



City of Niagara Falls
Transportation Master Plan 2024
Trails and Active Transportation Master Plan

December 14, 2023
PIC#1 Presentation



Land Acknowledgement

The City of Niagara Falls is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The City of Niagara Falls stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

Team Introductions

Mathew Bilodeau, C.E.T.

Senior Manager of Transportation Services
Municipal Works
City of Niagara Falls

Brett Sears, MCIP, RPP

TMP Project Manager
Senior Project Manager
WSP

Lachlan Fraser, MPIA

TMP Project Coordinator
Senior Transportation Planner
WSP

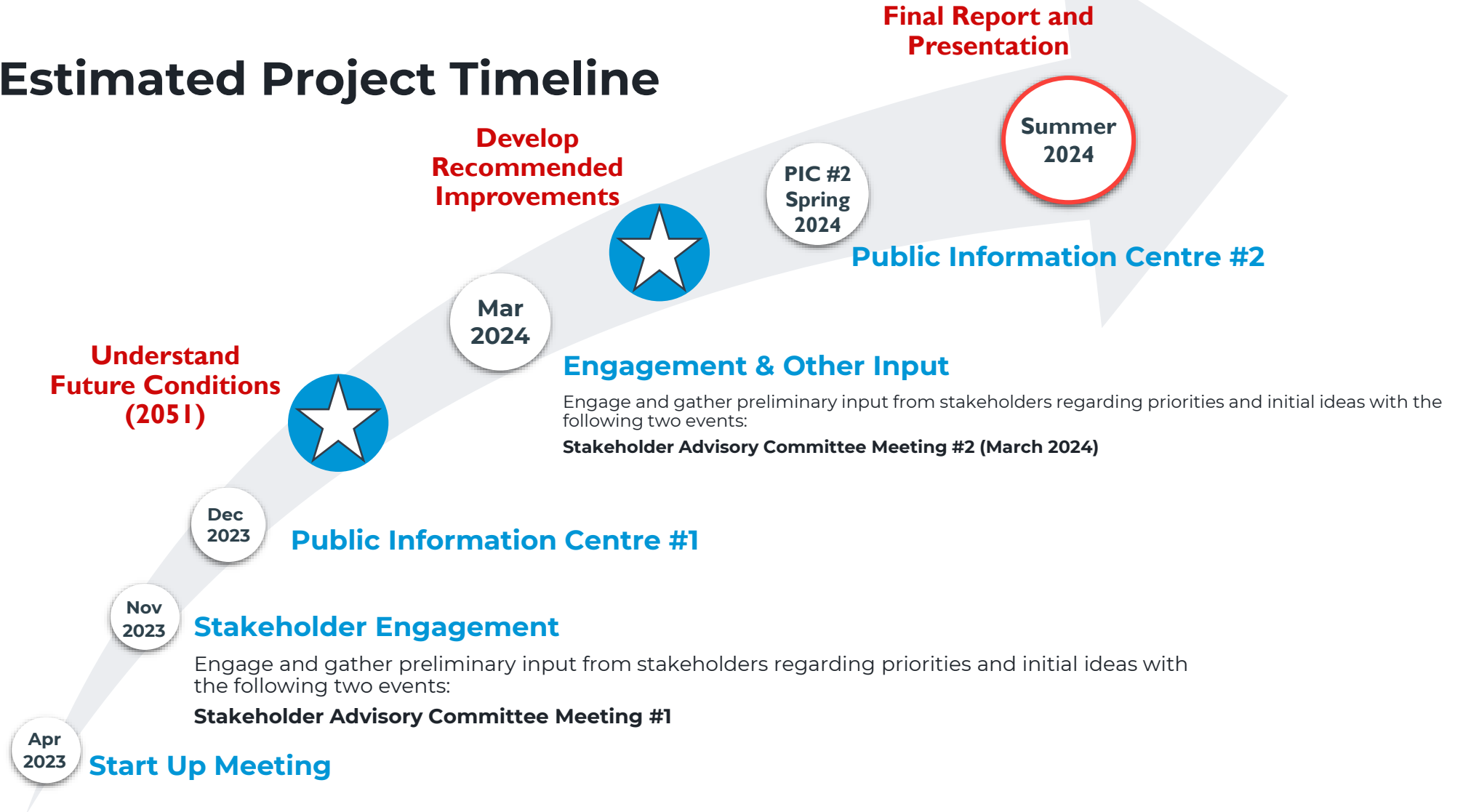
Justin Jones, MA, CP3

ATMP Project Manager
Active Transportation Planner
Community Engagement Specialist
WSP

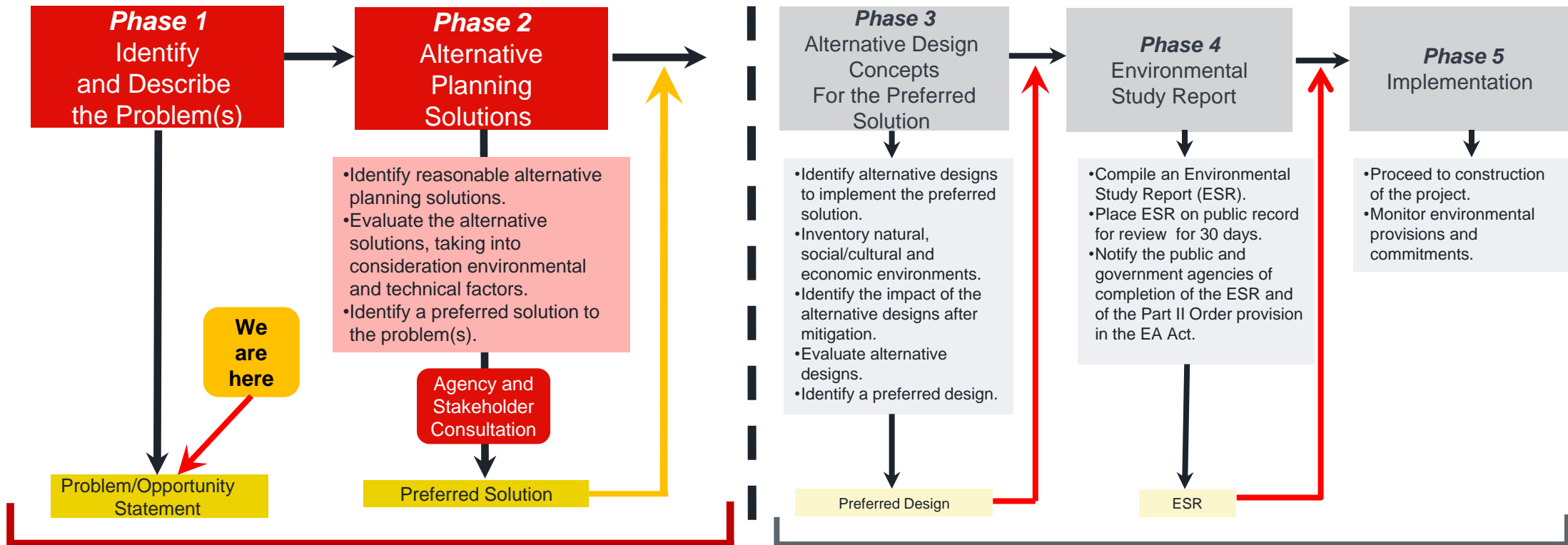
Meeting Objectives

Item	Description
Project Timeline	Share an estimated project timeline with future consultation events
Transportation Master Plan Objectives	Outline the guiding objectives for the TMP
Background Context	Share our understanding of the existing transportation network and typical travel behaviours
Community Feedback	Share with the project team any key issues with the current network and any other concerns

Estimated Project Timeline



Municipal Class Environmental Assessment Process



The Master Plan Process comprises Phases 1 and 2 of the Municipal Class EA Process and will result in a Transportation Master Plan (TMP). This TMP will provide recommendations for future projects.

This Study does not include these three phases. Future projects depending on their complexity would need to conduct subsequent phases (Phase 3-5) and additional consultation before they can be approved.

Transportation Master Plan Objectives



Promote network connections to areas of growth, neighbouring municipalities, and key economic corridors.



Enhance the tourism experience in the Tourist Area by improving wayfinding, reducing congestion points, and ensuring many alternative modal choices are available.



Integrate the TMP with the other City initiatives and with the Region's strategic plans.



Promote a **safe, equitable and accessible** transportation network available to all.



Develop an **improvement and implementation plan and schedule** that meets with the City's capital programming schedule.



Ensure that the City staff have a **monitoring program** that allows for regular reporting of achievements from the TMP and for adjusting the implementation plan accordingly.

Existing Policy Framework

The Transportation Master Plan (TMP) will be guided and informed by a large body of policies from Federal, Provincial, Regional, and City levels of government, and other local agencies. The TMP will consider and reflect the overall direction and guidance from these policies in what will be a document that helps shape the future of the City.

Some of these policies include:

- Federal Sustainable Development Act
- Provincial Policy Statement
- Growth Plan for the Greater Golden Horseshoe
- Metrolinx 2041 Regional Transportation Plan
- Niagara Region and Niagara Falls Official Plan
- Niagara Region and Niagara Falls Economic Development Strategies
- Niagara Falls Climate Adaptation Plan
- The previous Niagara Falls Transportation Master Plan

Natural & Cultural Heritage

Niagara Parks, Niagara Escarpment Commission, and the Niagara Peninsula Conservation Authority all play a role in preserving and promoting the natural and cultural heritage throughout their respective jurisdictions.

Understanding the needs and the benefits of these lands will be reflected in the TMP to ensure the plan is environmentally and culturally sensitive.



**NIAGARA
PARKS**



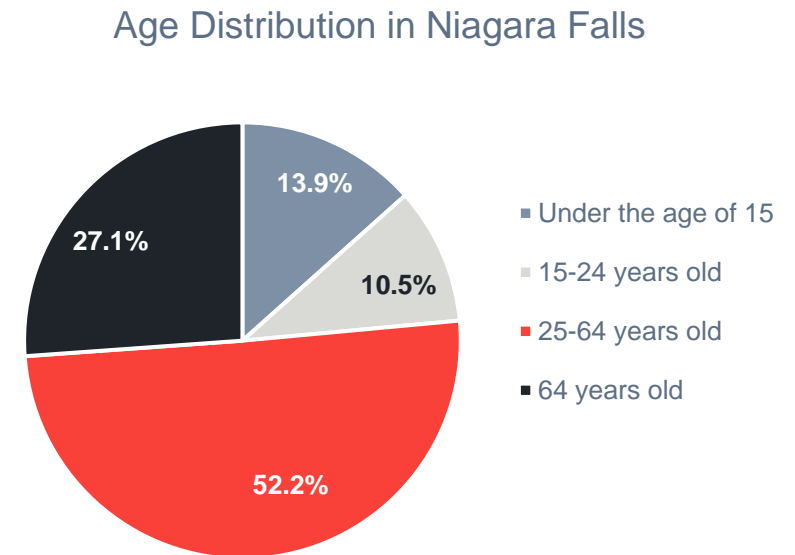
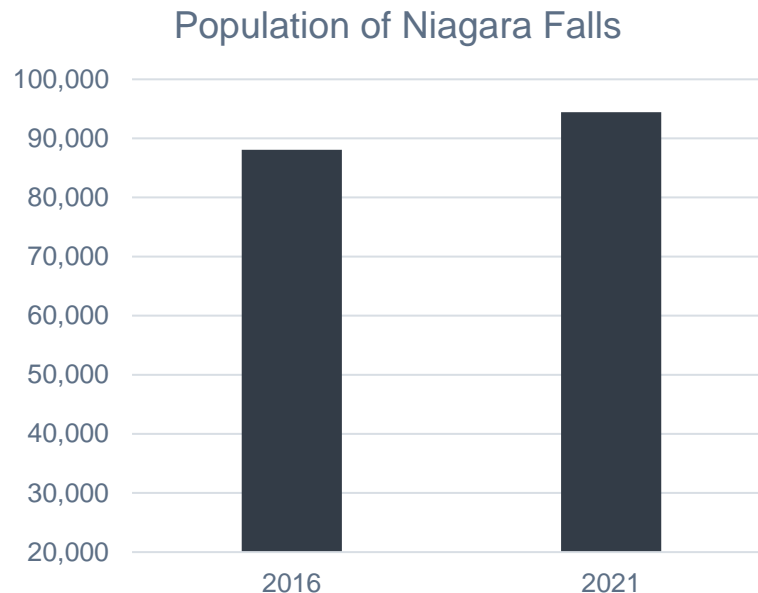
Niagara Escarpment Commission
An agency of the Government of Ontario



**Niagara Peninsula
CONSERVATION**

Socio-Demographic Context

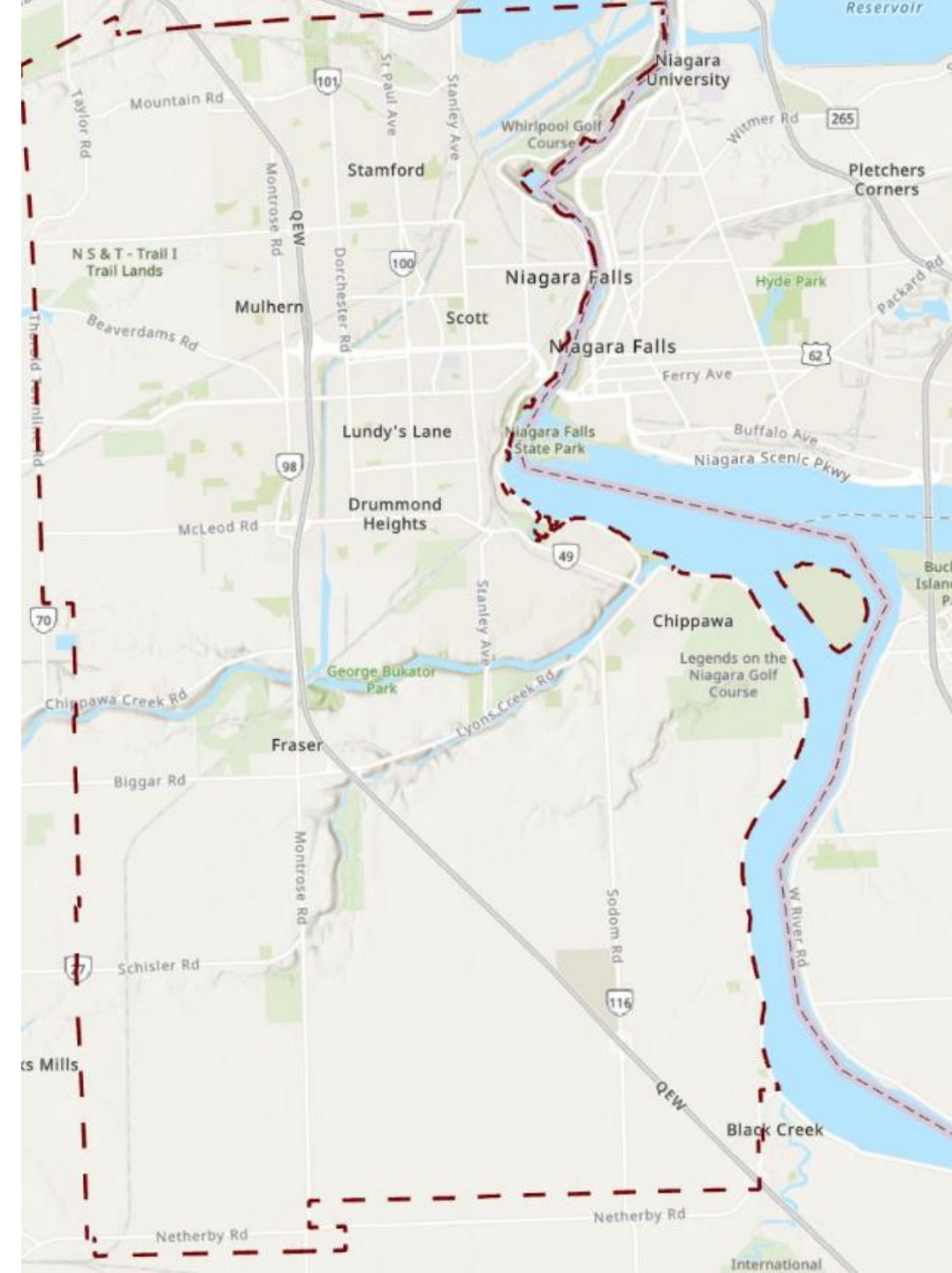
Niagara Falls is a growing City with a substantial working population, and a broad range of land uses. Understanding who lives, works, or visits the city (and how they move around) is crucial to planning for future growth.



Existing Road Network

The TMP Study Area includes all roads within the City of Niagara Falls municipal boundary, including:

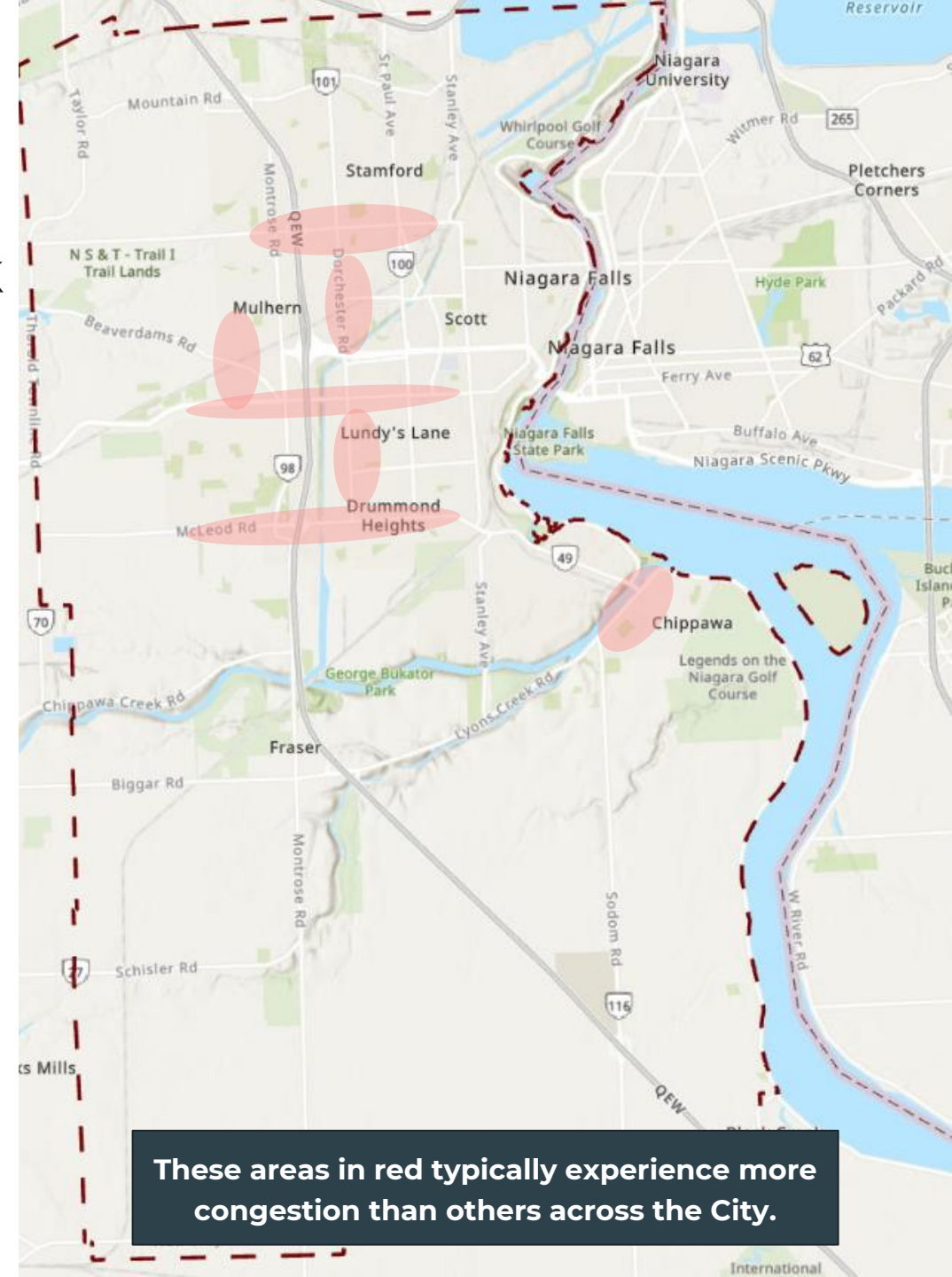
- Provincial Highways
- Regional Roads
- City Streets



Existing Transportation Network Roads

Roads that experience more congestion than others include:

- Beaverdams Road
- Watson Street
- Portage Road
- Kalar Road
- Drummond Road
- Dorchester Road
- Mountain Road (east of QEW)
- Niagara River Parkway
- Victoria Avenue
- Stanley Avenue
- Thorold Stone Road
- Lundy's Lane
- Whirlpool Road



These areas in red typically experience more congestion than others across the City.

Existing Pedestrian Facilities



Multi-Use Trails

- Paved and unpaved
- Includes single-track hiking pathways through parks.



Sidewalks

- Paved sidewalks located on at least one side of arterial and collector roads
- Gaps located throughout residential areas.



Pedestrian Crossings

- Includes mid-block crossings & intersections.
- Need for more frequent controlled midblock pedestrian crossings.

Pedestrian Network Approach

Identify Gaps

Identify where significant gaps exist in the pedestrian network, especially on collector and arterial roads



Develop Network

Identify policies for new sidewalks on arterials, collectors and local roads where justified



Create Connectivity

Create an inventory of mid-block crossings, desire paths and cut-throughs. Add additional connections to fill in gaps to enhance pedestrian connectivity.



Existing Cycling Facilities



Multi-use Trails

- Shared with pedestrians
- High-comfort routes as part of Waterfront Trail



Bike Lanes

- Painted bike lanes common on City and Regional Roads
- Lanes frequently end at intersections

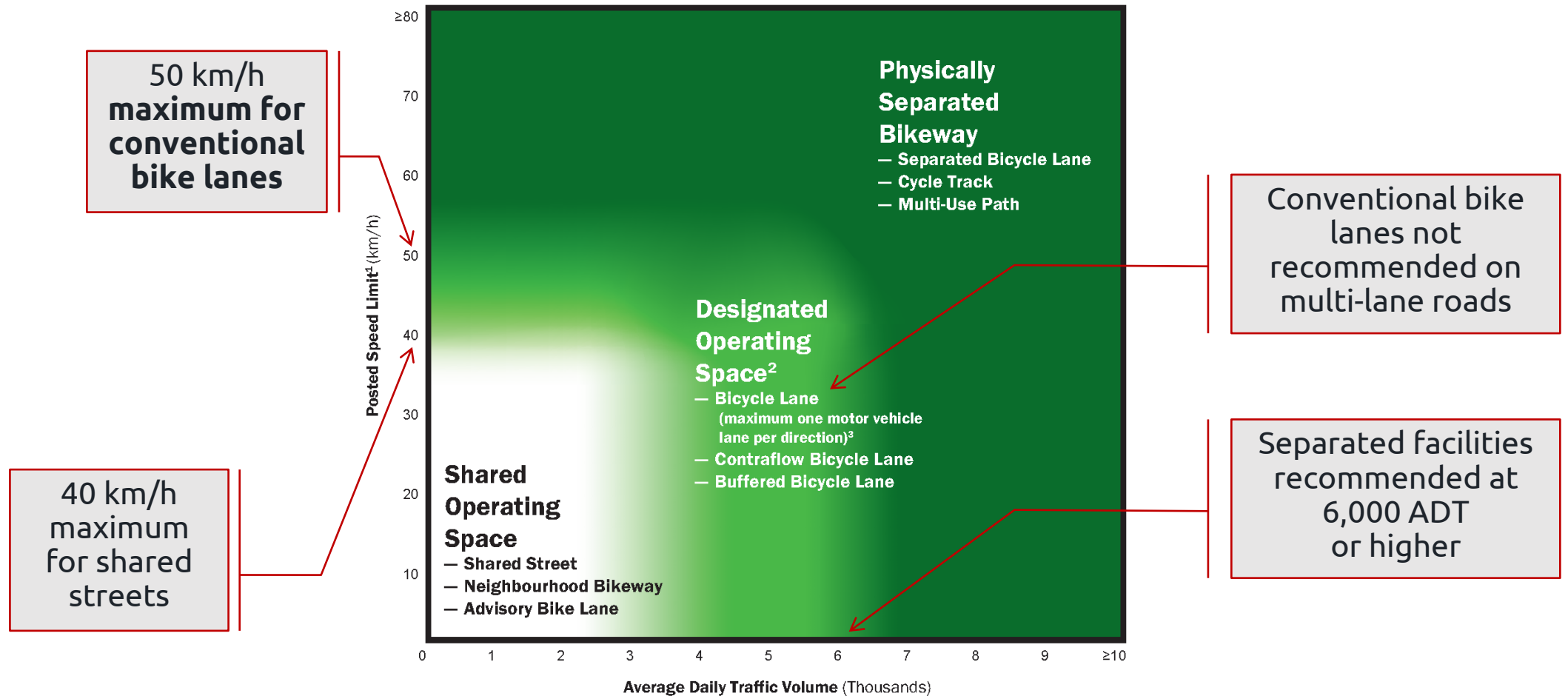


Paved Shoulder

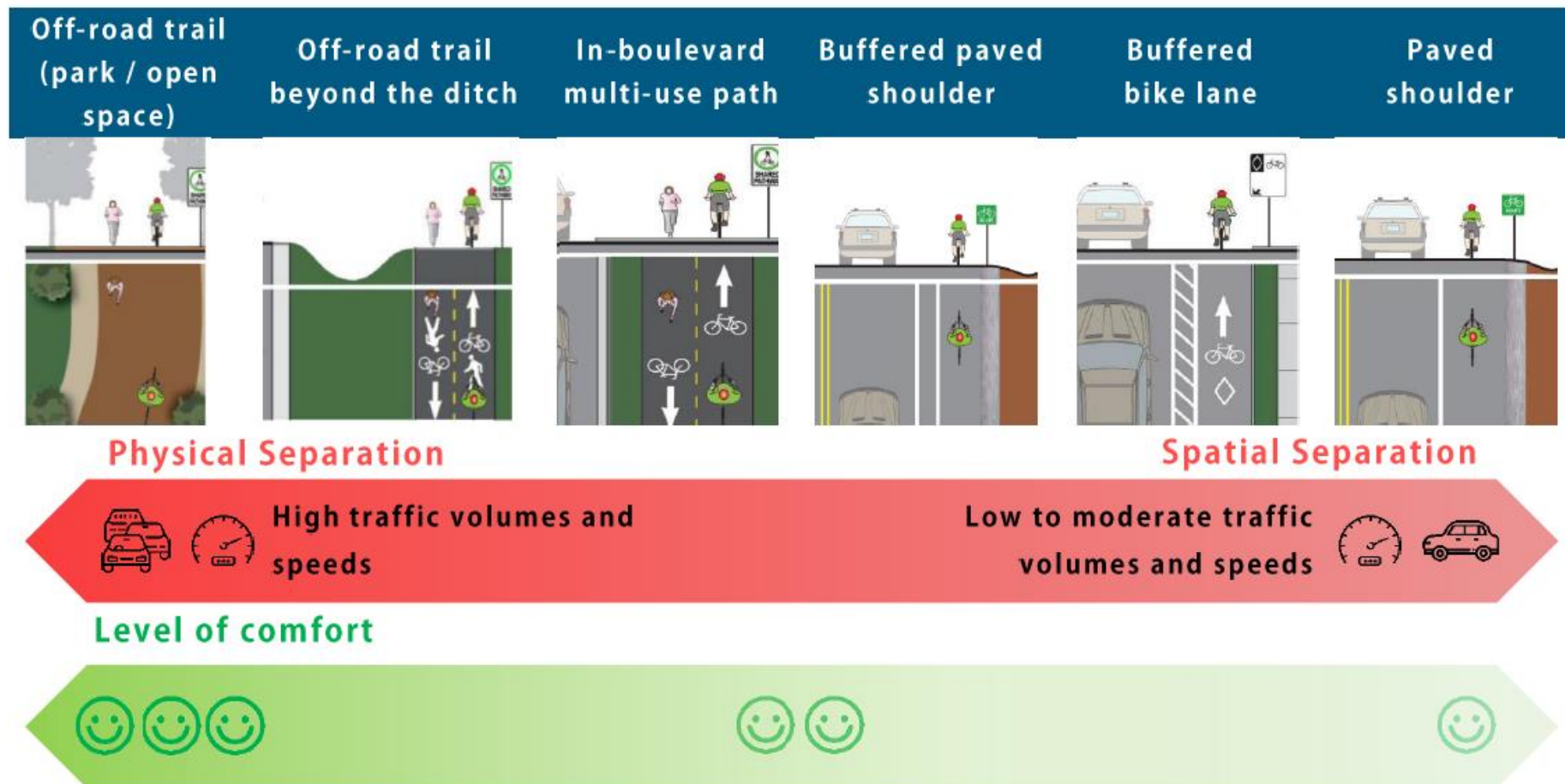
- Signed routes with paved shoulders located in rural areas.

Facility Selection Tool

Urban/Suburban Facility Selection Nomograph



Facility Selection



Cycling Network Approach

Identify Potential

Evaluate through spatial analysis where cycling trips could be highest



Develop Network

Identify potential connections using existing conditions and capital forecasts



Assign Hierarchies

Identify Spine routes, Connector routes and Neighbourhood Greenways to provide seamless, all ages and abilities access



Existing Transportation Network Transit

Transit	Provider	Service Description	Key Destinations
GO Transit	Metrolinx	<ul style="list-style-type: none"> Year-round, including weekends and holidays Two-way service 	<ul style="list-style-type: none"> Union Station
Niagara Region Transit	Niagara Region	<ul style="list-style-type: none"> Year-round, including weekends and holidays Frequency typically ranges between 30 to 60 minutes 	<ul style="list-style-type: none"> Canadian Drive Hub Main Street Hub Mt. Carmel Hub Morrison/ Dorchester Hub
WEGO	Niagara Falls Tourism	<ul style="list-style-type: none"> Year-round, including weekends and holidays Frequency typically ranges between 20 to 40 minutes 	<ul style="list-style-type: none"> Table Rock Centre (Terminal) Niagara Falls GO Station Various hotels (such as Fallsview Casino, Hilton Hotel, and Sheraton Fallsview)



Existing Travel Patterns

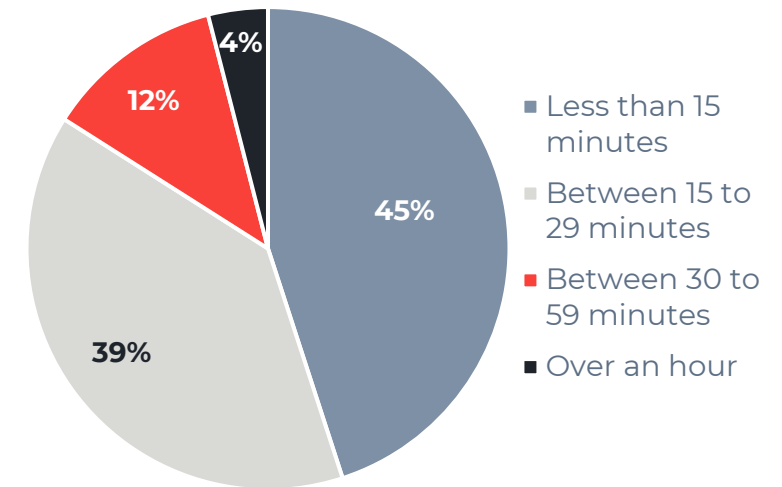
Mode share during the AM and PM peak hours:

- Auto trips represent 82-89% of all trips made;
- Transit trips are 2-4% of all trips made; and
- Active Transportation trips make up 5-6% of all trips.

Of all trips in Niagara Falls:

- 52-56% of trips start **and** end in Niagara Falls; and
- The remaining 44-48% of trips either start **or** finish in Niagara Falls.

Commuting Time for Niagara Residents



Niagara Falls is heavily reliant on personal vehicles as a mode of transportation and remains a popular destination for visitors.

TMP Vision Statement

This preliminary vision statement has been drafted to reflect the guidance and direction provided by overarching documents from the Federal, Provincial, Regional, and City levels of government.

It also reflects the current conditions and socio-demographic context of the City.



What can you share with us?

- Do you have any suggestions for the Vision Statement or Objectives?
- What are the biggest issues with the current network? (traffic calming, road safety, lack of walking/cycling facilities)
- Where are the main areas of congestion that impact you?
- How would you improve travel in the City?
- How can we make tourism more accessible and improve connectivity?
- Do you see a role for micromobility (bike share and scooter share) in the City?

Next Steps

- Review feedback from project engagement events
- Understanding future growth conditions and what transportation impacts we can expect
- Developing a list of possible infrastructure, program, or policy solutions
- Engage with stakeholders, indigenous groups, and the general public for additional input and feedback
- Please provide your feedback by January 14th, 2024

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