. The infiltration is sporadic and variable. On Central Avenue, for more than twenty years, residents have experienced such fast and heavy infiltration. It appears on some Sunday evenings as vehicles returning from the Niagara area and the USA experience accidents and general QEW congestion. It occurs during construction periods on the QEW. Yet we have seen periods of these same events when very little traffic infiltrates the town. Trying to measure the problem will be like trying to get that \$50.00 mechanic to find that annoying rattle that goes away every time you approach his shop. This past summer has not been a bad period for the problem, but last year we had periods when there were so many QEW-avoiding trucks on our street that we could not negotiate corners into our neighbourhood. During the borehole investigations on the QEW a year ago the Town's main streets were simply filled with QEW-avoiding traffic.

The QEW infiltration of our town, in my opinion, is quite simply due to QEW congestion and the resultant lost travelers that then enter our Town. We have tried to make some observations, but continually come to the same conclusion. We are often asked by Town officials, "but why would travelers want to go along street 'A'; it makes no logical sense"? The officials are correct. It makes no sense, but the nebulous factor that creates the problem is that these are LOST TRAVELERS. The only pattern is that they wander in our streets obviously trying to avoid re-entry to the QEW while staying as close as they can to it. The complication of our own internal street problems accentuates the lost traveler pattern. There is virtually no suitable route for such traffic to take when it enters our Town. A through route is needed and I feel that the only reasonable alternative is the connection and completion of the South Service Road. As you are probably aware, the QEW South Service Road discontinues between Christie and Bartlett Street.

The so-called North Service Road in fact is a series of town streets. The route winds through residential streets, makes numerous sharp turns and goes past or nearby three major elementary schools. The resultant traffic problems on Olive Street, for just one area become intolerably dangerous for Lakeview School students, for just one example. In a letter from the previous Minister of Transportation and

*1.3  
with  
covered*

- Windsor  
none of the  
policy

Communication, Mr. Wrye, it was stated that "continuity" for the discontinuous service roads "is maintained using Regional Road 81 and Lake Street". This admitted use of our streets for QEW overflow seems somewhat improper, especially considering the type of areas that these streets traverse.

On November 20, 1991, along with Town, Regional and Provincial staff I attended a meeting with Mr. George Dadamo, Parliamentary Assistant to the Minister of Transportation and Communications. At this meeting the provincial officials, were taken on a tour of the problem areas. Mr. Dadamo offered to pay the "lions share" of a South Service Road feasibility study. At this meeting a reasonable road proposal was presented by the provincial staff members. Essentially, it provided the desired South Service Road with only one draw back. It required the closure of the Bartlett Street access from the east bound lane of the QEW in return for a new exit just east of the Maple Street QEW overpass. The only draw back to this change is that Bartlett Street travelers would travel for about one to two kilometres on the new South Service Road to gain access to Bartlett Street. This minor inconvenience is relatively minor, especially considering the major overall benefit of the completed South Service Road.

The QEW created these problems for the Town and, although this statement is not relative to your aspect of the study, I feel that the Province is responsible to solve its own problems. The QEW split the town so that reasonable multiple east-west corridors are not feasible. The only such possibility is the completion of the South Service Road. The road will serve the QEW while allowing some compensation to the Town for the splitting effect of the QEW. The province tries to make the case that it is no longer in the service road business. I do not feel that it can relinquish its responsibility with such a simple statement. The QEW is expanding, it is true. But regardless of this expansion, periodic congestion, from accidents for example, will still be a reality and will affect all lanes. A through lane will not mysteriously open up to allow through travel. QEW infiltration will continue into our Town's streets. When we rebound from our present recession, I trust that the Free Trade Agreement will flourish. This QEW corridor is the only USA crossing corridor between Windsor and the St. Lawrence River crossings and a look at a map will reveal the huge, densely populated area that it will serve. The QEW activity will increase dramatically. I honestly believe that we will not be able to cope with the traffic volume even on the expanded QEW. We really require an emergency through access road and the only route left is the completed South Service Road.

It should also be pointed out, that during the OMB hearing the question of the Town's right to designate the present service roads (as Collectors) was in question because they belong to the Province and the QEW while the QEW is not designated as a Town road in the Official Plan and Zoning By-Laws. It was stated that this situation would be dealt with in the next version of these two primary Town documents.

### **Central Avenue**

Central Avenue has been the subject of much discussion in Grimsby. It has been the subject of two hard fought appeals at the Ontario Municipal Board, strictly because of potential traffic problems.

By examining a map, you will see that our street directly parallels the missing section of the QEW South Service Road, and connections are there for such use, despite our street designation in our Official Plan and the Zoning By-Laws as a Collector Road. The road pattern in the proposed plan of subdivision for Lynwood Estates provides the final connection. The residents appealed the subdivision to the OMB strictly because of the road pattern and the potential traffic problems. The finding of the Chairman was that the proposed road pattern would be accepted. However, the tone throughout the decision is best summed up by our Mayor, in his letter to us: "...the OMB clearly sets out the need for the Town to respond to any difficulties created in the future".

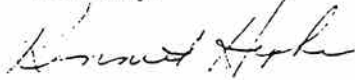
Throughout the hearing, the street was referred to as a Local Collector by our Director of Public Works because of its function and because of the definition of a Collector. In his report DPW89-59, he stated, "For the record, Central Avenue as a local collector route is the proper definition of what is being proposed. In this case, because Central Avenue would connect an arterial road at only one end and a collector at the other end, we have called it a 'local collector' to imply less traffic than a full collector". There was significant testimony at the OMB hearing to support this statement. The Official Plan says that, "collectors provide access to specific areas and individual sites within the Town for low volumes of traffic; in particular they carry traffic between Regional (arterial) and local roads." Testimony by experts indicated that maximum daily averages for a Local Collector is in the range of 5000 vehicles, and for a Collector was

over double that figure. The recognized function of the street as serving the local roads by connecting to regional roads precludes its use as a through street (arterial) to compliment or substitute for Main street. The testimony was quite clear that such a substitute for, or a compliment to, Main Street was not the intention of the town staff.

It is clear that the Chairman of the OMB did not see Central Avenue functioning as a service road and it is clear that the town does not see it functioning at a level any higher than a Local Collector. Residents of our street feel strongly that the street is not to be a substitute for Main Street in designation or actual function. We feel that recommendations should be made in your study to support the OMB, the Town and the resident's position.

I apologize for this letter's length. I would be pleased to discuss the residents' traffic observations with your staff. You will find myself and other interested Grimsby residents to be understanding and fair. I trust that the residents' correspondence to the Town, Region and Province over the past five or so years will be supplied to you by staff. If you wish, I have accrued quite a file that I would be happy to lend to you.

Yours truly,



Kenneth Hipkin

c.c. Alderman Jim Heywood  
Alderman Martin Poos  
Regional Councilor, Debbie Zimmerman  
Mr. Bob Johnson  
Mr. Bob Leroux  
Public Works Committee, Town of Grimsby  
Planning and Development Committee, Town of Grimsby  
File, Grimsby Concerned Citizens

92 OCTOBER 15

Dear Mr. Palomba:

RE: CENTRAL AVENUE & THE TOWN OF GRIMSBY, REGION OF NIAGARA

Many years ago we bought our house on quiet cul-de-sac abutting Central Avenue, and again for many years it remained a quiet neighbourhood where we could raise a family without too much concern being given to traffic.

In the past few years we have noticed a great increase in traffic flow whenever there is a problem with traffic on the Q.E.W. This traffic does not obey speed limits posted but maintains limits pertaining to the Q.E.W. They feel that Central Avenue is a service road. Not only is the speed dangerous to our neighbourhood, the volume of traffic is not needed. There are transport trucks who decide to use this route & all too soon find that they should turn around & return to the Q.E.W. In this act of turning their rig around they cause structural damage to roadways and private concrete driveways.

Please just leave Central Avenue as a quiet road and look for another solution

to the overflow of traffic on the O.E.W.  
& #8 HIGHWAY.

In your study I'm positive you can come up with an alternate solution, such as completion of the South Service Road. What a gross error that it was not all done at the same time when they first built the Service Roads.

Central Avenue has been an issue for the 31 years that I have resided here. So much money has been spend trying to pass, debate, implement, modify & study & what have you, that if they had taken that monies washed on the above, we could have by now built an extension of the Service Road and not been experiencing all these problems.

I am confident that you will look into the issue of Central Avenue with great wisdom & care as to what is to become the future for Central Avenue.

Yours Truly

Anne McConley RT.  
2 BEDFORD PARK  
BRIMSBY ONTARIO

To Delcan Corporation,  
4056 Dorchester Road,  
Niagara Falls.  
Ontario L2M 6M9.

November 2nd 1992

Attn Mr Nick Palomba P.Eng.

It is my understanding that you are heading up the Transportation study which is related to it not, in fact, totally concerned with the future completion of the South Service road that at present, stops at the west side of Christie Street in the town of Grimsby and then, through some spurious way, allows the traffic to wind its way through the residential and some not so residential streets of Grimsby where, it eventually is once again joined up with the next completed part of the South Service Road which commences at the residential part of Book Road in the east end of the Town of Grimsby.

This is indeed a curious method of traffic flow control and, I may add, for the citizens of Grimsby hardly a 1990,s method of sound urban planning.

The area around Central Avenue as I am sure you are aware has been the subject of much debate and concern to the residents and the town council for quite a few years and, was recently the point of focus of a Municipal Board Hearing.

At that O.M.B. hearing it was my interpretation of the decision that Central Avenue was to be designated as "A LOCAL COLLECTOR ROAD" and that it was not to be allowed to become a substitute for Main Street nor the Missing South Service road link.

I respectfully urge you to keep this O.M.B. decision in mind as you progress with your Transportation Study.

I am sure that there is a substantial amount of information being passed back and forward between your self and the Grimsby Town Council but I feel that as a resident of Central Avenue who witnesses regularly the danger and chaos of the increased traffic flow on Central Avenue any time there is either an accident or construction work on the Queen Elizabeth Way or, for that matter, the gradual increase in the traffic flow as the Towns of Grimsby and Beamsville continue to grow I feel, that it is extremely important that I express my support for your Transportation Study and look forward to the publication of the study and trust that the conclusions and recommendations will include the "PEOPLES" input to the various Governmental bodies over the past number of years being that :

1. Central Avenue is a local residential area for the use of the Citizens and their children and as such must be designated as :A LOCAL COLLECTOR ROAD:.

2. It is very obvious to ALL citizens of Grimsby that the need for the common sense connection of the east and west terminations of the South Service road be a mandatory requirement in "THE TOWN OF GRIMSBY, REGIONAL MUNICIPALITY OF NIAGARA TRANSPORTATION STUDY". It has become quite obvious that when you look at the results of our recent referendum that a considerable

number of citizens do have a certain amount of accumen that sometimes gets overlooked in the "big" picture. Please take time to listen to the people i reel sure your study will be enhanced by their input.

I would like to offer my services to your team should you require input "from the locals" and I assure you of my immediate attention to any task you may wish to assign me.

I am yours truly,  
PETER KELLY.  
202 Central Ave,  
Grimsby.

c.c Mrs Zimmerman.  
Mr Poos.  
Mr Heywood.'

A handwritten signature in cursive script, appearing to read "Peter Kelly". The signature is written in dark ink and is positioned to the right of the typed name and address.

58 Glenridge Avenue, St.Catharines, Ontario, L2R 4X1  
(416) 685-5566  
July 29, 1992

Bob Johnson  
Transportation Systems Supervisor  
Regional Municipality Of Niagara  
P.O. Box 1042  
Thorold, Ontario  
L2V 4T7

Dear Bob:

As requested here are my ideas on bicycling for Grimsby.

First some general notes. I consider the education of motorists, pedestrians and cyclists a major priority. Basically to all obey the rules, share the road and remember bicycles travel much faster than you may realize. Also to motorists don't pass a cyclist coming down a steep hill and/or on a blind curve or near an intersection. It's stupid and it's dangerous. As a general rule the shoulders of all main roads should be paved. Consideration should be given to bikeways and the designation of recommended bicycle routes both utilitarian and scenic. More on this when the regional study commences.

Specifically with regards to Grimsby here's my ideas. Put in a paved shoulder for Grimsby Road/Mountain Street from Ridge Road West to the bottom of the escarpment on the east side. On the west side add a few centimeters to the road and that should do it. Paved shoulders going up the escarpment isn't as necessary as going down due to the much slower speeds. Going down a cyclist is capable of speeds of 60 kph or greater and thus a paved shoulder would help keep us out of the way of nutty motorists who think it's their right to pass a cyclist anywhere they choose even if it kills or injures them. This isn't an exaggeration.

The shoulders of Regional Road 81 should be paved. In downtown Grimsby consideration should be given to banning parking on one side of the road and putting in a two way bikeway. Consideration should also be given to putting in a separate bikeway from the west end of Livingston to Regional Road 81. If this was done then the bikeway and Livingston could be designated a recommended bicycle route for through cyclists. It would save cyclists a bit of cycling and get cyclists off a portion of Regional Road 81. Livingston, for now, would not need anything done to it for cyclists.

While I'm at it, bicycle parking needs to be provided downtown, at all plazas and at all public institutions, such as the municipal offices, museum and the library. Please no tire scrunchers. By that I mean any assorted types of racks that you stick the tire of your bicycle in. These belong in a museum of torture or in the scrap yard. What we need are any of a variety of hitching posts. The ones in downtown St.Catharines are fine. Also



something similar to a metal fence. We need something that's permanently anchored that we can get a U-lock and/or a chain around so we can lock our back and front wheels and the frame to the post and that someone can't simply slip off.

Other roads requiring paved shoulders are: Ridge Road, both service roads, Grimsby Road, Park Road, Canboro Street and Winston Road. Another requirement is a bikeway between Pinewood and Lynwood. This would fill in a gap. Also fill in the gaps between streets at the base of the escarpment with bikeways. I know new subdivisions are going in and their plans may rectify most of the existing problem. Right now there's gaps between: Elm and Melrose, Kingsway and Robinson, Orchard and Nassau and the three Dorchesters (off Nelles, off Baker and off Park). Filling in these gaps would allow local cyclists convenient alternatives to 81/Main. It won't help the intercity cyclist. Only the Livingston/81 connector would.

This is what I see as being the priorities. Provision of bicycle parking. Paved shoulder down the escarpment on Mountain/Grimsby, paved shoulders on 81 and the construction of a bikeway from Livingston to 81 in the west end. Providing this was done I'd designate two routes as the main cross town bicycle routes: Ridge Road and Regional Road 81/Main/Livingston/bikeway/Regional Road 81. Fill in the gaps as mentioned above. Finally require bicycle needs be taken into consideration in all subdivision plans. This means incorporating bikeways into subdivisions, which would avoid gaps like those mentioned above.

I mentioned on the phone about using Greenlane Road, which is in Lincoln. It is an alternative to 81 through Lincoln, along with Victoria, First Avenue, Twenty First Street, Jordan, Nineteenth and Fourth. Only Fourth would require paved shoulders. Victoria is already four laned with a curb. More on this when the other study commences.

When I cycle to or through Grimsby I take one of two routes: Regional Road 81, Ridge Road or Regional Road 81, Christie/Lakeview, Olive, North Service Road and Winston Road.

Keep up the good work.

Sincerely,



Peter D.A. Warwick

February 8, 1993

Alderman Tom Palmer  
Town of Grimsby

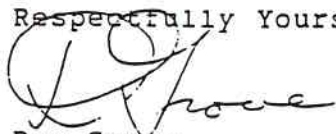
Dear Sir:

Some of my neighbours and I feel there is a need for four way stop signs at the corners of Christie street, Olive street and Lakeview.

This intersection is the main entrance to the North Ward, from both the Q. E. W. and the downtown core. As a result this is a very busy intersection. Because of the congestion at this corner, people walking up town, and school children attending Lakeview School have problems crossing Olive street.

We respectfully request you discuss the possibility of installing these signs with the Region and Town Public Works people. I would appreciate your reply. I remain

Respectfully Yours



Don Grove  
36 Lakeview Avenue  
Grimsby  
L3M 3M2

945 - 5203

P. A. Warwick

Sun

Mar 28 93

10:37

PAGE 1/1

58 Glenridge Avenue, St. Catharines, Ontario, L2R 4X1  
 (416) 685-5500  
 March 29, 1993

Nick Palomba, P. Eng.  
 Senior Transportation Engineer  
 Delcan Corporation  
 4856 Dorchester Road  
 Niagara Falls, Ontario  
 L2E 6M8

Dear Nick:

It was a pleasure talking to you the other week. After dealing with Proctor & Redfern over Welland Avenue, who seem stuck in the 1950s and 1960s, it was refreshing to talk with someone of the 90s and the 21st century.

I'm writing as I need some advice. Now that I'm finished dealing with Welland Avenue I'm now turning my attention to preparing a written submission to the City of St. Catharines' official plan review on behalf of Transport 2000 Ontario. This has to be done within the next two weeks as a notice appeared on the 28th announcing a meeting on April 19th to discuss the plan and submissions are wanted in writing prior to that.

I'd like to receive information on how traditional transportation planning works, demand management and the new type you said your firm developed. I'd also appreciate some examples and the benefits and weaknesses of each.

One of the chief weaknesses of the current plan is in transportation. That aspect hasn't really been updated since the 1960s. The City appears to recognize this. A bicycle task force is being set up and the Downtown Residents Association is working on a proposal with the City to establish a transportation committee to study the issue.

While I support the idea of a transportation committee, I want to make my own independent submission on behalf of Transport 2000 Ontario. It will include elements of a citizens' body and a consultant's study with emphasis on alternative modes of transportation.

Your help will be greatly appreciated.

Yours truly,

Peter D.A. Warwick

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DELCAN CORPORATION  
4056 Dorchester Road  
Niagara Falls  
Ontario, L2E 6M9

April 4, 1993

ATTN : Mr. Nick Palomba, P. Eng  
Project Manager

Subject : Town of Grimsby Transportation Planning Study  
-----

Dear Mr. Palomba;

Thank you for the Project Newsletter No. 1 on subject planning study, received recently by us. At the December '92 Public Meeting we had the pleasure of meeting you and had introduced ourselves as the owners of the Industrial/Farm Land property immediately to the East of the Clark Street/Nelles Rd intersection.

We are indeed disappointed to learn of the two and a half months delay in the completion of the project caused by technical computer problems. Our disconcert is in connection with the pending decision regarding the extension of the Clark Street (South Service Road). As you may well imagine our fruit farming business requires considerable forward planning and capital investment. A lack of decision, over the last few years, on the South Service Road extension, has put our business planning in a state of limbo, while we wait for one event (meeting, study, review etc) after another. This situation has also led to a certain extent, a kind of a "downgrading" of our property, since its future appears to be indeterminate.

Hence, Mr. Palomba, we are requesting that in your Second Technical Report, the South Service Road Extension matter be considered in detail and a firm recommendation, one way or the other, be please presented. We are particularly concerned that a soft counsel to the effect of recommending to having the situation reviewed again in 2001 or 2011, would not lift the cloud from over our property and still leave our development plans in a state of flux.

Please advise us if we can provide you any further information, or meet with you, to discuss this matter.

Yours very truly

*Waheed Rabbani*  
Waheed Rabbani, P. Eng

CC: Mr. Bob Johnson, Region of Niagara  
Mr. N. Andreychuk, Mayor Town Of Grimsby



BOARD OF MANAGEMENT

**GRIMSBY DOWNTOWN IMPROVEMENT AREA**

48 Main Street West, Grimsby, Ontario L3M 1R4

May 19, 1994

Mr. K. Vogl, MCIP  
Town of Grimsby  
160 Livingston Avenue  
Grimsby, Ontario  
L3M 4G3

RE: GRIMSBY TRANSPORTATION PLANNING STUDY

Dear Keith

Thank you for your letter of April 28, 1994 which included a copy of the subject study.

The G.D.I.A. Board met on May 11, and took the opportunity of reviewing this study. We would like to offer our comments as follows.

1. We fully support the extension of the South Service Road. We feel that two-way traffic flow along the route would be ideal.
2. Existing parking facilities in the downtown core should be clearly identified with proper signage.
3. We do not support making Main Street a four lane roadway at any time.
4. We do not support lifting the Main Street parking facilities.
5. We support the addition of an eastbound left turn lane at Main Street and Maple Avenue.
6. We support signalization of Christie Street and Clarke Street/South Service Road Intersection.
7. We support the removal of two parking spaces on the south side of Main Street as outlined on page 6, item 3.
8. We support the revision to signal timings at Main Street and Christie Street/Mountain Road.

9. We feel priority should be given immediately to the negotiations between the Town and certain property owner in the north side of Main Street in order to facilitate the N.S. Parking Project. This, in our opinion, is much needed and long overdue.
10. We would encourage a public awareness program to educate Grimsby residents regarding existing parking downtown and alternate routes which could be taken to avoid the 'busy Main Street during peak times.'

Further to our telephone conversation today Keith, I ask you to please forward copies of this letter to the appropriate recipients.

If we can be of any further assistance, please do not hesitate to contact the writer.

Yours truly



Judi Robertson  
Secretary, G.D.I.A.

August 3, 1994

Our Ref.: 01-3167  
Our File: NP/120192.ltr

ADDRESS ~

ATTENTION:           ATTENTION ~

Dear FIRST NAME ~

RE:    **Town of Grimsby Transportation Planning Study**

The purpose of this letter is to bring to your attention the fact that a Transportation Planning Study for the Town of Grimsby is currently being undertaken. If you have any comments or concerns you feel should be addressed during the course of the study, please let us know as soon as you can. This letter should also be circulated to the appropriate offices or divisions within your department for their information or action.

The main objective of the study is to develop a detailed Transportation Plan for the horizon year of 2011, and to develop a short term plan to address existing or foreseeable deficiencies (next five years).

If you have any comments or questions, please do not hesitate to contact myself or:

Mr. Bob Johnson  
Supervisor, Transportation Systems  
Region of Niagara  
2201 St. David's Road, P.O. Box 1042  
Thorold, Ontario  
L2V 4T7  
Phone: (416) 685-1571 Ext. 648

Sincerely;

N. Palomba, P.Eng.,  
Project Manager

c.c.    Mr. Bob Johnson, Region of Niagara  
        Mr. Bob Leroux, Town of Grimsby

388. 10971

Tow  
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Town of grimsby

Feb 96

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