

APPENDIX F - PUBLIC INFORMATION CENTRE MATERIALS



Dorchester Road & Oldfield Road Intersection Improvements

Municipal Class Environmental Assessment
Schedule 'B'

Public Information Centre

Wednesday July 6th, 2022

5:00pm – 7:00pm

McBain Community Centre, Multi Purpose Room D/E, Second Floor
7150 Montrose Road, Niagara Falls, ON



ABOUT THE STUDY

The City of Niagara Falls is conducting a Municipal Class Environmental Assessment (MCEA) to identify the needs and opportunities for improvements at the intersection of Dorchester Road and Oldfield Road. Figure 1 illustrates the MCEA Study Area.

DEFINING THE PROBLEM:

The intersection of Dorchester Road and Oldfield Road is a three-legged intersection with an all-way stop control (AWSC) and experiences a typical daily traffic volume of approximately 3,000 vehicles (2021). Based on the findings of the transportation assessment for the intersection, traffic volumes are expected to increase significantly in the future due to planned development (Riverfront Community) and projected growth within the area. Under future traffic volumes, capacity issues and traffic delays are expected at the intersection with various traffic movements experiencing a failing Level of Service (LOS). Along with operational issues, the existing intersection lacks active transportation facilities and connectivity as well as an unconventional geometric layout.

Through the completion of this MCEA study, intersection alternatives have been developed and evaluated to improve future traffic operations, accommodate future development in the area, improve active transportation facilities and connectivity to existing and planned facilities, and continue to accommodate transit and large vehicles from the industrial properties to the southwest ensuring the safety of all road users.



Figure 1: MCEA Study Area

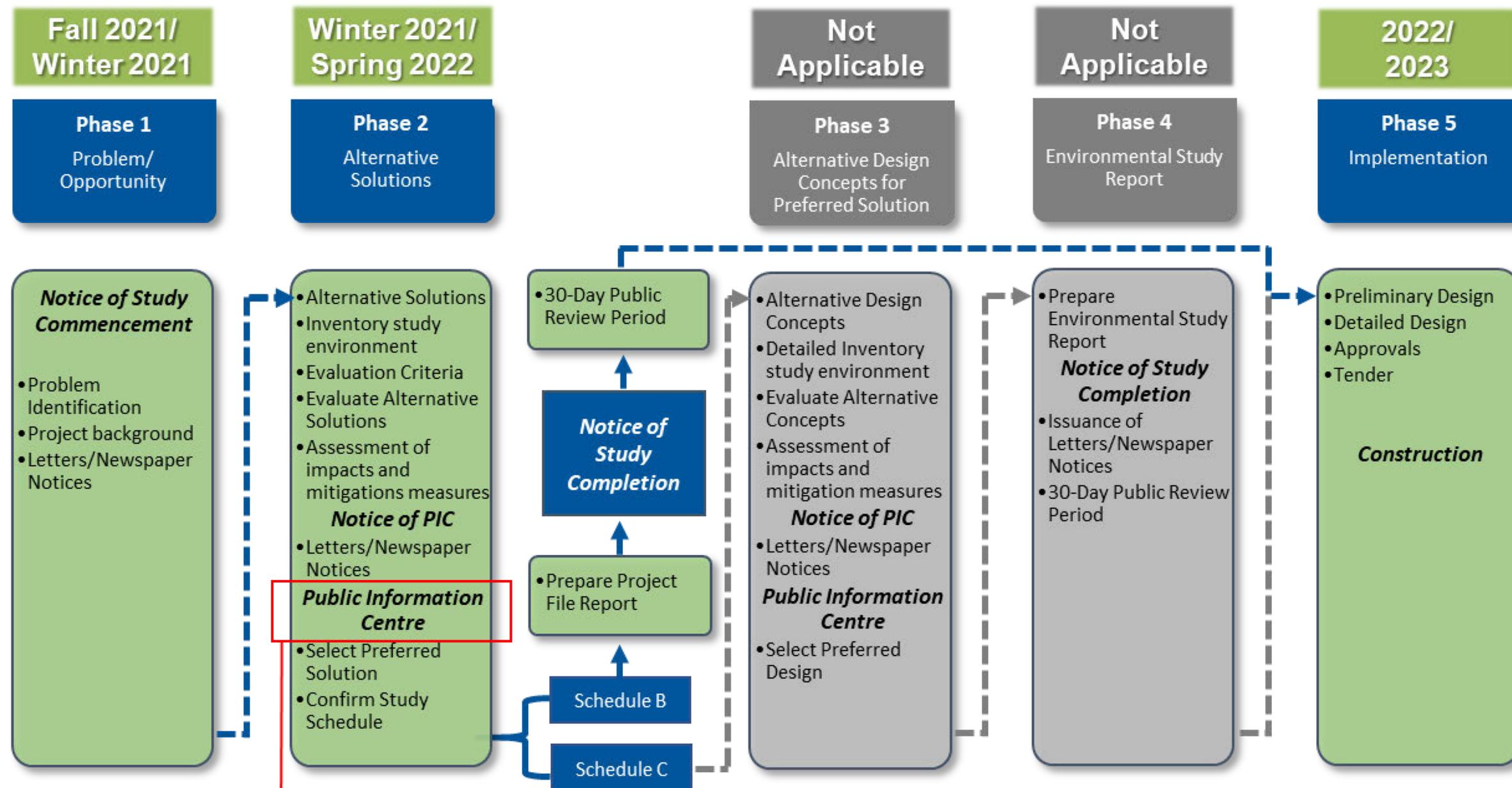
This Public Information Centre (PIC) presents the Study process; existing conditions and key considerations/issues; description of alternative solutions; evaluation criteria and process; recommended preferred solution; and next steps in the MCEA process.

We invite you to share your comments and questions about the information presented. Feedback from the community and stakeholders will be considered in finalizing the evaluation and design of the preferred alternative. Please complete a comment sheet or contact one of the project team members identified on the *Next Steps* page to provide feedback.

TIMELINE & PROCESS

The Municipal Class Environmental Assessment Planning and Design process (MCEA process) is used by municipalities to ensure that the requirements of the *Environmental Assessment Act* are met when undertaking capital works projects.

The **Dorchester Road & Oldfield Road Intersection Improvements MCEA** is being carried out as a **Schedule B** undertaking (Phases 1, 2 and 5) as presented in the flow chart below.



We are here in the MCEA process

EXISTING CONDITIONS

The Study Area includes the intersection of Dorchester Road and Oldfield Road, located east of the QEW and Hydro Canal, south of McLeod Road (Regional Road 49) and north of the Welland River.

The intersection currently operates as an All-Way Stop Control (AWSC) with a 'Y' configuration consisting of north (Dorchester Road), southwest (Dorchester Road) and east (Oldfield Road) approaches. There are no active transportation (pedestrian or cyclist) facilities at the intersection.

The surrounding land use consists of mature residential subdivisions to the north, new residential subdivisions to the east and commercial/industrial to the southwest. A Hydro One corridor traverses north of the intersection.

KEY CONSIDERATIONS:

Several key considerations guided the development and evaluation of alternative solutions for the intersection, including:

- Future traffic operation
- Future development surrounding the Study Area
- Active transportation amenities (pedestrian and cyclists)
- Existing Right-of-Way (ROW) limits and property impacts
- Location of existing utilities
- Planned capital projects (Dorchester Road Reconstruction)
- Future trail projects (Millennium Trail and Fern Park Trail)

PROPOSED STUDY ALTERNATIVES:

Based on the Problem and Opportunity Statement and key considerations, proposed study alternatives for the intersection of Dorchester Road and Oldfield Road include:

- Alternative 1 – Do Nothing
- Alternative 2 – All-Way Stop Control (AWSC) with Geometric Improvements
- Alternative 3 – Signalized with Geometric Improvements
- Alternative 4 – Roundabout

Several background studies have been completed to help characterize the Study Area and evaluate the proposed study alternatives, including:

- Transportation Assessment
- Archaeological Assessment
- Natural Environment Assessment

TRANSPORTATION ASSESSMENT

The purpose of the Transportation Assessment was to assess the existing and future traffic operation and impacts that the proposed study alternatives will have on the intersection of Dorchester Road and Oldfield Road.

Characteristics of the intersection of Dorchester Road and Oldfield Road include:

- Both Dorchester Road and Oldfield Road are classified as arterial roadways with two lanes of traffic
- Operates as an All-way stop control (AWSC)
- Serviced by City of Niagara Falls Transit
- Conventional on-road bike lanes exist on both sides of Oldfield Road only
- A sidewalk exists on the north side of Oldfield Road and on the west side of Dorchester Road (terminating approximately 60m from the intersection)
- Collision history is low with only six (6) collisions occurring over the last 5-years

EXISTING OPERATIONAL ASSESSMENT

- For each of the study alternatives, under existing conditions (2021), the LOS for AM and PM peak times are:

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A | A |
| 2 - AWSC with Geometric Improvements | A | A |
| 3 - Signalized Intersection | A/B | A/B |
| 4 - Roundabout | A | A |

FUTURE OPERATIONAL ASSESSMENT

- The intersection was analyzed under future conditions (2031 and 2041) for both AM and PM peak times for each of the study alternatives
- Future conditions included anticipated volume associated with the Riverfront Community

2031

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A/B | D/F* |
| 2 - AWSC with Geometric Improvements | A/B | B/D |
| 3 - Signalized Intersection | A/C | A/B |
| 4 - Roundabout | A | A |

*Eastbound Left/Through Lane

2041

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A/B | D/F* |
| 2 - AWSC with Geometric Improvements | A/B | B/D |
| 3 - Signalized Intersection | A/C | A/B |
| 4 - Roundabout | A | A |

*Eastbound Left/Through Lane

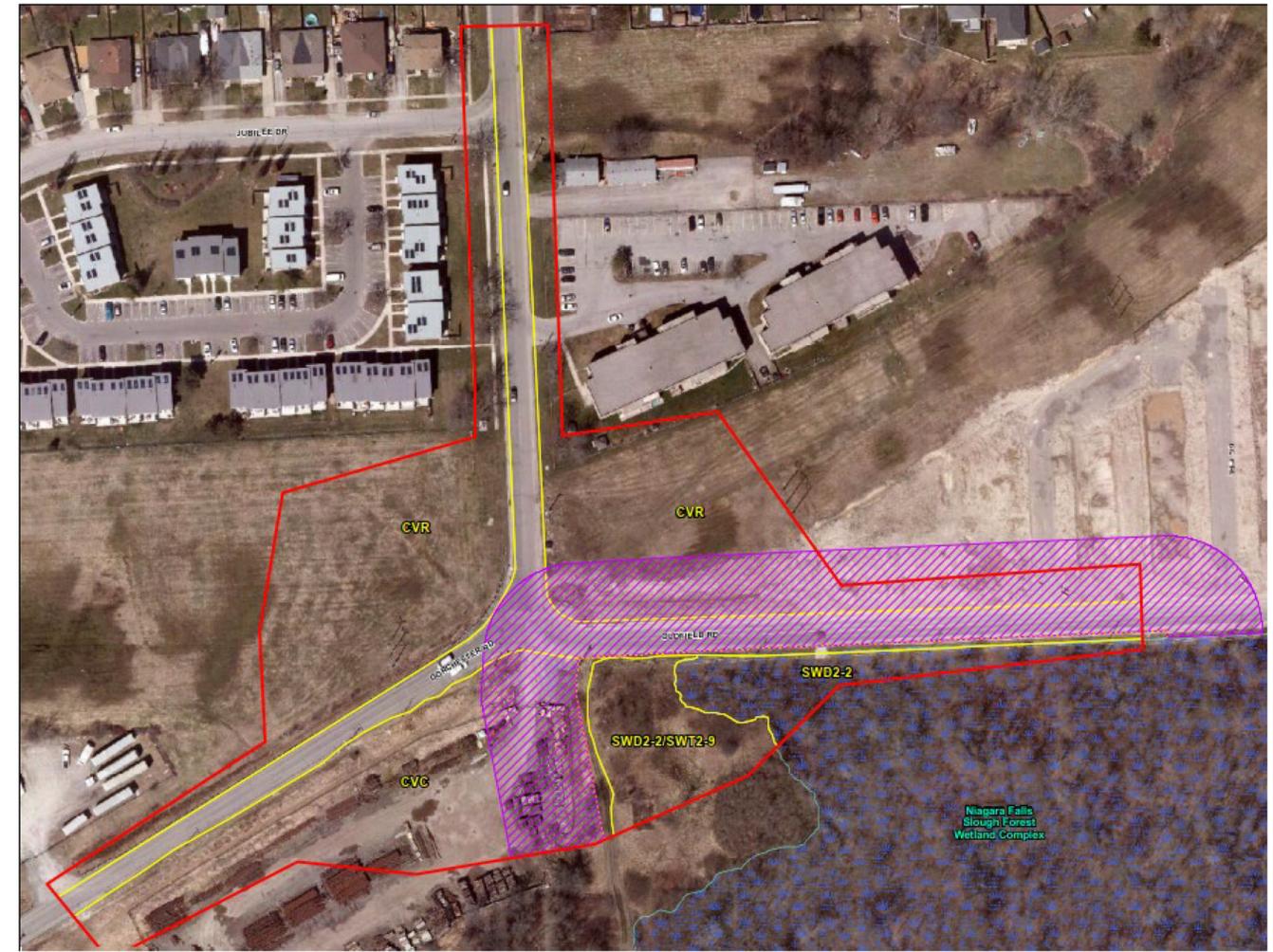
Level-of-Service (LOS) relates directly to average delays per vehicle with established LOS grades A through F, where A represents the highest level of service (least amount of delay) and F represents the lowest (unacceptable delays) – in general LOS A through D is acceptable, LOS E is cause for concern and F is unacceptable and triggers mitigating action.

ARCHAEOLOGICAL AND NATURAL ENVIRONMENT ASSESSMENTS

A Stage 1 Archaeological Assessment was completed for the Study Area. The Assessment determined that parts of the Study Area have been previously disturbed or assessed and do not retain archaeological potential. If the project limits extend into the green zone (map below) then a Stage 2 Archeological Assessment will be required.



A Natural Environment Assessment was completed for the Study Area. The Assessment determined that a part of the Study Area is an evaluated provincial wetland. If the project limits extend into this area then further investigation and risk mitigation measures will be required. No Species at Risk (SAR) were identified within the Study Area.



- ESC Fencing
- Refueling/Staging Exclusion Zone (30 m)
- Wetland**
- Evaluated-Provincial
- ELC Community
- Study Area

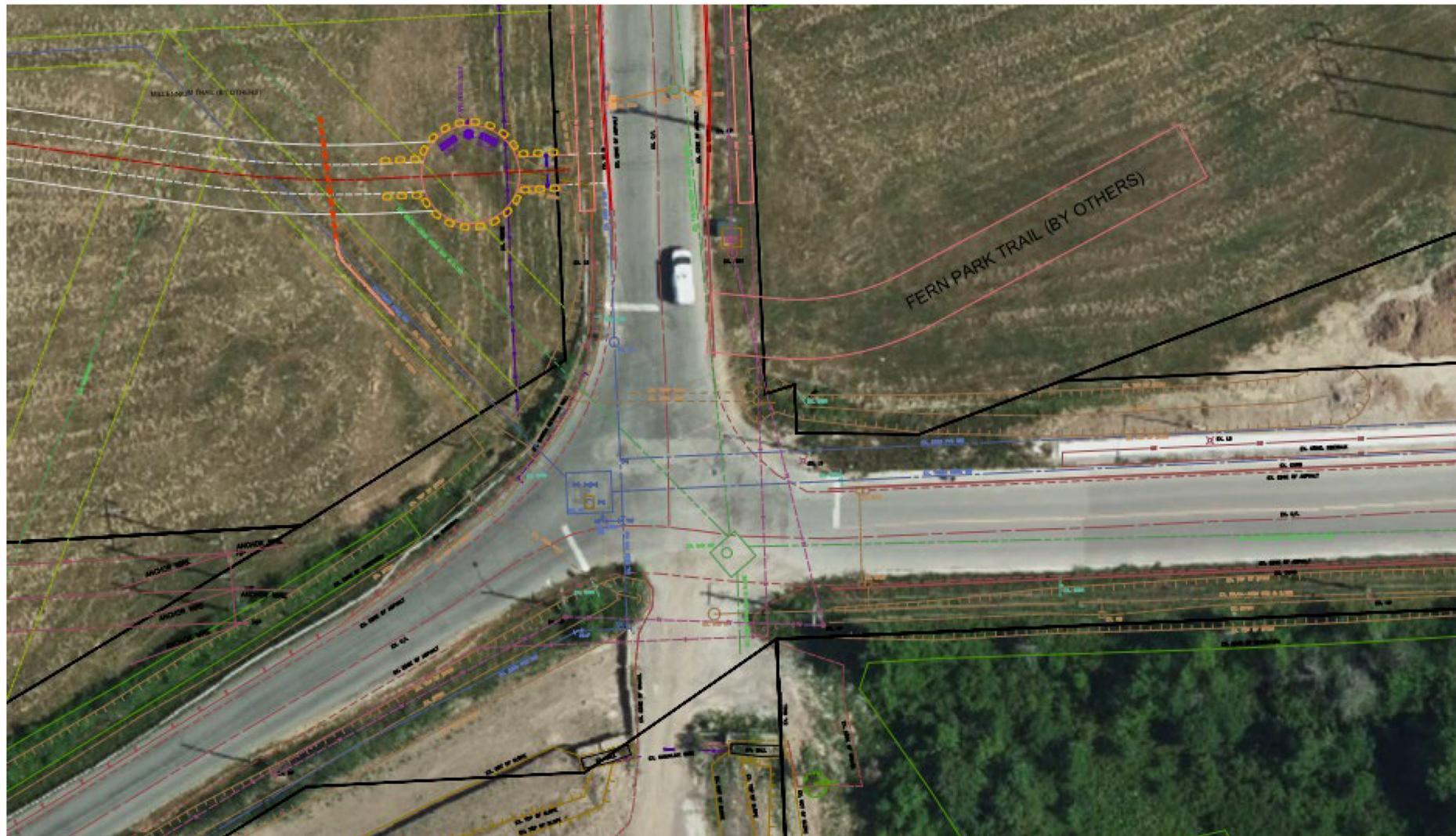
- ELC LEGEND**
- SWD2-2: Green Ash Mineral Deciduous Swamp
 - SWT2-9: Gray Dogwood Mineral Thicket Swamp
 - CVC: Commercial and Institutional
 - CVR: Residential

ALTERNATIVE SOLUTIONS

Throughout the MCEA process the following Alternative Solutions are being considered:

ALTERNATIVE 1: Do Nothing

- Intersection of Dorchester Road and Oldfield Road remains in its existing condition. No opportunity to improve the existing geometry and active transportation facilities to accommodate future development.
- This alternative is considered as a benchmark for comparison and required in all MCEA studies.



ALTERNATIVE SOLUTIONS

ALTERNATIVE 2: All-way Stop Control (AWSC) with Geometric Improvements

- Dorchester and Oldfield Road intersection will remain an all-way stop control (AWSC) intersection
- Geometric improvements to horizontal alignments to function as a T-intersection with better sightlines
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)
- Addition of dedicated turn lanes to improve operation and LOS of turning movements

Advantages:

- Improves visibility of the traffic control device for all movements
- Provides crosswalk facility on north and southwest approach (Dorchester Road)
- Sidewalk extension on north side of Oldfield Road improves pedestrian accessibility
- Provides cyclist facilities on all approaches to tie into existing/proposed facilities
- Pedestrian crossings are controlled
- Provides dedicated turning lanes to minimize delay and improve operation of intersection
- Less maintenance than traffic control signals
- Lowest construction cost
- No impact to surrounding property

Disadvantages:

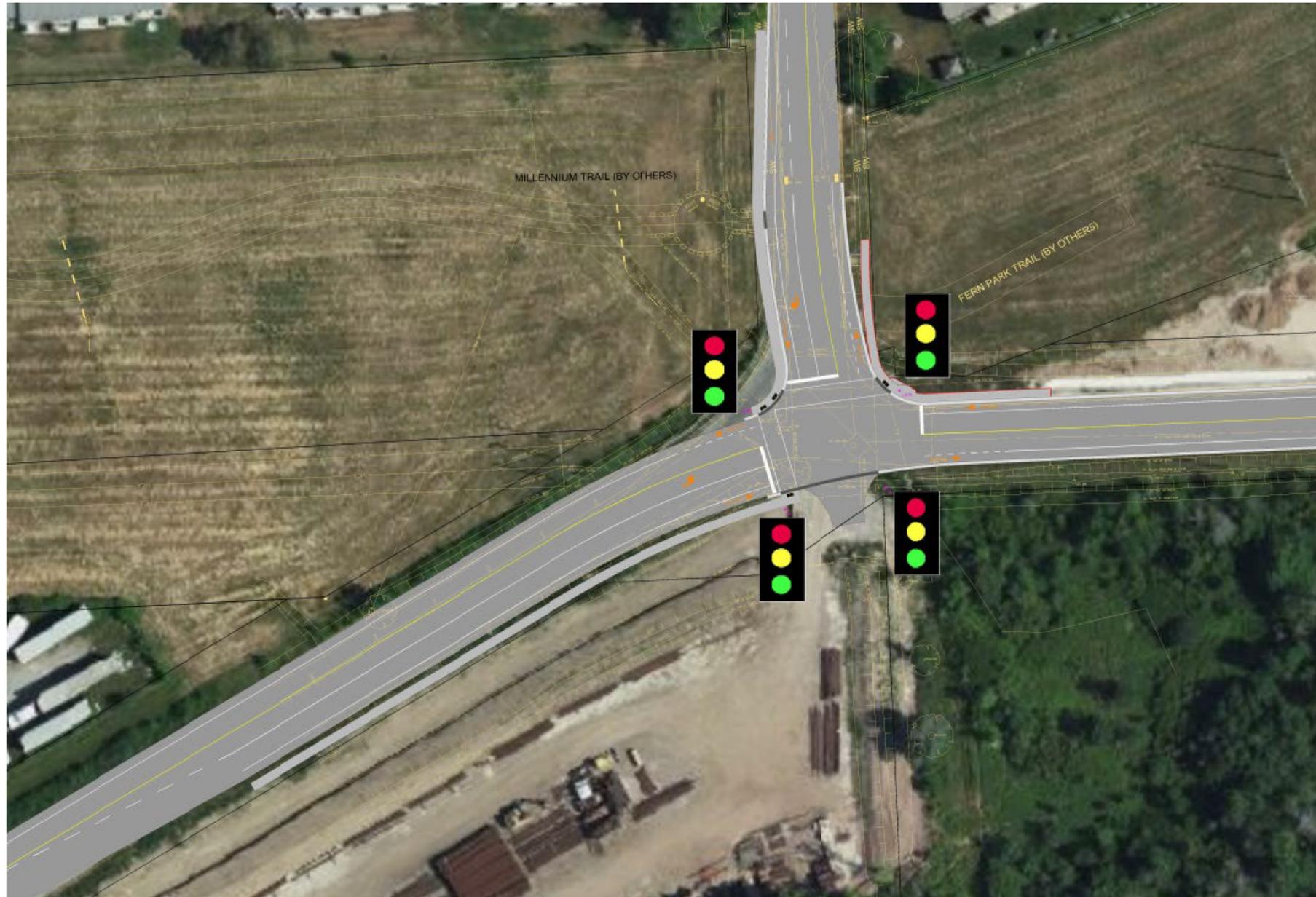
- Vehicle idling will affect air quality
- No change in vehicle noise
- Minor utility impacts



ALTERNATIVE SOLUTIONS

ALTERNATIVE 3: Signalized with Geometric Improvements

- Dorchester and Oldfield Road intersection will become signalized intersection
- Geometric improvements to horizontal alignments to function as a T-intersection with better sightlines
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)
- Addition of dedicated turn lanes to improve operation and LOS of turning movements



Advantages:

- Improves visibility of the traffic control device for all movements
- Provides controlled pedestrian crossings
- Provides crosswalk facility on north and southwest approaches (Dorchester Road)
- Sidewalk extension on north side of Oldfield Road improves pedestrian accessibility
- Provides cyclist facilities on all approaches to tie into existing/proposed facilities
- Provides dedicated turning lanes to minimize delay and improve operation of intersection
- No impact to surrounding property

Disadvantages:

- Introduces minor delays to traffic during off peak hours
- Vehicle idling will affect air quality
- No change in vehicle noise levels
- Will require signal maintenance
- Minor utility impacts

ALTERNATIVE SOLUTIONS

ALTERNATIVE 4: Roundabout

- Dorchester and Oldfield Road intersection will become single lane roundabout
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)



Advantages:

- Reduces approach speeds in all directions which facilitates improved gap acceptance resulting in improved capacities
- Eliminates potential left-turn conflicts
- Provides crossing facility at all approaches
- Shortest continuous crossing for pedestrians
- Roundabouts have been proven to reduce the frequency and severity of collisions
- Roundabouts operate with lower delays and shorter queues than other forms of control
- Creates an aesthetically pleasing focal point within a community
- Less maintenance than traffic signals
- Sidewalk extension on all approaches improves pedestrian accessibility
- Roundabout is designed to accommodate transport trucks and busses

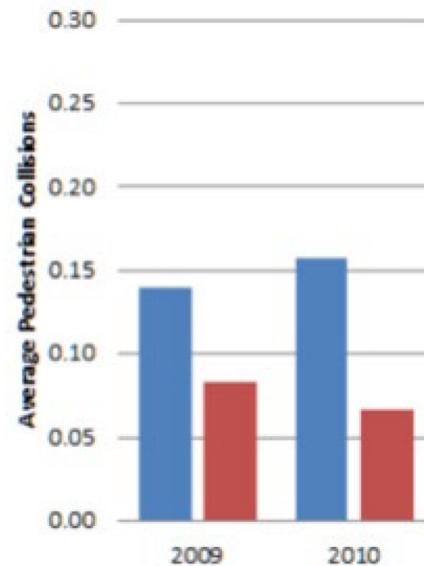
Disadvantages:

- Highest construction cost alternative but lower life cycle cost than signals
- Roundabouts may be more challenging for pedestrian with vision impairment or mobility challenges
- Cyclists consideration requires off-road treatments further increasing construction costs, property and utility impacts
- May require public education and outreach prior to construction as roundabouts are still not a familiar form of traffic control for many drivers, cyclists, and pedestrians
- Significant utility impacts
- Requires land acquisition

PEDESTRIAN EXPERIENCES AT INTERSECTIONS

There are four (4) components of the pedestrian experience at intersections:

1) Statistical Level of Safety



2) Feeling of Safety (Security)



3) Level of Accessibility



4) Convenience



PEDESTRIAN SECURITY AT TRAFFIC SIGNALS

- Pedestrians often feel safer at intersections with traffic signals because of the pedestrian signals
- This feeling of safety (security) happens when the signals tell them it's "safe" to cross
- Most crashes involving pedestrians occur when drivers turn left or right across the crosswalk while the pedestrian has a Walk indication
- There are a greater number of vehicle-pedestrian conflict points at a signalized/stop control intersection than at a roundabout

PEDESTRIAN SAFETY AT ROUNDABOUTS

- Statistically, roundabouts (especially single-lane) are safer for pedestrians than traffic signals
- Traffic speeds are lower, giving pedestrians and drivers more time to judge gaps and react to each other
- Roundabouts are designed to lower vehicle speeds as drivers approach, giving pedestrians and drivers more time to judge gaps and react to each other
- The crossing distance for pedestrians is less
- Pedestrians need only watch for traffic in one direction at a time
- Drivers are more likely to be looking in the direction of pedestrians, instead of up at signals or left while turning right

EVALUATING THE ALTERNATIVES

As part of the MCEA process, the developed alternatives are evaluated against a set of criteria to determine the preferred solution for the Study Area. The criteria that were used to evaluate the proposed alternatives are summarized below. The evaluation matrix summarizing the evaluation of each alternative is provided on the next display.

| Evaluation Criteria | Weight | Performance Measure |
|------------------------------|--------|---|
| Vehicular Transportation | 28% | <ul style="list-style-type: none"> Anticipated traffic performance Impacts to existing and future traffic conditions Safety Compatibility and connectivity with the local road network Ability and need to accommodate planned developments |
| Active Transportation | 28% | <ul style="list-style-type: none"> Statistical level of safety Feeling of safety Level of Accessibility Compatibility and connectivity with the local road network Ability and need to accommodate planned developments |
| Natural Environment | 5% | <ul style="list-style-type: none"> Potential encroachment to designated natural areas Impacts to significant wildlife and their habitat, including Species at Risk (SAR) Impacts to vegetation communities Change in quantity and quality of stormwater runoff Impacts to air quality due to vehicle travel and congestion |
| Socio-Economic Environment | 10% | <ul style="list-style-type: none"> Impacts to private properties and possible need for land acquisition Opportunity to improve urban design and streetscaping Potential for increase in traffic noise Opportunity to promote active transportation and healthy choices Impacts of construction on local road users |
| Cultural Environment | 4% | <ul style="list-style-type: none"> Displacement or disruption of built and cultural heritage features or archaeological resources |
| Engineering/Constructability | 10% | <ul style="list-style-type: none"> Impacts on existing utilities and need for utility relocation or implementation Key considerations for design and construction Future maintenance |
| Cost Consideration | 15% | <ul style="list-style-type: none"> Construction Capital costs City's operating costs |

EVALUATION SCALE:

- To provide an impartial, traceable and consistent evaluation, as required by the MCEA process, the following method was used to illustrate the highest and lowest impact of each alternative relative to the evaluation criteria.
- The alternatives were evaluated against the seven (7) criteria using a five-point scale as summarized below, ranging from most desirable (50) to least desirable (10).

| Rating | Numerical Rating | Colour Code |
|-----------------|------------------|---|
| Most Desirable | 50 |  |
| Better Choice | 40 |  |
| Adequate Choice | 30 |  |
| Worse Choice | 20 |  |
| Least Desirable | 10 |  |

| Criteria | Alt 1: Do Nothing | Alt 2: AWSC with Geometric Improvements | Alt 3: Signalized with Geometric Improvements | Alt 4: Roundabout |
|-------------------------------|--|---|---|--|
| Vehicular Transportation | <ul style="list-style-type: none"> Operation of intersection will diminish with future planned developments Future peak hour delays are expected with eastbound left/through lane having LOS F (2031 & 2041) Geometry of intersection remains unchanged | <ul style="list-style-type: none"> Intersection will operate satisfactorily with future planned developments Future peak hour delays are expected; however, improved with dedicated turning lanes Dedicated eastbound left turn lane and through lane have LOS D (2031 & 2041) and southbound right turn lane reducing delay by 11 seconds per vehicle | <ul style="list-style-type: none"> Intersection will operate satisfactorily with future planned developments Future peak hour delays are minimized (v/c for all movements less than 0.85); however, delays during off-peak hours are increased Traffic signal justification analysis resulted in low compliance with justification threshold | <ul style="list-style-type: none"> Intersection will operate well with future planned developments Low delays during future peak hours, as well as off peak hours All movements have LOS A (2031 & 2041) Statistically the safest type of intersection for all road users Reduces approach speeds in all directions Lowest conflict points for all options |
| | Worse Choice (5.6) | Better Choice (11.2) | Adequate Choice (8.4) | Most Desirable (14) |
| Active Transportation | <ul style="list-style-type: none"> Lacking pedestrian facilities and connectivity No dedicated facilities for cyclists | <ul style="list-style-type: none"> Active transportation facilities provided and connected to existing and planned facilities surrounding study area Longer crossing distances for pedestrians (crossing 3 lanes of traffic for each approach) Controlled pedestrian crossings Designated operating space for cyclists | <ul style="list-style-type: none"> Active transportation facilities provided and connected to existing and planned facilities surrounding study area Longer crossing distances for pedestrians (crossing 3 lanes of traffic for each approach) Controlled pedestrian crossings Pedestrians feel safest with signalized crossings Designated operating space for cyclists | <ul style="list-style-type: none"> Shortest crossing distances for pedestrians, pedestrians only have to look in one direction at a time Designated operating space for cyclists and pedestrians Statistically the safest type of intersection for all road users |
| | Least Desirable (2.8) | Better Choice (11.2) | Better Choice (11.2) | Most Desirable (14) |
| Natural Environment | <ul style="list-style-type: none"> No impacts to natural areas | <ul style="list-style-type: none"> No impact to natural areas Minor potential impact to roadside vegetation | <ul style="list-style-type: none"> No impact to natural areas Minor potential impact to roadside vegetation | <ul style="list-style-type: none"> Minor impact to natural areas Impact to roadside vegetation Minor impacts to wetlands |
| | Most Desirable (2.5) | Better Choice (2) | Better Choice (2) | Adequate Choice (1.5) |
| Socio-Economic Environment | <ul style="list-style-type: none"> No property impacts No opportunity for streetscaping No connectivity to promote active transportation No inconvenience due to construction activities | <ul style="list-style-type: none"> Potential minor property impacts for grading Minor opportunity for streetscaping Promotes active transportation Moderate inconvenience during construction with staged lane closures | <ul style="list-style-type: none"> Potential minor property impacts for grading Minor opportunity for streetscaping Promotes active transportation Unwarranted signal may negatively impact road users Moderate inconvenience during construction with staged lane closures | <ul style="list-style-type: none"> Moderate property impacts/ acquisition to accommodate roundabout on Hydro One and private lands Significant opportunity for streetscaping within central island Will require public education program Promotes active transportation Moderate inconvenience during construction |
| | Adequate Choice (3) | Most Desirable (5) | Most Desirable (5) | Better Choice (4) |
| Cultural Environment | <ul style="list-style-type: none"> No impact | <ul style="list-style-type: none"> No impact; maintains all works within ROW | <ul style="list-style-type: none"> No impact; maintains all works within ROW | <ul style="list-style-type: none"> Minor impact outside of ROW; need for Stage 2 AA |
| | Most Desirable (2) | Most Desirable (2) | Most Desirable (2) | Better Choice (1.6) |
| Engineering/ Constructability | <ul style="list-style-type: none"> No issues with existing utilities or construction Status quo for maintenance No constructability concerns | <ul style="list-style-type: none"> Minor utility impacts requiring pole relocations Status quo for maintenance | <ul style="list-style-type: none"> Minor utility impacts requiring pole relocations Will require signal maintenance | <ul style="list-style-type: none"> Significant utility impacts requiring pole and hydro vault relocations Will require minor landscaping maintenance (central island) Grading along northeast quadrant may require retaining wall |
| | Most Desirable (5) | Better Choice (4) | Adequate Choice (3) | Worst Choice (2) |
| Cost Consideration | <ul style="list-style-type: none"> No capital cost Eventual cost to City to rehabilitate asphalt surface No operating costs | <ul style="list-style-type: none"> Moderate capital cost No operating costs | <ul style="list-style-type: none"> High capital cost Operating costs of signal infrastructure | <ul style="list-style-type: none"> Highest capital cost No operating costs Estimated life cycle cost 1.1 times greater than signalized intersection (within recommended 1.5 times threshold) |
| | Most Desirable (7.5) | Better Choice (6) | Adequate Choice (4.5) | Worst Choice (3) |
| OVERALL | Although doing nothing is the lowest-cost alternative, it will not address peak hour delays for future conditions or improve active transportation amenities and connectivity | Maintaining the AWSC with geometric improvements improves future peak hour delays with LOS D and active transportation amenities and connectivity; it has minor impact on utilities and no impact on property | A signalized intersection will improve future peak hour delays (v/c < 0.85) but introduce delays during off peak hours; improve active transportation amenities and connectivity, but has a greater capital and maintenance cost than AWSC; transportation assessment results identified signals are not warranted | The roundabout alternative will address peak hour delays (all movements LOS A), provide the best operational performance and improve safety of pedestrians and cyclists, as well as vehicle noise and speeds; however, will have the greatest impact on utilities and property and have the highest capital cost |
| RANKING | NOT RECOMMENDED (28.4) | RECOMMENDED (41.4) | NOT RECOMMENDED (36.1) | NOT RECOMMENDED (40.1) |

NEXT STEPS

Once the preferred solution is confirmed and the MCEA study is finalized, the City will transition to design of the preferred solution, including:

- Develop detailed design of road works including streetscaping, signage and lighting;
- Develop detailed design of storm drainage modifications;
- Construction staging and review and recommendation including timing of works to determine anticipated construction schedule;
- Coordinate design requirements with regulatory agencies and obtain all necessary approvals and permits;
- Coordinate property easements/acquisitions (if required) to facilitate implementation of proposed works; and
- Coordinate relocation of utilities that are in conflict with proposed works, as required.

Following this PIC, the project team will:

- Integrate feedback received from the public and stakeholders;
- Confirm the Preferred Solution;
- Document the MCEA process including considerations for detailed design to be carried forward; and
- File the Project File Report for 30-day public review.

HOW YOU CAN GET INVOLVED:

- Ask questions and provide input today by talking with the team or filling in a comment form ([return by July 20, 2022](#))
- Visit the City's *Let's Talk Niagara Falls* platform for project updates and documentation
- Review the Project File Report once prepared (September 2022)

For any comments or questions, please contact:

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Please place your comment sheet in the drop box provided, or return by mail or email by **July 20, 2022** to:

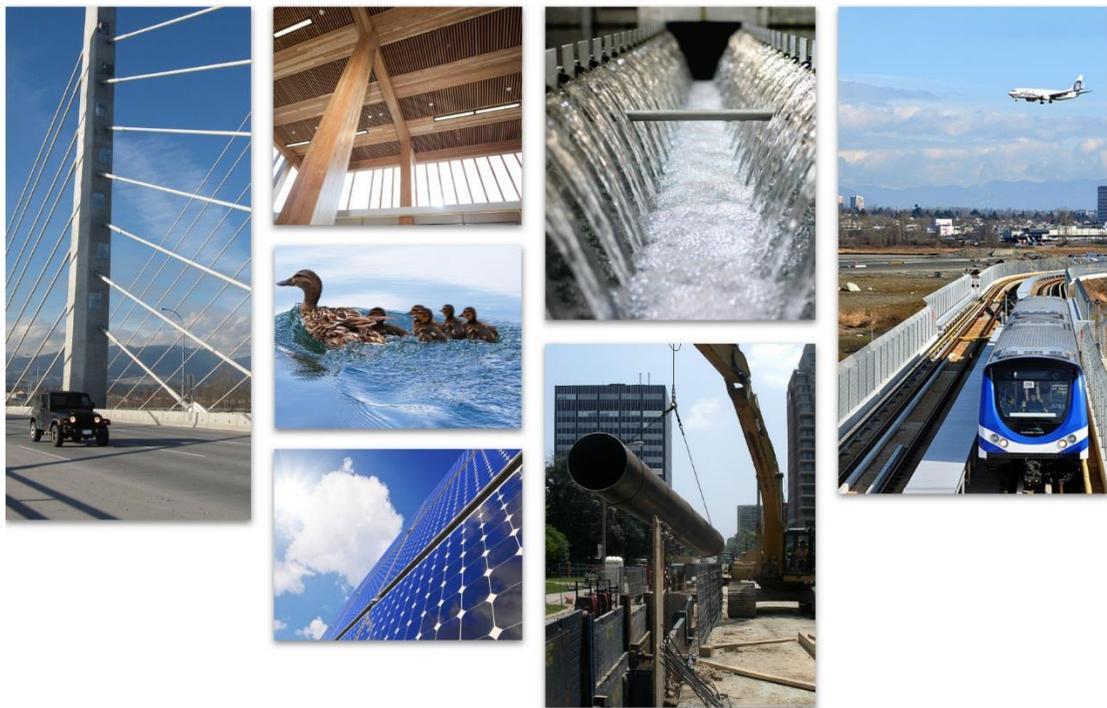
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PUBLIC INFORMATION CENTRE
SUMMARY REPORT

The City of Niagara Falls

**Dorchester Road & Oldfield Road
Intersection Improvements
Municipal Class Environmental Assessment**



JULY 2022

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1 BACKGROUND

The Public Information Centre (PIC) for the Dorchester Road & Oldfield Road Intersection Improvements Municipal Class Environmental Assessment (MCEA) was held on Wednesday July 6th, 2022, from 5:00 p.m. to 7:00 p.m. at the McBain Community Centre at 7150 Montrose Road in Niagara Falls, Ontario. The “open house” format PIC was held to provide technical agencies, interested members of the public and the local business community an opportunity to meet the project team, review the study scope and discuss key elements of the project including study alternatives, evaluation criteria and process, and the recommended preferred solution.

Local area residents, property and business owners, special interest groups and agencies were invited to attend via Notice of PIC which was distributed by regular mail, email, published in *Niagara Falls Review* on Friday June 24, 2022 and Thursday June 30, 2022 and has posted on the City of Niagara Falls Lets Talk website. Copies of the PIC notification materials are provided in **Appendix A**.

At the PIC, meeting participants were encouraged to view the boards on display and to direct their questions and concerns to members of the project team in attendance.

2 DISPLAY MATERIALS

Information displays presented at the PIC included the following:

- | | |
|---|---|
| • About the Study | • Alternative Solutions |
| • Timeline & Process | • Pedestrian Experiences at Intersections |
| • Existing Conditions | • Evaluating the Alternatives |
| • Transportation Assessment | • Next Steps |
| • Archaeological and Natural Environment Assessment | |
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A copy of the materials displayed at the PIC is provided in **Appendix B**. This information was also available for viewing on the City’s Let’s Talk website.

3 ATTENDANCE, COMMENTS, AND QUESTIONS RECEIVED

Those attending the PIC were requested to sign an attendance sheet and were encouraged to provide their comments on the material on the material presented. A two (2) week comment period preceding the PIC (July 6 to July 21) allowed those in attendance as well as those unable to attend to submit comments on the study material.

Attendance at the PIC included 5 individuals signing the attendance sheet and approximately 31 comments received via the Let’s Talk online submission. A summary of the comments received, and questions raised are provided in Table 1. The submitted comment sheets and emails are provided in **Appendix C**.

Table 1: Public Information Centre Comment Summary

| Issue | Comment Summary |
|-----------------------|--|
| Traffic | <ul style="list-style-type: none"> • Request for further traffic calming measures • Concerns regarding potholes at Dorchester Road & Oldfield Road • Concerns that money could be better used rehabilitating roads and sidewalks • Concerns with heavy truck traffic on Dorchester Road |
| Active Transportation | <ul style="list-style-type: none"> • Inquired on active transportation in the area for students travelling to and from school • Comment that a bicycle lane would compliment the new bike / walking trail nearby • Area is not cyclist friendly – wants this to be a priority • For success of active transportation, suggested that large vehicles should be rerouted from Dorchester Road • Suggested that sidewalks should be extended down Dorchester Road to Oldfield Road since walkers use the bike lane |
| Wildlife | <ul style="list-style-type: none"> • Further loss of tree canopy and displacement of wildlife / must include walkable paths and bike lanes for access to nature, green spaces, and parks • Concerns regarding environmental and land usage |
| Signage | <ul style="list-style-type: none"> • Ensure clear signage and potential arrows or chevrons for trucks and transports down Oldfield Road to Drummond Road • Concerns with too many stop signs and lights in the City |

In response to the comments and questions received during the PIC, formal responses will be provided to each person who submitted comments or feedback and indicated they would like to be contacted. The formal response provided is included in **Appendix D**.

4 SUMMARY

Through the PIC, the project team was able to solicit response and feedback from interested and affected parties regarding the Dorchester Road & Oldfield Road Intersection Improvements. A variety of issues were brought up and where applicable the comments received at the PIC will be carried forward for further consideration in the subsequent phases of the study. Despite receiving comments and questions that challenged the preferred solutions, the study team received support for the preferred solution. In general, 55% supported the preferred solution, 13% would prefer Alternative 4 (Roundabout) and 32% do not believe changes should be made to the intersection.

Therefore, based on comments received during the PIC period, the recommended preferred solution *Alternative 2 - All Way Stop Control (AWSC) with Geometric Improvements* is confirmed as the preferred solution for the MCEA and will be carried forward to detailed design and implementation. The project team will continue to involve all interested persons and parties and meet with stakeholders to discuss their needs and concerns.

Respectfully submitted,
Associated Engineering (Ont.) Ltd.

Andrea LaPlante, P.Eng.
Manager, Civil Infrastructure

APPENDIX A - PIC NOTIFICATION MATERIAL



Associated Engineering (Ont.) Ltd.
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June 27, 2022
File: 2021-5608

TEL: 905.346.0990
FAX: 905.346.0992
www.ae.ca

Re: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (SCHEDULE B) FOR DORCHESTER ROAD AND OLDFIELD ROAD INTERSECTION IMPROVEMENTS, IN THE CITY OF NIAGARA FALLS

To Whom It May Concern:

Associated Engineering (AE) has been retained by the City of Niagara Falls (City) to assist with the completion of a Municipal Class Environmental Assessment (MCEA) for intersection improvements at Dorchester Road and Oldfield Road. The Study has developed and evaluated alternatives which consider the existing environment as well as public and stakeholder input.

Public and agency consultation is a key element of the Municipal Class EA process and input is invited for incorporation into the planning and design of this project. A Public Information Centre (PIC) is scheduled for:

**Wednesday July 6, 2022
5:00pm to 7:00pm
MacBain Community Centre
Multi Purpose Room D&E Room, 2nd floor
7150 Montrose Road, Niagara Falls, ON**

As part of the consultation process, we invite you to attend the scheduled PIC. In the event that you are unable to attend but have interest in viewing the study information presented please contact the undersigned by telephone at 289-434-4804 or via email at laplantea@ae.ca.

Yours truly,

Andrea LaPlante, P.Eng.
Project Manager

Encl: Notice of Public Information Centre



Dorchester Road & Oldfield Road Intersection Improvements

**PUBLIC INFORMATION CENTRE:
WEDNESDAY, JULY 6, 2022**

BACKGROUND:

The City of Niagara Falls (City) and through their consultant Associated Engineering (Ont). Ltd. (AE) has initiated a Municipal Class Environmental Assessment (MCEA) for the intersection improvements at Dorchester Road and Oldfield Road, in the City of Niagara Falls.

As part of the MCEA process, the needs and opportunities have been identified, existing conditions have been documented and improvement alternatives have been developed and evaluated.



PROCESS:

In accordance with the Municipal Engineers Association's (MEA) Municipal Class Environmental Assessment, this Study is being planned as a Schedule B. The Study process includes public and stakeholder consultation, development and evaluation of alternatives, an assessment of the impact of the proposed improvements, and identification of measures to mitigate any adverse impacts.

Public and stakeholder consultation is a key element of the MCEA process and input is invited for incorporation into the planning and design of this project. Comments received from the public will be considered in the identification of the preferred solution and preparation of the Project File Report.

A Public Information Centre (PIC) is scheduled for:

Date: Wednesday, July 6, 2022 **Time:** 5:00 PM - 7:00 PM

Place: MacBain Community Centre, Multi Purpose Room D&E Room,
2nd floor, 7150 Montrose Road, Niagara Falls, ON, L2H 3N3

The PIC offers an opportunity to review study progress to-date, provide input into the MCEA process, and discuss opportunities and constraints with representatives from the project team. For further information, or to provide input into the MCEA process, please contact one of the project team members identified below:

Nick Golia, C. Tech
Senior Project Manager
City of Niagara Falls
4310 Queen Street
Niagara Falls, ON, L2E 6X5
905-356-7521 ext. 4290
ngolia@niagarafalls.ca

Andrea LaPlante, P. Eng.
Project Manager
Associated Engineering (Ont.) Ltd.
Suite 300 - 101 Lampman Court
Niagara-on-the-Lake, ON L0S 1J0
289-434-4804
laplantea@ae.ca

For more information, visit the project page at letstalk.niagarafalls.ca

Notice of Public Information Centre Municipal Class Environmental Assessment

Dorchester Road & Oldfield Road Intersection Improvements City of Niagara Falls

Background: The City of Niagara Falls (City) and through their consultant Associated Engineering (Ont). Ltd. (AE) has initiated a Municipal Class Environmental Assessment (MCEA) for the intersection improvements at Dorchester Road and Oldfield Road, in the City of Niagara Falls.

As part of the MCEA process, the needs and opportunities have been identified, existing conditions have been documented and improvement alternatives have been developed and evaluated.

The Process: In accordance with the Municipal Engineers Association's (MEA) *Municipal Class Environmental Assessment*, this Study is being planned as a *Schedule B*. The Study process includes public and stakeholder consultation, development and evaluation of alternatives, an assessment of the impact of the proposed improvements, and identification of measures to mitigate any adverse impacts.



Public and stakeholder consultation is a key element of the MCEA process and input is invited for incorporation into the planning and design of this project. Comments received from the public will be considered in the identification of the preferred solution and preparation of the Project File Report. A Public Information Centre (PIC) is scheduled for:

Wednesday July 6, 2022

5:00pm to 7:00pm

McBain Community Centre

7150 Montrose Road, Niagara Falls ON L2H 3N3

Multi Purpose Room D/E, Second Floor

The PIC offers an opportunity to review study progress to-date, provide input into the MCEA process, and discuss opportunities and constraints with representatives from the project team. Information regarding the project will be provided at the City's *Let's Talk Niagara Falls* platform:

letstalk.niagarafalls.ca/dorchester-and-oldfield-road-intersection-improvements.

For further information, or to provide input into the MCEA process, please visit the *Let's Talk Niagara Falls* link above or contact one of the project team members identified below:

Nick Golia, C.Tech.

Senior Project Manager
City of Niagara Falls
4310 Queen Street
Niagara Falls, ON, L2E 6X5
(905) 356-7521 ext. 4290
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Project Manager
Associated Engineering (Ont.) Ltd.
Suite 300 – 101 Lampman Court
Niagara-on-the-Lake, ON, L0S 1J0
(289) 434-4804
laplantea@ae.ca

Under the **Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)** and the **Environmental Assessment Act**, with the exception of personal information such as name, address, telephone number, and property location, all information collected will become part of the public record files for this matter.

This Notice first issued June 21, 2022.

APPENDIX B - PIC PRESENTATION MATERIAL



Dorchester Road & Oldfield Road Intersection Improvements

Municipal Class Environmental Assessment
Schedule 'B'

Public Information Centre

Wednesday July 6th, 2022

5:00pm – 7:00pm

McBain Community Centre, Multi Purpose Room D/E, Second Floor
7150 Montrose Road, Niagara Falls, ON



ABOUT THE STUDY

The City of Niagara Falls is conducting a Municipal Class Environmental Assessment (MCEA) to identify the needs and opportunities for improvements at the intersection of Dorchester Road and Oldfield Road. Figure 1 illustrates the MCEA Study Area.

DEFINING THE PROBLEM:

The intersection of Dorchester Road and Oldfield Road is a three-legged intersection with an all-way stop control (AWSC) and experiences a typical daily traffic volume of approximately 3,000 vehicles (2021). Based on the findings of the transportation assessment for the intersection, traffic volumes are expected to increase significantly in the future due to planned development (Riverfront Community) and projected growth within the area. Under future traffic volumes, capacity issues and traffic delays are expected at the intersection with various traffic movements experiencing a failing Level of Service (LOS). Along with operational issues, the existing intersection lacks active transportation facilities and connectivity as well as an unconventional geometric layout.

Through the completion of this MCEA study, intersection alternatives have been developed and evaluated to improve future traffic operations, accommodate future development in the area, improve active transportation facilities and connectivity to existing and planned facilities, and continue to accommodate transit and large vehicles from the industrial properties to the southwest ensuring the safety of all road users.

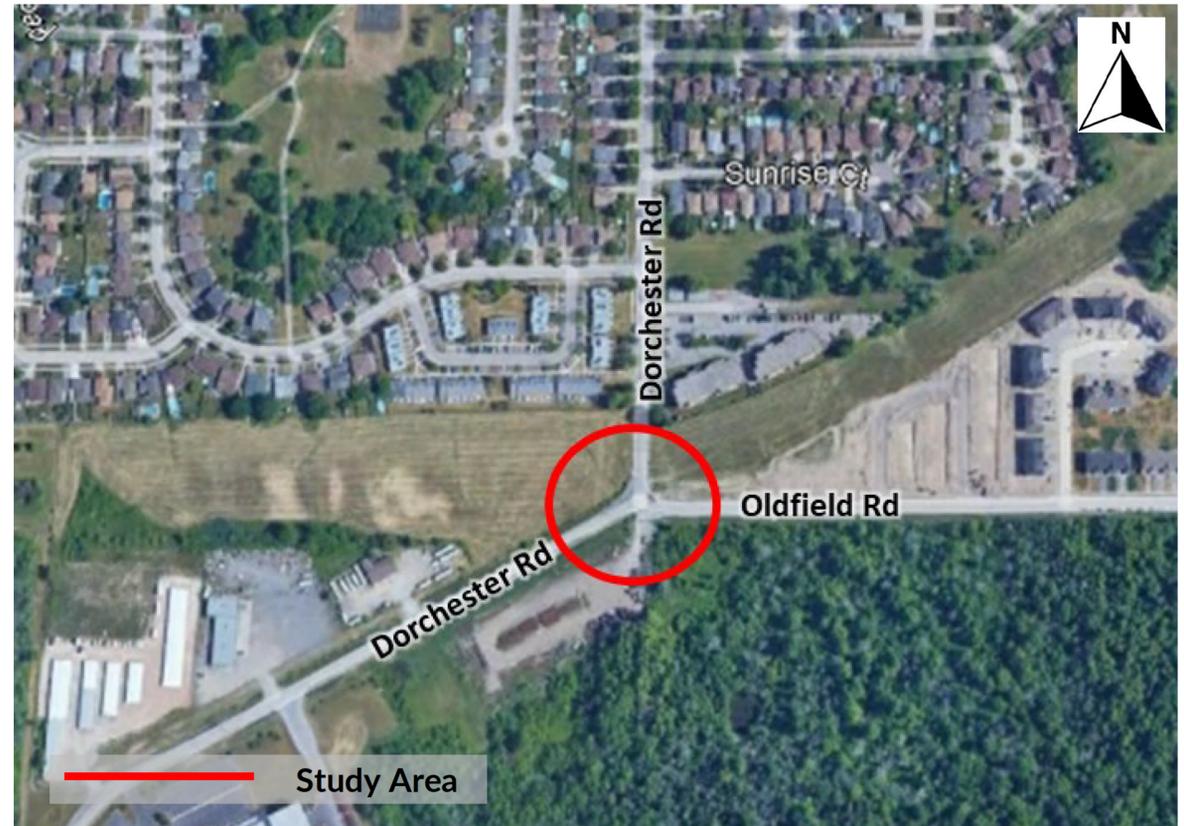


Figure 1: MCEA Study Area

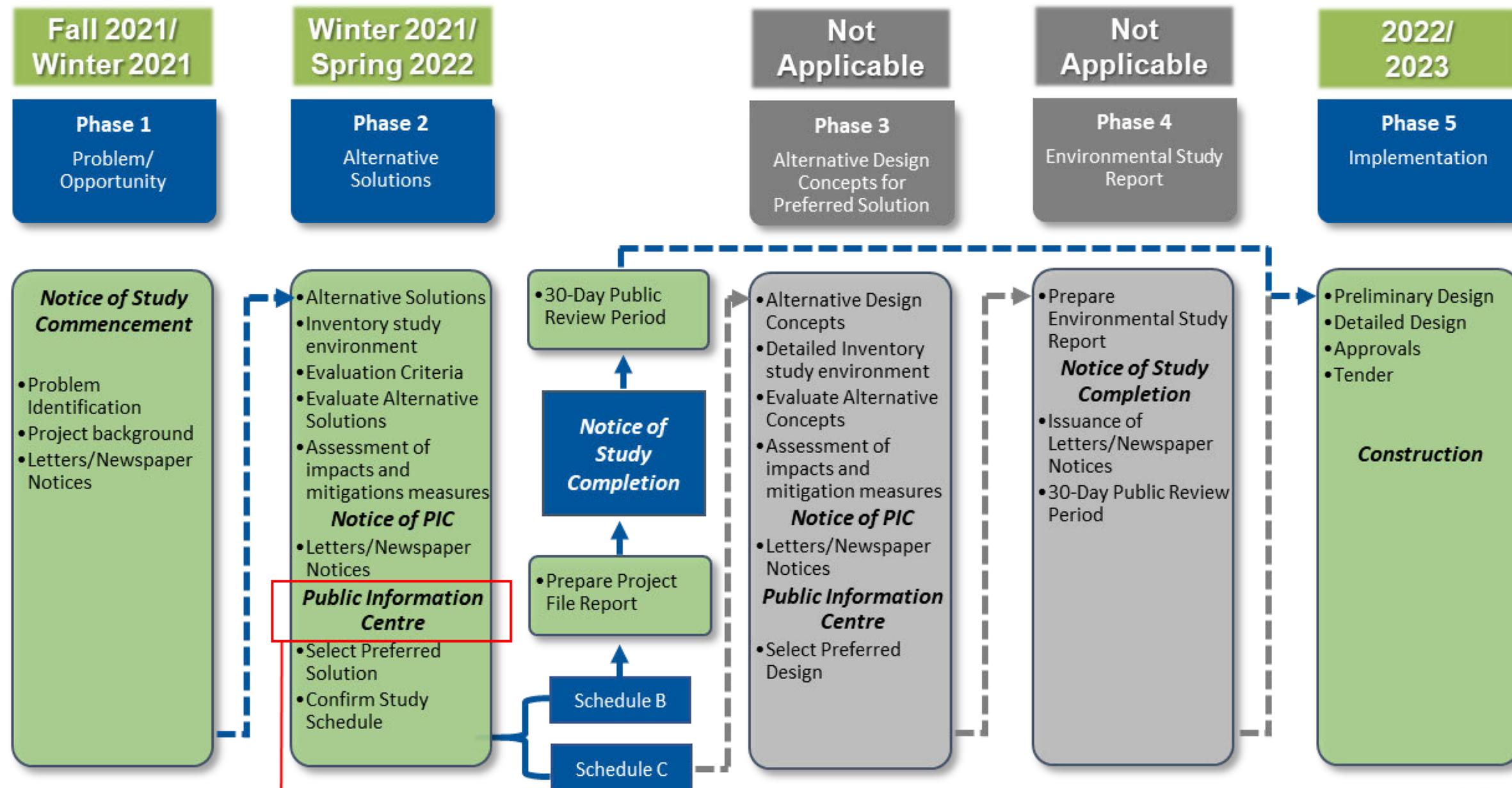
This Public Information Centre (PIC) presents the Study process; existing conditions and key considerations/issues; description of alternative solutions; evaluation criteria and process; recommended preferred solution; and next steps in the MCEA process.

We invite you to share your comments and questions about the information presented. Feedback from the community and stakeholders will be considered in finalizing the evaluation and design of the preferred alternative. Please complete a comment sheet or contact one of the project team members identified on the *Next Steps* page to provide feedback.

TIMELINE & PROCESS

The Municipal Class Environmental Assessment Planning and Design process (MCEA process) is used by municipalities to ensure that the requirements of the *Environmental Assessment Act* are met when undertaking capital works projects.

The **Dorchester Road & Oldfield Road Intersection Improvements MCEA** is being carried out as a **Schedule B** undertaking (Phases 1, 2 and 5) as presented in the flow chart below.



We are here in the MCEA process

EXISTING CONDITIONS

The Study Area includes the intersection of Dorchester Road and Oldfield Road, located east of the QEW and Hydro Canal, south of McLeod Road (Regional Road 49) and north of the Welland River.

The intersection currently operates as an All-Way Stop Control (AWSC) with a 'Y' configuration consisting of north (Dorchester Road), southwest (Dorchester Road) and east (Oldfield Road) approaches. There are no active transportation (pedestrian or cyclist) facilities at the intersection.

The surrounding land use consists of mature residential subdivisions to the north, new residential subdivisions to the east and commercial/industrial to the southwest. A Hydro One corridor traverses north of the intersection.

KEY CONSIDERATIONS:

Several key considerations guided the development and evaluation of alternative solutions for the intersection, including:

- Future traffic operation
- Future development surrounding the Study Area
- Active transportation amenities (pedestrian and cyclists)
- Existing Right-of-Way (ROW) limits and property impacts
- Location of existing utilities
- Planned capital projects (Dorchester Road Reconstruction)
- Future trail projects (Millennium Trail and Fern Park Trail)

PROPOSED STUDY ALTERNATIVES:

Based on the Problem and Opportunity Statement and key considerations, proposed study alternatives for the intersection of Dorchester Road and Oldfield Road include:

- Alternative 1 – Do Nothing
- Alternative 2 – All-Way Stop Control (AWSC) with Geometric Improvements
- Alternative 3 – Signalized with Geometric Improvements
- Alternative 4 – Roundabout

Several background studies have been completed to help characterize the Study Area and evaluate the proposed study alternatives, including:

- Transportation Assessment
- Archaeological Assessment
- Natural Environment Assessment

TRANSPORTATION ASSESSMENT

The purpose of the Transportation Assessment was to assess the existing and future traffic operation and impacts that the proposed study alternatives will have on the intersection of Dorchester Road and Oldfield Road.

Characteristics of the intersection of Dorchester Road and Oldfield Road include:

- Both Dorchester Road and Oldfield Road are classified as arterial roadways with two lanes of traffic
- Operates as an All-way stop control (AWSC)
- Serviced by City of Niagara Falls Transit
- Conventional on-road bike lanes exist on both sides of Oldfield Road only
- A sidewalk exists on the north side of Oldfield Road and on the west side of Dorchester Road (terminating approximately 60m from the intersection)
- Collision history is low with only six (6) collisions occurring over the last 5-years

EXISTING OPERATIONAL ASSESSMENT

- For each of the study alternatives, under existing conditions (2021), the LOS for AM and PM peak times are:

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A | A |
| 2 - AWSC with Geometric Improvements | A | A |
| 3 - Signalized Intersection | A/B | A/B |
| 4 - Roundabout | A | A |

FUTURE OPERATIONAL ASSESSMENT

- The intersection was analyzed under future conditions (2031 and 2041) for both AM and PM peak times for each of the study alternatives
- Future conditions included anticipated volume associated with the Riverfront Community

2031

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A/B | D/F* |
| 2 - AWSC with Geometric Improvements | A/B | B/D |
| 3 - Signalized Intersection | A/C | A/B |
| 4 - Roundabout | A | A |

*Eastbound Left/Through Lane

2041

| Alternative | AM Peak LOS | PM Peak LOS |
|--------------------------------------|-------------|-------------|
| 1 - Do Nothing (existing conditions) | A/B | D/F* |
| 2 - AWSC with Geometric Improvements | A/B | B/D |
| 3 - Signalized Intersection | A/C | A/B |
| 4 - Roundabout | A | A |

*Eastbound Left/Through Lane

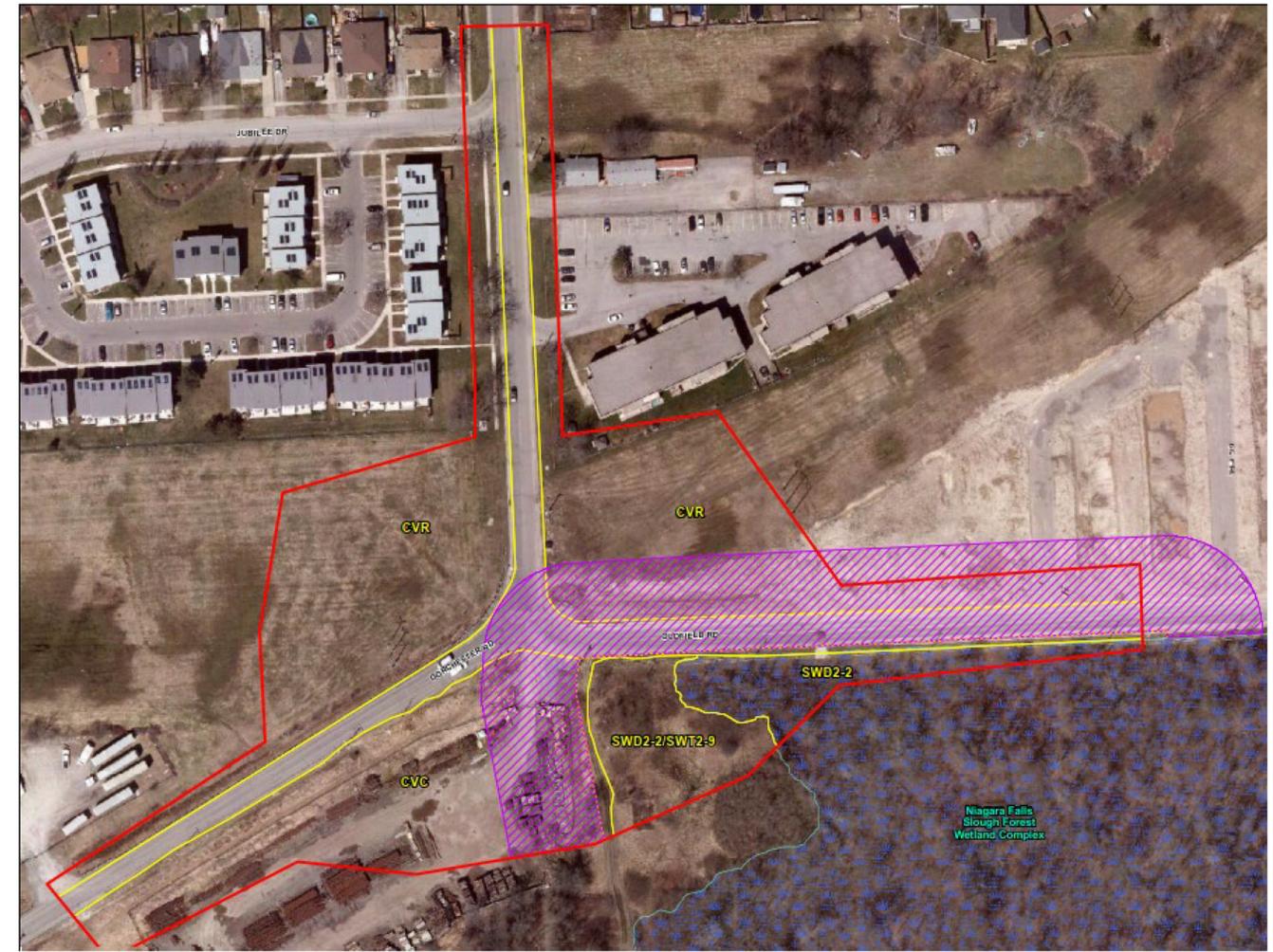
Level-of-Service (LOS) relates directly to average delays per vehicle with established LOS grades A through F, where A represents the highest level of service (least amount of delay) and F represents the lowest (unacceptable delays) – in general LOS A through D is acceptable, LOS E is cause for concern and F is unacceptable and triggers mitigating action.

ARCHAEOLOGICAL AND NATURAL ENVIRONMENT ASSESSMENTS

A Stage 1 Archaeological Assessment was completed for the Study Area. The Assessment determined that parts of the Study Area have been previously disturbed or assessed and do not retain archaeological potential. If the project limits extend into the green zone (map below) then a Stage 2 Archeological Assessment will be required.



A Natural Environment Assessment was completed for the Study Area. The Assessment determined that a part of the Study Area is an evaluated provincial wetland. If the project limits extend into this area then further investigation and risk mitigation measures will be required. No Species at Risk (SAR) were identified within the Study Area.



- ESC Fencing
- Refueling/Staging Exclusion Zone (30 m)
- Wetland**
- Evaluated-Provincial
- ELC Community
- Study Area

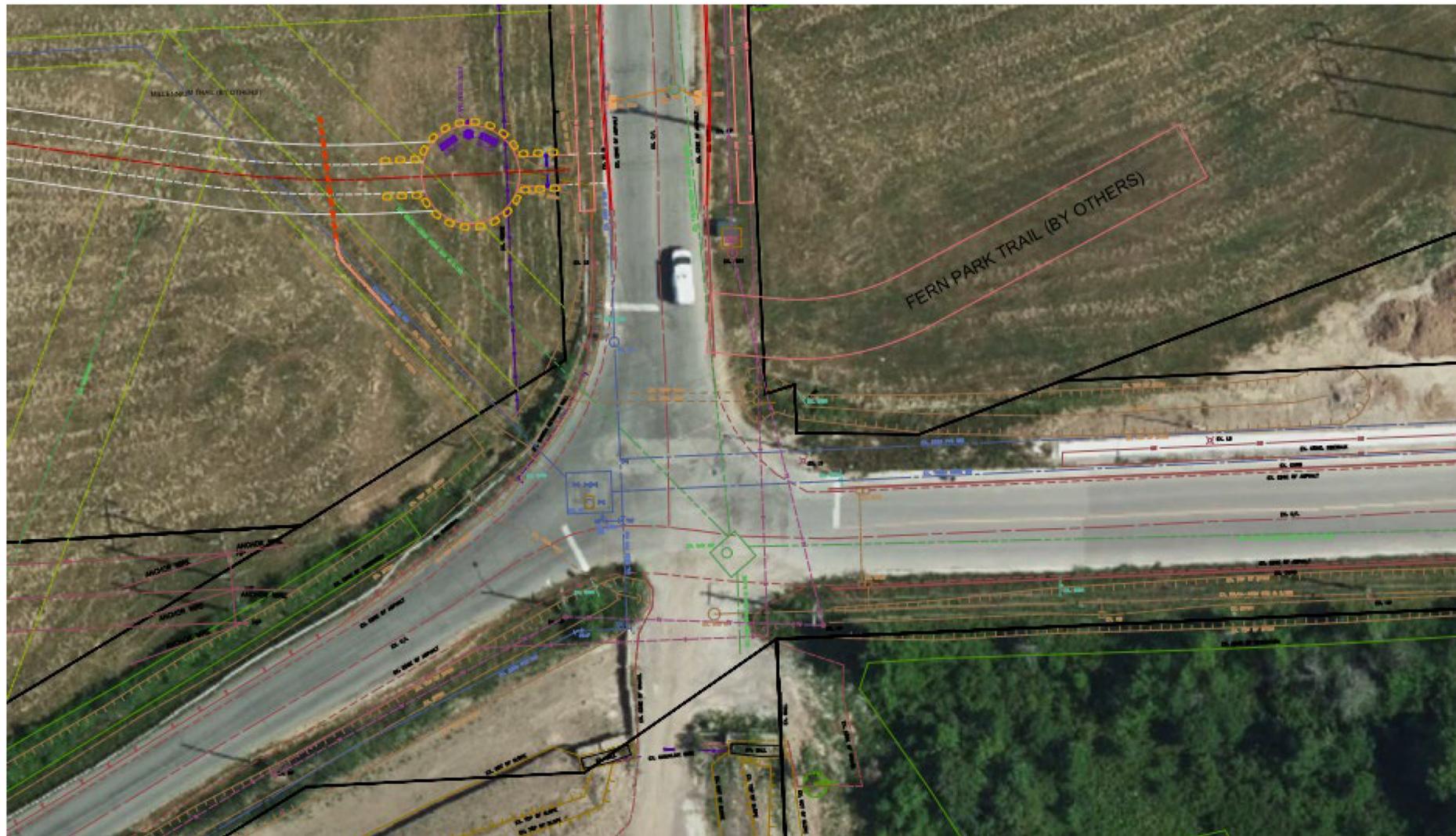
- ELC LEGEND**
- SWD2-2: Green Ash Mineral Deciduous Swamp
 - SWT2-9: Gray Dogwood Mineral Thicket Swamp
 - CVC: Commercial and Institutional
 - CVR: Residential

ALTERNATIVE SOLUTIONS

Throughout the MCEA process the following Alternative Solutions are being considered:

ALTERNATIVE 1: Do Nothing

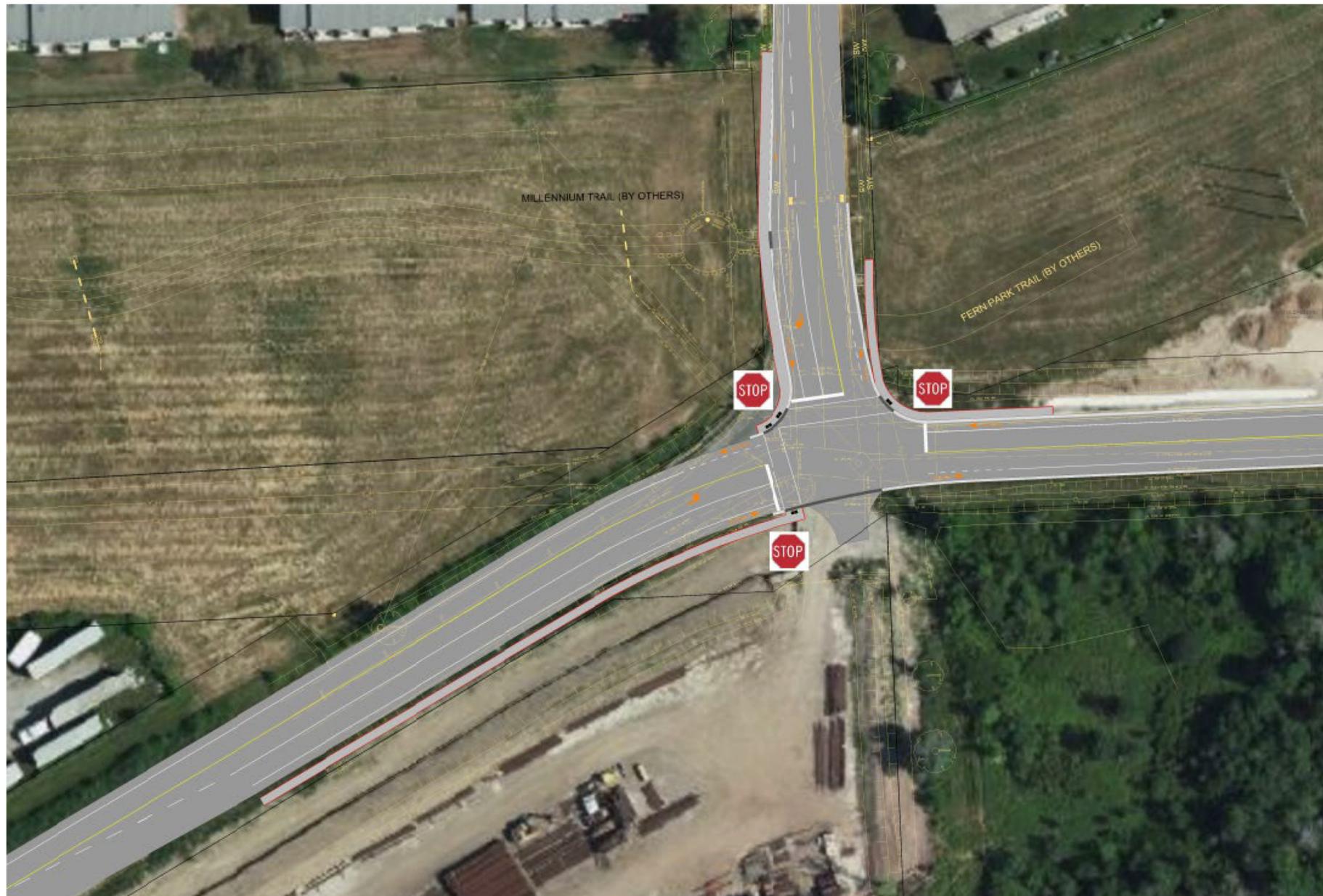
- Intersection of Dorchester Road and Oldfield Road remains in its existing condition. No opportunity to improve the existing geometry and active transportation facilities to accommodate future development.
- This alternative is considered as a benchmark for comparison and required in all MCEA studies.



ALTERNATIVE SOLUTIONS

ALTERNATIVE 2: All-way Stop Control (AWSC) with Geometric Improvements

- Dorchester and Oldfield Road intersection will remain an all-way stop control (AWSC) intersection
- Geometric improvements to horizontal alignments to function as a T-intersection with better sightlines
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)
- Addition of dedicated turn lanes to improve operation and LOS of turning movements



Advantages:

- Improves visibility of the traffic control device for all movements
- Provides crosswalk facility on north and southwest approach (Dorchester Road)
- Sidewalk extension on north side of Oldfield Road improves pedestrian accessibility
- Provides cyclist facilities on all approaches to tie into existing/proposed facilities
- Pedestrian crossings are controlled
- Provides dedicated turning lanes to minimize delay and improve operation of intersection
- Less maintenance than traffic control signals
- Lowest construction cost
- No impact to surrounding property

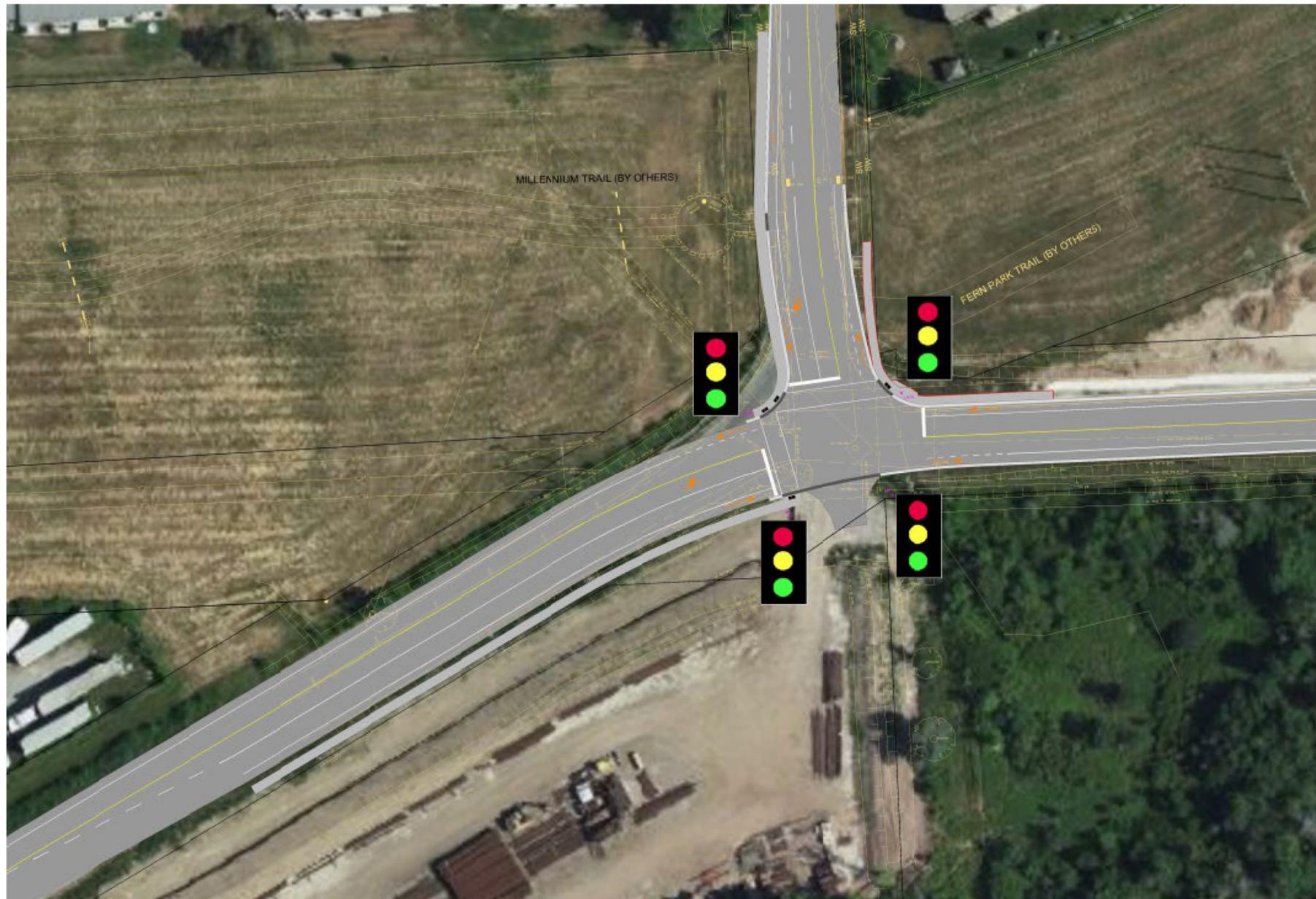
Disadvantages:

- Vehicle idling will affect air quality
- No change in vehicle noise
- Minor utility impacts

ALTERNATIVE SOLUTIONS

ALTERNATIVE 3: Signalized with Geometric Improvements

- Dorchester and Oldfield Road intersection will become signalized intersection
- Geometric improvements to horizontal alignments to function as a T-intersection with better sightlines
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)
- Addition of dedicated turn lanes to improve operation and LOS of turning movements



Advantages:

- Improves visibility of the traffic control device for all movements
- Provides controlled pedestrian crossings
- Provides crosswalk facility on north and southwest approaches (Dorchester Road)
- Sidewalk extension on north side of Oldfield Road improves pedestrian accessibility
- Provides cyclist facilities on all approaches to tie into existing/proposed facilities
- Provides dedicated turning lanes to minimize delay and improve operation of intersection
- No impact to surrounding property

Disadvantages:

- Introduces minor delays to traffic during off peak hours
- Vehicle idling will affect air quality
- No change in vehicle noise levels
- Will require signal maintenance
- Minor utility impacts

ALTERNATIVE SOLUTIONS

ALTERNATIVE 4: Roundabout

- Dorchester and Oldfield Road intersection will become single lane roundabout
- Inclusion of active transportation facilities (sidewalks, bike lanes and cross-walks)



Advantages:

- Reduces approach speeds in all directions which facilitates improved gap acceptance resulting in improved capacities
- Eliminates potential left-turn conflicts
- Provides crossing facility at all approaches
- Shortest continuous crossing for pedestrians
- Roundabouts have been proven to reduce the frequency and severity of collisions
- Roundabouts operate with lower delays and shorter queues than other forms of control
- Creates an aesthetically pleasing focal point within a community
- Less maintenance than traffic signals
- Sidewalk extension on all approaches improves pedestrian accessibility
- Roundabout is designed to accommodate transport trucks and busses

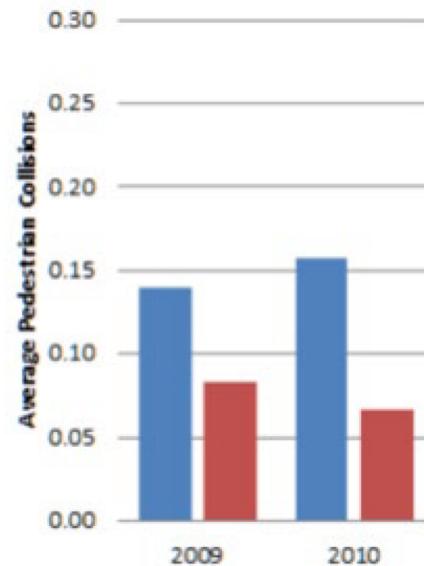
Disadvantages:

- Highest construction cost alternative but lower life cycle cost than signals
- Roundabouts may be more challenging for pedestrian with vision impairment or mobility challenges
- Cyclists consideration requires off-road treatments further increasing construction costs, property and utility impacts
- May require public education and outreach prior to construction as roundabouts are still not a familiar form of traffic control for many drivers, cyclists, and pedestrians
- Significant utility impacts
- Requires land acquisition

PEDESTRIAN EXPERIENCES AT INTERSECTIONS

There are four (4) components of the pedestrian experience at intersections:

1) Statistical Level of Safety



2) Feeling of Safety (Security)



3) Level of Accessibility



4) Convenience



PEDESTRIAN SECURITY AT TRAFFIC SIGNALS

- Pedestrians often feel safer at intersections with traffic signals because of the pedestrian signals
- This feeling of safety (security) happens when the signals tell them it's "safe" to cross
- Most crashes involving pedestrians occur when drivers turn left or right across the crosswalk while the pedestrian has a Walk indication
- There are a greater number of vehicle-pedestrian conflict points at a signalized/stop control intersection than at a roundabout

PEDESTRIAN SAFETY AT ROUNDABOUTS

- Statistically, roundabouts (especially single-lane) are safer for pedestrians than traffic signals
- Traffic speeds are lower, giving pedestrians and drivers more time to judge gaps and react to each other
- Roundabouts are designed to lower vehicle speeds as drivers approach, giving pedestrians and drivers more time to judge gaps and react to each other
- The crossing distance for pedestrians is less
- Pedestrians need only watch for traffic in one direction at a time
- Drivers are more likely to be looking in the direction of pedestrians, instead of up at signals or left while turning right

EVALUATING THE ALTERNATIVES

As part of the MCEA process, the developed alternatives are evaluated against a set of criteria to determine the preferred solution for the Study Area. The criteria that were used to evaluate the proposed alternatives are summarized below. The evaluation matrix summarizing the evaluation of each alternative is provided on the next display.

| Evaluation Criteria | Weight | Performance Measure |
|------------------------------|--------|---|
| Vehicular Transportation | 28% | <ul style="list-style-type: none"> • Anticipated traffic performance • Impacts to existing and future traffic conditions • Safety • Compatibility and connectivity with the local road network • Ability and need to accommodate planned developments |
| Active Transportation | 28% | <ul style="list-style-type: none"> • Statistical level of safety • Feeling of safety • Level of Accessibility • Compatibility and connectivity with the local road network • Ability and need to accommodate planned developments |
| Natural Environment | 5% | <ul style="list-style-type: none"> • Potential encroachment to designated natural areas • Impacts to significant wildlife and their habitat, including Species at Risk (SAR) • Impacts to vegetation communities • Change in quantity and quality of stormwater runoff • Impacts to air quality due to vehicle travel and congestion |
| Socio-Economic Environment | 10% | <ul style="list-style-type: none"> • Impacts to private properties and possible need for land acquisition • Opportunity to improve urban design and streetscaping • Potential for increase in traffic noise • Opportunity to promote active transportation and healthy choices • Impacts of construction on local road users |
| Cultural Environment | 4% | <ul style="list-style-type: none"> • Displacement or disruption of built and cultural heritage features or archaeological resources |
| Engineering/Constructability | 10% | <ul style="list-style-type: none"> • Impacts on existing utilities and need for utility relocation or implementation • Key considerations for design and construction • Future maintenance |
| Cost Consideration | 15% | <ul style="list-style-type: none"> • Construction Capital costs • City's operating costs |

EVALUATION SCALE:

- To provide an impartial, traceable and consistent evaluation, as required by the MCEA process, the following method was used to illustrate the highest and lowest impact of each alternative relative to the evaluation criteria.
- The alternatives were evaluated against the seven (7) criteria using a five-point scale as summarized below, ranging from most desirable (50) to least desirable (10).

| Rating | Numerical Rating | Colour Code |
|-----------------|------------------|---|
| Most Desirable | 50 |  |
| Better Choice | 40 |  |
| Adequate Choice | 30 |  |
| Worse Choice | 20 |  |
| Least Desirable | 10 |  |

| Criteria | Alt 1: Do Nothing | Alt 2: AWSC with Geometric Improvements | Alt 3: Signalized with Geometric Improvements | Alt 4: Roundabout |
|-------------------------------|--|---|---|--|
| Vehicular Transportation | <ul style="list-style-type: none"> Operation of intersection will diminish with future planned developments Future peak hour delays are expected with eastbound left/through lane having LOS F (2031 & 2041) Geometry of intersection remains unchanged | <ul style="list-style-type: none"> Intersection will operate satisfactorily with future planned developments Future peak hour delays are expected; however, improved with dedicated turning lanes Dedicated eastbound left turn lane and through lane have LOS D (2031 & 2041) and southbound right turn lane reducing delay by 11 seconds per vehicle | <ul style="list-style-type: none"> Intersection will operate satisfactorily with future planned developments Future peak hour delays are minimized (v/c for all movements less than 0.85); however, delays during off-peak hours are increased Traffic signal justification analysis resulted in low compliance with justification threshold | <ul style="list-style-type: none"> Intersection will operate well with future planned developments Low delays during future peak hours, as well as off peak hours All movements have LOS A (2031 & 2041) Statistically the safest type of intersection for all road users Reduces approach speeds in all directions Lowest conflict points for all options |
| | Worse Choice (5.6) | Better Choice (11.2) | Adequate Choice (8.4) | Most Desirable (14) |
| Active Transportation | <ul style="list-style-type: none"> Lacking pedestrian facilities and connectivity No dedicated facilities for cyclists | <ul style="list-style-type: none"> Active transportation facilities provided and connected to existing and planned facilities surrounding study area Longer crossing distances for pedestrians (crossing 3 lanes of traffic for each approach) Controlled pedestrian crossings Designated operating space for cyclists | <ul style="list-style-type: none"> Active transportation facilities provided and connected to existing and planned facilities surrounding study area Longer crossing distances for pedestrians (crossing 3 lanes of traffic for each approach) Controlled pedestrian crossings Pedestrians feel safest with signalized crossings Designated operating space for cyclists | <ul style="list-style-type: none"> Shortest crossing distances for pedestrians, pedestrians only have to look in one direction at a time Designated operating space for cyclists and pedestrians Statistically the safest type of intersection for all road users |
| | Least Desirable (2.8) | Better Choice (11.2) | Better Choice (11.2) | Most Desirable (14) |
| Natural Environment | <ul style="list-style-type: none"> No impacts to natural areas | <ul style="list-style-type: none"> No impact to natural areas Minor potential impact to roadside vegetation | <ul style="list-style-type: none"> No impact to natural areas Minor potential impact to roadside vegetation | <ul style="list-style-type: none"> Minor impact to natural areas Impact to roadside vegetation Minor impacts to wetlands |
| | Most Desirable (2.5) | Better Choice (2) | Better Choice (2) | Adequate Choice (1.5) |
| Socio-Economic Environment | <ul style="list-style-type: none"> No property impacts No opportunity for streetscaping No connectivity to promote active transportation No inconvenience due to construction activities | <ul style="list-style-type: none"> Potential minor property impacts for grading Minor opportunity for streetscaping Promotes active transportation Moderate inconvenience during construction with staged lane closures | <ul style="list-style-type: none"> Potential minor property impacts for grading Minor opportunity for streetscaping Promotes active transportation Unwarranted signal may negatively impact road users Moderate inconvenience during construction with staged lane closures | <ul style="list-style-type: none"> Moderate property impacts/ acquisition to accommodate roundabout on Hydro One and private lands Significant opportunity for streetscaping within central island Will require public education program Promotes active transportation Moderate inconvenience during construction |
| | Adequate Choice (3) | Most Desirable (5) | Most Desirable (5) | Better Choice (4) |
| Cultural Environment | <ul style="list-style-type: none"> No impact | <ul style="list-style-type: none"> No impact; maintains all works within ROW | <ul style="list-style-type: none"> No impact; maintains all works within ROW | <ul style="list-style-type: none"> Minor impact outside of ROW; need for Stage 2 AA |
| | Most Desirable (2) | Most Desirable (2) | Most Desirable (2) | Better Choice (1.6) |
| Engineering/ Constructability | <ul style="list-style-type: none"> No issues with existing utilities or construction Status quo for maintenance No constructability concerns | <ul style="list-style-type: none"> Minor utility impacts requiring pole relocations Status quo for maintenance | <ul style="list-style-type: none"> Minor utility impacts requiring pole relocations Will require signal maintenance | <ul style="list-style-type: none"> Significant utility impacts requiring pole and hydro vault relocations Will require minor landscaping maintenance (central island) Grading along northeast quadrant may require retaining wall |
| | Most Desirable (5) | Better Choice (4) | Adequate Choice (3) | Worst Choice (2) |
| Cost Consideration | <ul style="list-style-type: none"> No capital cost Eventual cost to City to rehabilitate asphalt surface No operating costs | <ul style="list-style-type: none"> Moderate capital cost No operating costs | <ul style="list-style-type: none"> High capital cost Operating costs of signal infrastructure | <ul style="list-style-type: none"> Highest capital cost No operating costs Estimated life cycle cost 1.1 times greater than signalized intersection (within recommended 1.5 times threshold) |
| | Most Desirable (7.5) | Better Choice (6) | Adequate Choice (4.5) | Worst Choice (3) |
| OVERALL | Although doing nothing is the lowest-cost alternative, it will not address peak hour delays for future conditions or improve active transportation amenities and connectivity | Maintaining the AWSC with geometric improvements improves future peak hour delays with LOS D and active transportation amenities and connectivity; it has minor impact on utilities and no impact on property | A signalized intersection will improve future peak hour delays (v/c < 0.85) but introduce delays during off peak hours; improve active transportation amenities and connectivity, but has a greater capital and maintenance cost than AWSC; transportation assessment results identified signals are not warranted | The roundabout alternative will address peak hour delays (all movements LOS A), provide the best operational performance and improve safety of pedestrians and cyclists, as well as vehicle noise and speeds; however, will have the greatest impact on utilities and property and have the highest capital cost |
| RANKING | NOT RECOMMENDED (28.4) | RECOMMENDED (41.4) | NOT RECOMMENDED (36.1) | NOT RECOMMENDED (40.1) |

NEXT STEPS

Once the preferred solution is confirmed and the MCEA study is finalized, the City will transition to design of the preferred solution, including:

- Develop detailed design of road works including streetscaping, signage and lighting;
- Develop detailed design of storm drainage modifications;
- Construction staging and review and recommendation including timing of works to determine anticipated construction schedule;
- Coordinate design requirements with regulatory agencies and obtain all necessary approvals and permits;
- Coordinate property easements/acquisitions (if required) to facilitate implementation of proposed works; and
- Coordinate relocation of utilities that are in conflict with proposed works, as required.

Following this PIC, the project team will:

- Integrate feedback received from the public and stakeholders;
- Confirm the Preferred Solution;
- Document the MCEA process including considerations for detailed design to be carried forward; and
- File the Project File Report for 30-day public review.

HOW YOU CAN GET INVOLVED:

- Ask questions and provide input today by talking with the team or filling in a comment form ([return by July 20, 2022](#))
- Visit the City's *Let's Talk Niagara Falls* platform for project updates and documentation
- Review the Project File Report once prepared (September 2022)

For any comments or questions, please contact:

NICK GOLIA

Senior Project Manager
City of Niagara Falls
4310 Queen Street
Niagara Falls, ON L2E 6X5
T: 905.366.7521 x4290
E: ngolia@niagarafalls.ca

ANDREA LAPLANTE

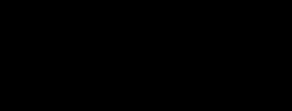
Project Manager
Associated Engineering (Ont.) Ltd.
Suite 301, 101 Lampman Court
Niagara-on-the-Lake, ON L0S 1J0
T: 289.434.4804
E: laplantea@ae.ca



APPENDIX C – ATTENDANCE AND COMMENTS SUBMITTED

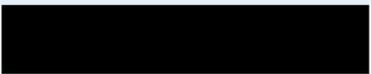
| Stakeholder | Comment Date | Summary | Response |
|---|---------------------------|--|---|
| [Redacted] | Email July 6, 2022 | <ul style="list-style-type: none"> Inquired whether proposed works will impact townhouses at 7945 Oldfield Road | <ul style="list-style-type: none"> Acknowledged Provided Let's Talk Link Preliminary Solution will not impact townhouses |
| Niagara Student Transportation Services [Redacted] | Email June 30, 2022 | <ul style="list-style-type: none"> Inquiring on active transportation in the area for students traveling to and from school | <ul style="list-style-type: none"> Acknowledged Provided Let's Talk link Discussed AT being provided on all alternatives |
| Niagara Region Transportation Planning [Redacted] | Email June 28, 2022 | <ul style="list-style-type: none"> Interested in attending | <ul style="list-style-type: none"> Provided material |
| [Redacted] | Email June 28, 2022 | <ul style="list-style-type: none"> What is the plan at the intersection | <ul style="list-style-type: none"> Acknowledged Provided Let's Talk link Preliminary solution |
| Region of Niagara [Redacted] | Email June 28, 2022 | <ul style="list-style-type: none"> Requested PIC material | <ul style="list-style-type: none"> Acknowledged Provided material |
| [Redacted] | Email via City Let's Talk | <ul style="list-style-type: none"> Don't need to change; waste of money | <ul style="list-style-type: none"> Provided response letter |
| [Redacted] | Email via City Let's Talk | <ul style="list-style-type: none"> Use intersection regularly | <ul style="list-style-type: none"> Indicated didn't want to be contacted |

| Stakeholder | Comment Date | Summary | Response |
|-------------|---------------------------|--|---|
| | | <ul style="list-style-type: none"> Nothing wrong with 3-way stop currently in place Leave as is | |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Instead of spending millions in needless traffic circles, spend money on housing | <ul style="list-style-type: none"> Indicated didn't want to be contacted |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> No concerns | <ul style="list-style-type: none"> Indicated didn't want to be contacted |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Don't want my tax dollars used to improve roads for illegal foreign development Save our wetlands | <ul style="list-style-type: none"> Provided response letter |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Further loss of tree canopy and displacement of wildlife/must include walkable paths and bike lanes for access to nature, green spaces and parks in the area and connectivity to other green spaces. Long terms planning not short-sighted planning Best enviro and climate change planning practices must be used to protect our environment as a 'priority' in this project and all projects Respect our natural environment and water resource systems - wetlands, species at risk Use independent 3rd party enviro impact studies not influenced by developers self interests only | <ul style="list-style-type: none"> Provided response letter |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> There needs to be sidewalks extended down Dorchester to Oldfield Road and the last little strip on Oldfield as it just seems to stop just after the houses til the corner | <ul style="list-style-type: none"> Indicated didn't want to be contacted |

| Stakeholder | Comment Date | Summary | Response |
|---|---------------------------|--|--|
| | | <ul style="list-style-type: none"> • Live in this corner and don't find it overly busy or too heavy on traffic but road is in terrible condition where they connect • Also weeds along road need to be kept up on as they didn't get cut until end of June and were 7 feet tall • Cause walkers to walk in bike lane along road; difficult as they were starting to take over bike lane | |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Intersection good for a large roundabout • Whichever alternative, ensure clear signage and perhaps arrows or chevrons taking the trucks and transports down Oldfield to Drummond • It is brutal when the large trucks travel on Dorchester especially when cars are parked. | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • No concerns • Location seems ideal for a roundabout | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Leave it alone; stop wasting money on traffic circles • Do not change it, leave as is | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Please make it bike friendly • Ride bike regularly through this area • Marineland Parkway from Stanley to Chippawa is a nightmare for cyclists; please make it a priority | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Preferred solution is roundabout to help address roadway safety • Most effective option to permit continuous flow of traffic while creating a measure of traffic calming with minimal maintenance | <ul style="list-style-type: none"> • Provided response letter |

| Stakeholder | Comment Date | Summary | Response |
|---|---------------------------|---|--|
| | | <p>requirements, negligible operating costs and a long lifecycle</p> <ul style="list-style-type: none"> • Roundabout only responsible solution if the primary objective is to improve safe flow of traffic • Ongoing requests for further traffic calming measures (reduce speed limit to 40km/h, install AWS at Dorchester/Jubilee) • Between McLeod and Oldfield - 5 municipal bus stops and 3 school bus loading zones that require control of vehicle speeds • For success of AT (bike lanes), large heavy commercial vehicles should be rerouted from Dorchester • Cyclists fear for their safety in close proximity of large vehicles • There are readily available alternative routes for trucks that can be established with minimal impact on the businesses and operators of these vehicles | |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • With current configuration of how these streets line up, that best and safest solution would be a traffic circle | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • What reason for putting in a roundabout? • Money could be used to fix more of the roads and sidewalks in NF • Potholes on Dunn Street between Stanley St and Drummond Rd • Cyclist did a header off bike after hitting one • Portage Rd coming to the five corners is atrocious • There are so many other roads and sidewalk to be fixed first | <ul style="list-style-type: none"> • Provided response letter |

| Stakeholder | Comment Date | Summary | Response |
|-------------|---------------------------|--|---|
| | | <ul style="list-style-type: none"> Environment issues and land usage concerns Decide what is good for enviro and not the builders | |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Just fix the potholes and then leave it alone | <ul style="list-style-type: none"> Indicated didn't want to be contacted |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Hope City not planning to put in another roundabout Very costly and not needed Spent millions on roundabout at Victoria and Bridge Street - waste of money Fix the roads; stop spending money on roundabouts | <ul style="list-style-type: none"> Indicated didn't want to be contacted |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Roundabout? Seems like a good place for one | <ul style="list-style-type: none"> Provided response letter |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> No concerns, other than the condition and unevenness of the intersection itself Don't feel anything other than AWS is necessary, however the condition of the roads at this intersection are horrendous | <ul style="list-style-type: none"> Provided response letter |
| [REDACTED] | Email via City Let's Talk | <ul style="list-style-type: none"> Have straight extension that would connect Dorchester to Rexinger Road and Willodell Road and Lyon's Creek Road heading towards Chippawa to the south and build a bridge overpass that would connect to the Welland River at Chippawa Parkway to have it connect with Rexinger Road and Willodell Road in chippawa and have a railway bridge overpass and then try to extend Ramsey Road, Progress Street and Don Murie Street with the new extension of Dorchester Road so a future NF Transit route would follow to Lyon's Creek Road and the future Niagara South | <ul style="list-style-type: none"> Provided response letter |

| Stakeholder | Comment Date | Summary | Response |
|---|---------------------------|--|--|
| | | Hospital Hub at Montrose Road and Biggar Road <ul style="list-style-type: none"> • Rename the Y right hand turn of Dorchester Road to Old Dorchester Road • Should try and extend the other side of Dorchester Road from Oldfield Road to Rexinger Road to connect with 4 lane Lyon's Creek Road | |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Think the best solution is roundabout • There are far too many stop signs and lights in this city which don't keep traffic moving • After the intersection improvements are done, Dorchester Road at least to McLeod needs to be repaved • Between buses and trucks, it's a mess | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • Would be nice if there was a bicycle lane to compliment the new bike/walking trail nearby | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • City already agreed to tear up natural land and now you are expanding the devastation for the benefit of development • Other impact is continued erosion of citizen trust in council and staff planning • If project is cancelled, you get back some respect • Project is totally unnecessary | <ul style="list-style-type: none"> • Provided response letter |
|  | Email via City Let's Talk | <ul style="list-style-type: none"> • No concerns • Waste of tax dollars • Not more important issues to deal with than build multi million dollar traffic circle at a location that can't be getting enough traffic to warrant it | <ul style="list-style-type: none"> • Provided response letter |

| Stakeholder | Comment Date | Summary | Response |
|-------------|---------------------------|---|--|
| [Redacted] | Email via City Let's Talk | <ul style="list-style-type: none"> • Don't like the plan to add a circle in the area; will create chaos • Do not proceed with this plan | <ul style="list-style-type: none"> • Provided response letter |
| [Redacted] | Email via City Let's Talk | <ul style="list-style-type: none"> • Looks to be enough space for a roundabout and appropriate pedestrian facilities • Traffic lights would be counterproductive here | <ul style="list-style-type: none"> • Provided response letter |

APPENDIX D – RESPONSE LETTER



Associated Engineering (Ont.) Ltd.
Suite 300 – 101 Lampman Court
Niagara-on-the-Lake, ON, Canada, L0S 1J0

August 18, 2022
File: 2021-5608

TEL: 905.346.0990
FAX: 905.346.0992
www.ae.ca

Re: DORCHESTER ROAD & OLDFIELD ROAD INTERSECTION IMPROVEMENTS MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

To Whom It May Concern:

Thank you for providing your input and comments relating to the Public Information Centre (PIC) for the Municipal Class Environmental Assessment (MCEA) for the *Dorchester Road & Oldfield Road Intersection Improvements* held on Wednesday, July 6th 2022 or during the following (2) week comment period.

Through submission of comment forms at the PIC event, comments made via the City of Niagara Falls Let's Talk website, or email correspondences, a majority of responses indicated support for the recommended preferred solution of **maintaining the intersection as an all-way stop control (AWSC) with geometric improvements**. With the proposed geometric improvements and inclusion of dedicated turning lanes, the AWSC intersection will be able to address peak delays and queues expected in the future as well as provide active transportation facilities and connectivity.

Based on the evaluation of the four (4) alternative solutions presented ("Do Nothing", AWSC with Geometric Improvements, Signalized with Geometric Improvements, and Roundabout) and the input and comments received from the public and stakeholders, the City of Niagara Falls will be moving forward through the MCEA process with the recommended preferred solution.

In summary of the input and comments received, there were several recurring themes expressed by the public or stakeholders regarding the need for active transportation facilities and connectivity to surrounding areas, as well as concerns with the condition of the roadway surface and possible impacts to the surrounding environment. The preferred solution will provide for active transportation facilities in the form of bike lanes and sidewalks to accommodate all road-users and connect to existing and future planned facilities adjacent to the intersection. The proposed intersection improvements will provide for a new asphalt surface to improve the rideability for users, with all proposed works being maintained primarily within the existing City owned right-of-way which will have minimal impact on the surrounding natural environment.

The Study Team is currently preparing a Project File Report for this MCEA. Once completed, this report will be made available to the public for a review period of 30 days. Notification of study completion and

availability of the Project File Report for review will be advertised in the local newspaper, on the City's project website, and circulated to those on the study contact list.

The City of Niagara Falls would like to thank you for taking the time to provide valuable input and comments regarding the MCEA for the *Dorchester Road & Oldfield Road Intersection Improvements*. If you have any questions, please do not hesitate to contact one of the undersigned.

Yours truly,

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