

TRAILS AND ACTIVE TRANSPORTATION MASTER PLAN

Meeting Objectives

The purpose of this Public Information Centre (PIC) is to present the work completed to date and gather feedback on the draft recommendations for the **Trails and Active Transportation Master Plan (TATMP)**.

Information presented here includes:

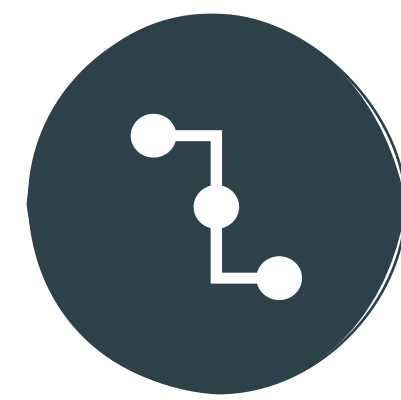
- Process of Development of ATMP
- Vision and Goals
- Proposed Active Transportation Network, Facilities And Phasing
- Active Transportation Policies
- Wayfinding, Education, and Promotion



Project Overview

- The Trails and Active Transportation Master Plan (TATMP) is a **community-focused plan** will support the growth of infrastructure that facilitates walking, cycling, and rolling within the City for years to come.
- It will **help residents** use active transportation more often, **strengthen political support**, and **establish new partnerships** with community stakeholders to increase the uptake of sustainable transportation within the City.
- The TATMP is being developed simultaneously with the City's **Transportation Master Plan (TMP)** as a coordinated effort to develop a community-focused plan that helps residents and tourists move around the City more efficiently.
- The TMP and TATMP will be completed in accordance with the Master Plan process outlined by the Municipal Engineers' Association, adhering to the requirements of Phase 1 and Phase 2 of the Municipal Class Environmental Assessment.

TATMP Vision & Goals



A vision statement and Plan objectives reflect the key themes and guiding principles of the City of Niagara Falls' current policy documents.

This will help to ensure that the Trails and Active Transportation Master Plan aligns with those previously approved statements in a clear manner.

As the project progresses, the vision statement may undergo revisions to further reflect the shared goals and aspirations of the City and its residents. The vision for the TATMP is:

“ To cultivate a safe, connected, equitable, and accessible active transportation system that responds to the diverse needs of all users while supporting the local economy, encouraging and enhancing opportunities for active transportation, and ensuring connections to key destinations, contributing to a more vibrant, sustainable city. ”

To support our vision statement, specific actionable objectives were created based on the City's current policies:

- Design a **safe, equitable** and **accessible** active transportation system available to all.
- Ensure a **seamlessly connected network** with linkages to areas of growth, transit, neighbouring municipalities, economic corridors and key destinations.
- Enhance the **active transportation user experience** by improving wayfinding, addressing active transportation network gaps, and ensuring a comfortable and attractive environment for active modes.
- **Integrate** the TATMP and the TMP with other City initiatives and Regional strategic plans.
- Develop an **improvement** and **implementation plan** that meets with the City's capital programming schedule.
- Ensure that the City staff have a **monitoring program** that allows for regular reporting of TATMP achievements and for adjustments to the implementation plan.

Network Hierarchy



SPINE ROUTE

These routes are the most direct connections for travelling across the City by Active Transportation. They are designed for users of All Ages and Abilities, with a focus on physical separation when on major roads. Spine trails will be planned to be paved, have a wide surface, and have year-round maintenance.



CONNECTOR ROUTE

Connector Routes are routes that connect local areas and destinations to the Spine network. They are usually on lower volume and lower speed roads, so they are typically not the priority for physical separation. Active Transportation users travel on them for shorter distances, so they are only exposed to traffic for short times. Connector trails are not necessarily paved or winter maintained.



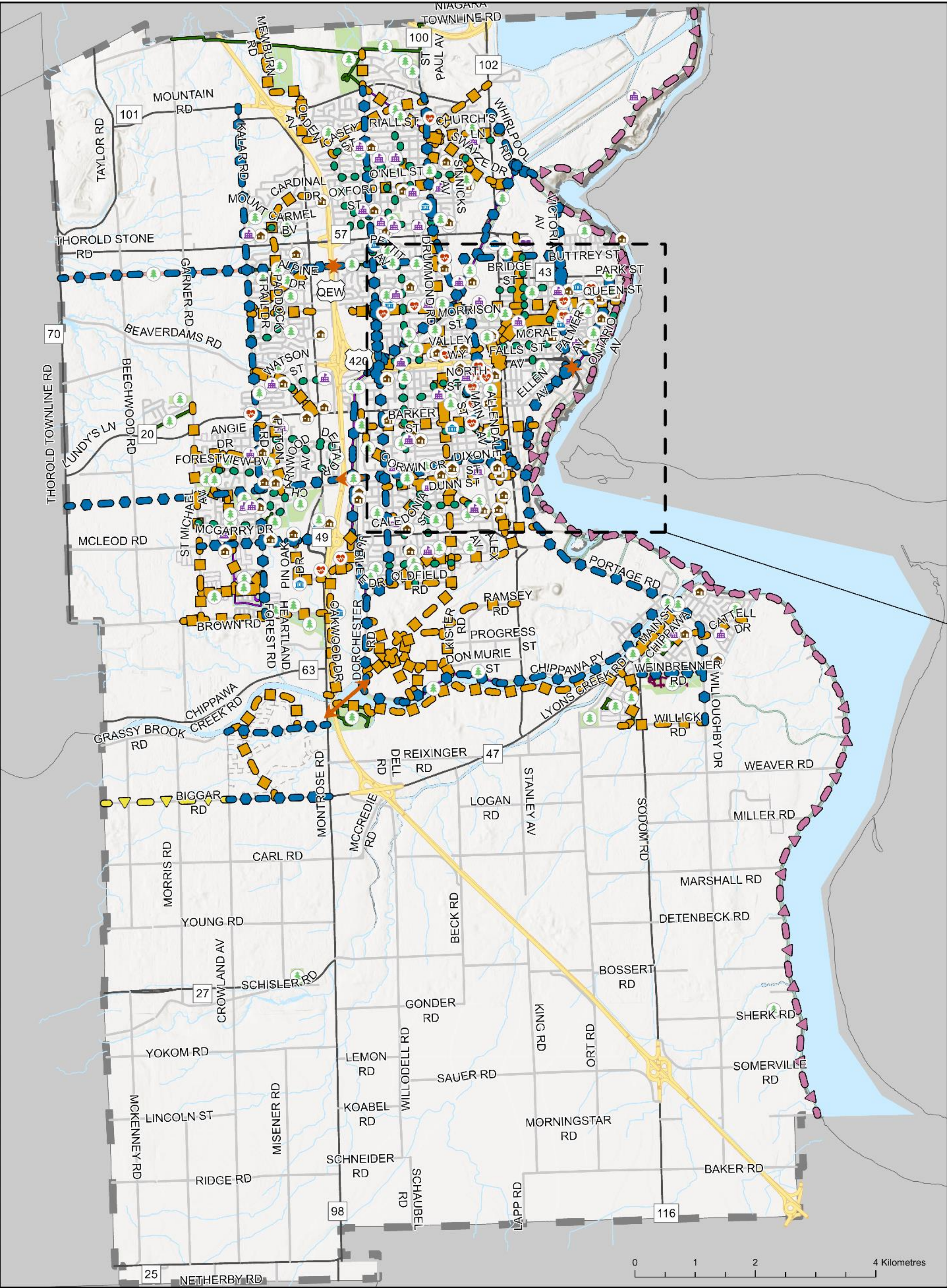
LOCAL ROUTE

Routes on local roads that are designed to have very low traffic volumes and speeds through traffic diversion or traffic calming. Active Transportation modes are prioritized on these routes to allow for safe sharing of the road.

Map 1a: Candidate Active Transportation Network - Urban Area



Map 1b: Candidate Active Transportation Network - Urban Core



Legend

Active Transportation Network Hierarchy

- Spine
- Connector
- Rural
- Local
- Non-City Spine
- Major Feasibility Projects

Existing Trails

- Hiking/Walking
- Multi-Use
- Non-Developed
- Unknown

Roads

- City of Niagara Falls
- Private Roads
- Niagara Falls Bridge Commission
- Niagara Parks Commission
- Regional
- MTO
- Future Roads

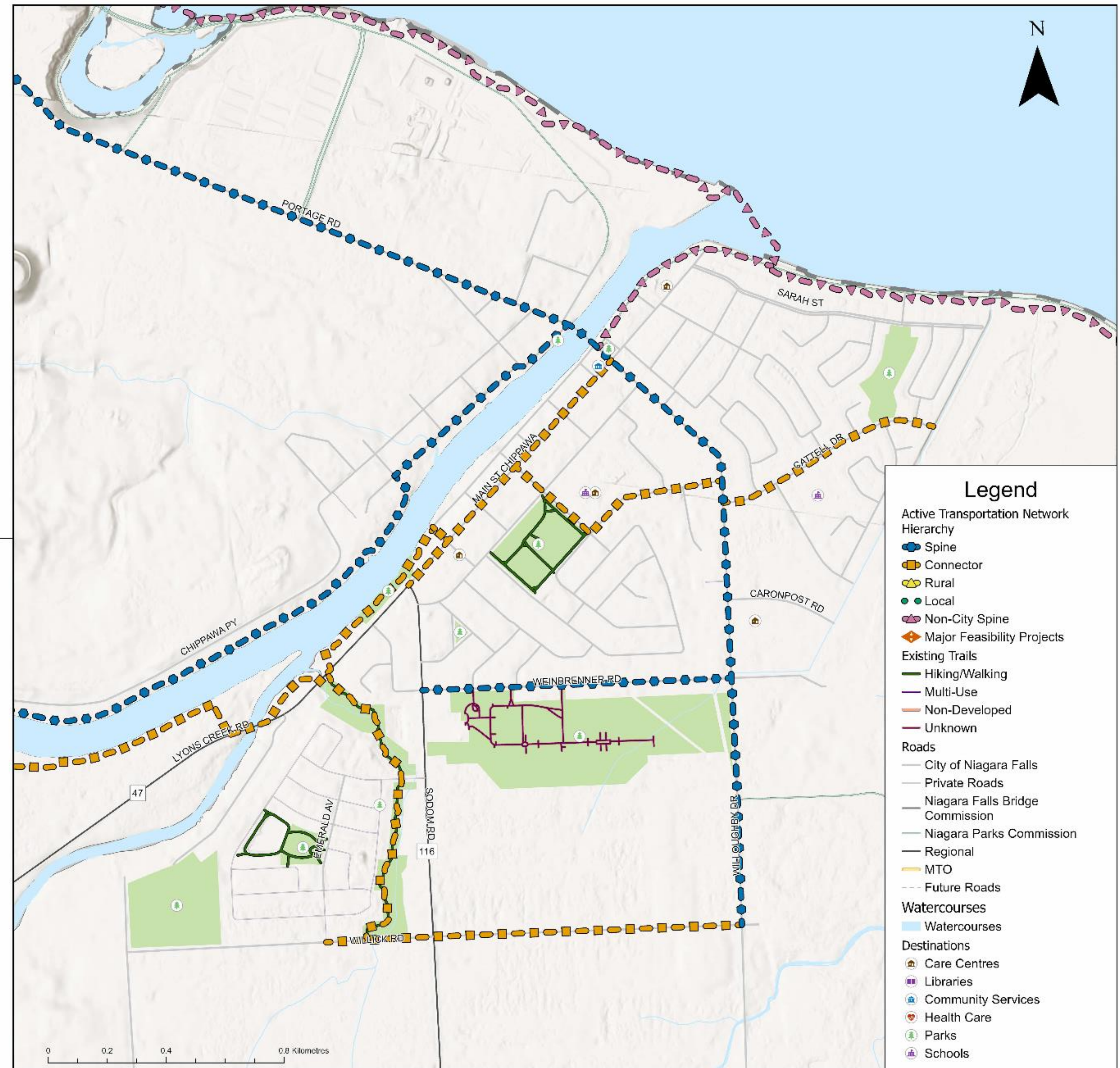
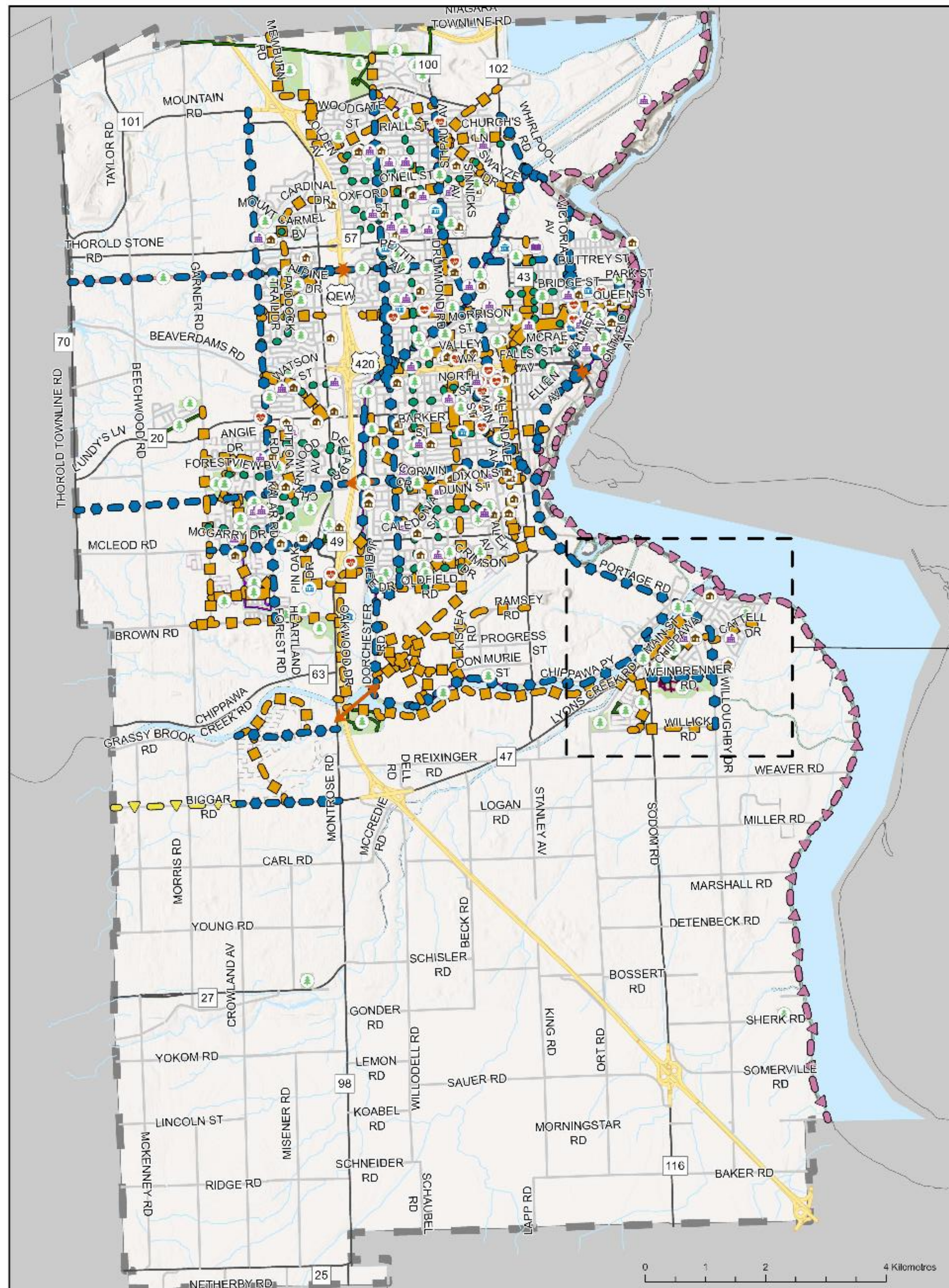
Watercourses

- Watercourses

Destinations

- Care Centres
- Libraries
- Community Services
- Health Care
- Parks
- Schools

Map 1c: Candidate Active Transportation Network - Chippawa

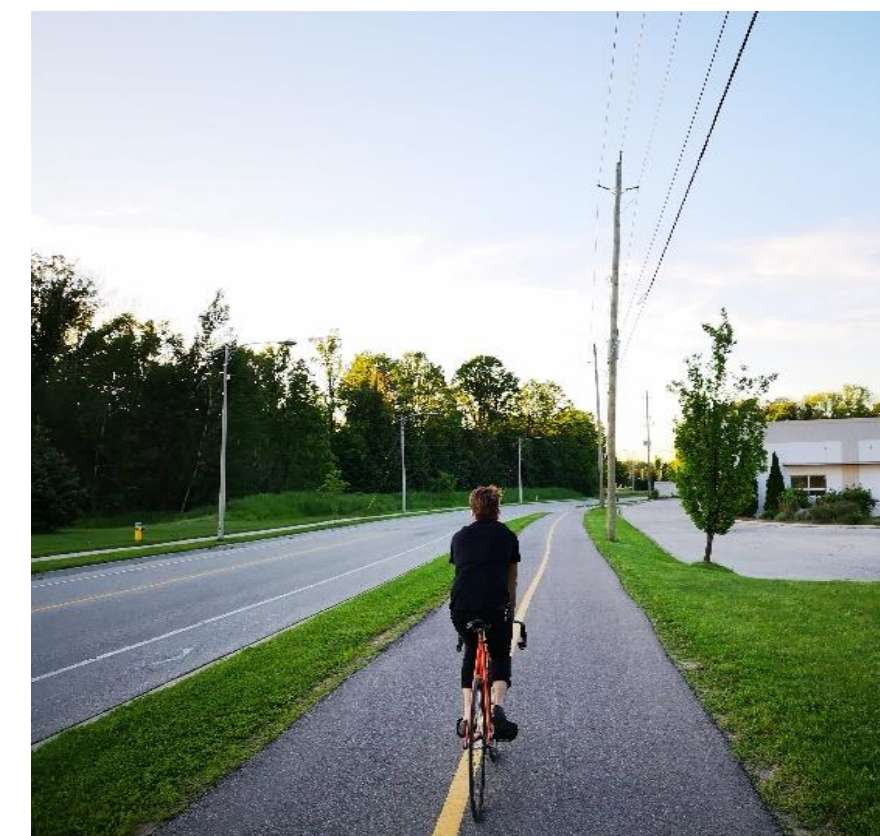


- Legend**
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Active Transportation Facility Types 1/2

Separated Facilities

- Facilities separated from the roadway horizontally and typically vertically.
- Separation can be on the road (bollards, curbs), or the facility can be in the boulevard.



CYCLE TRACKS

Above the curb and exclusive for cyclists

SEPARATED BIKE LANES

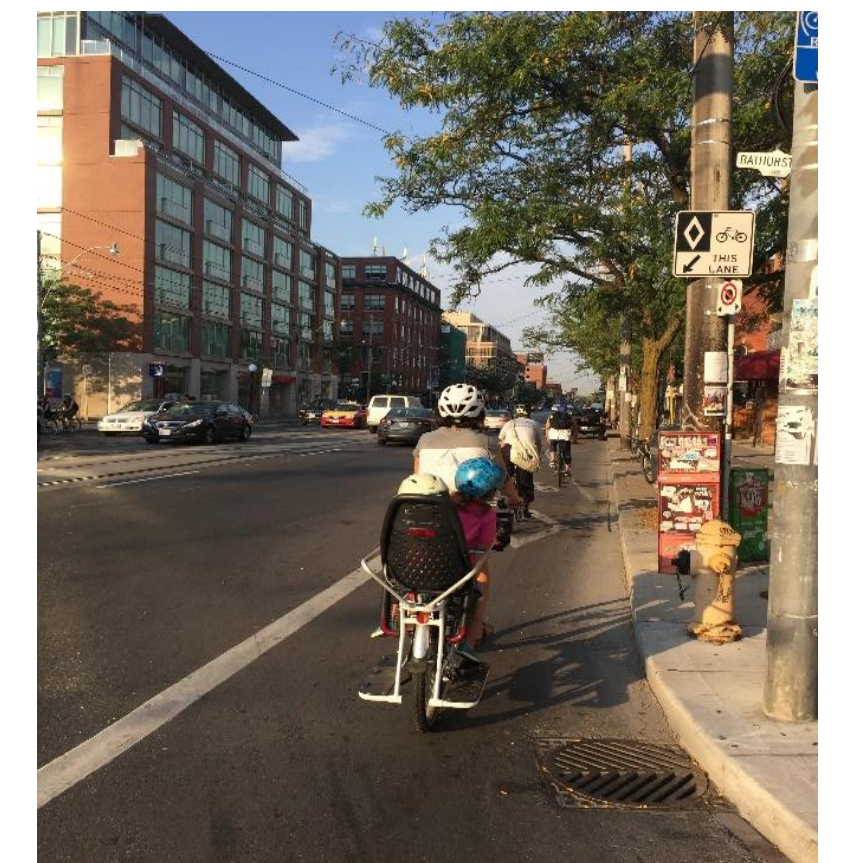
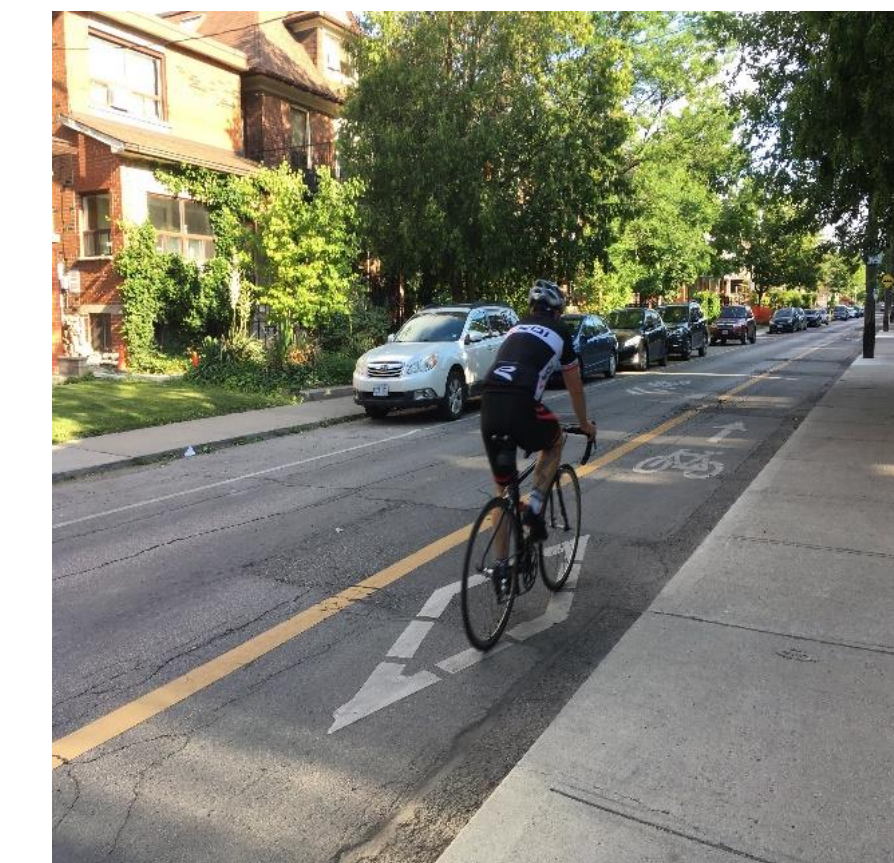
Within the road pavement and separated by bollards, curbs, etc.

MULTI-USE PATHS

Above the curb and shared with pedestrians

Designated Operating Facilities

- On-road facilities, typically designated by a painted line and pavement markings.
- No physical barrier between facility and traffic.



BUFFERED BIKE LANES

buffer between traffic and bike lane

CONTRAFLOW BIKE LANES

Opposite direction of traffic

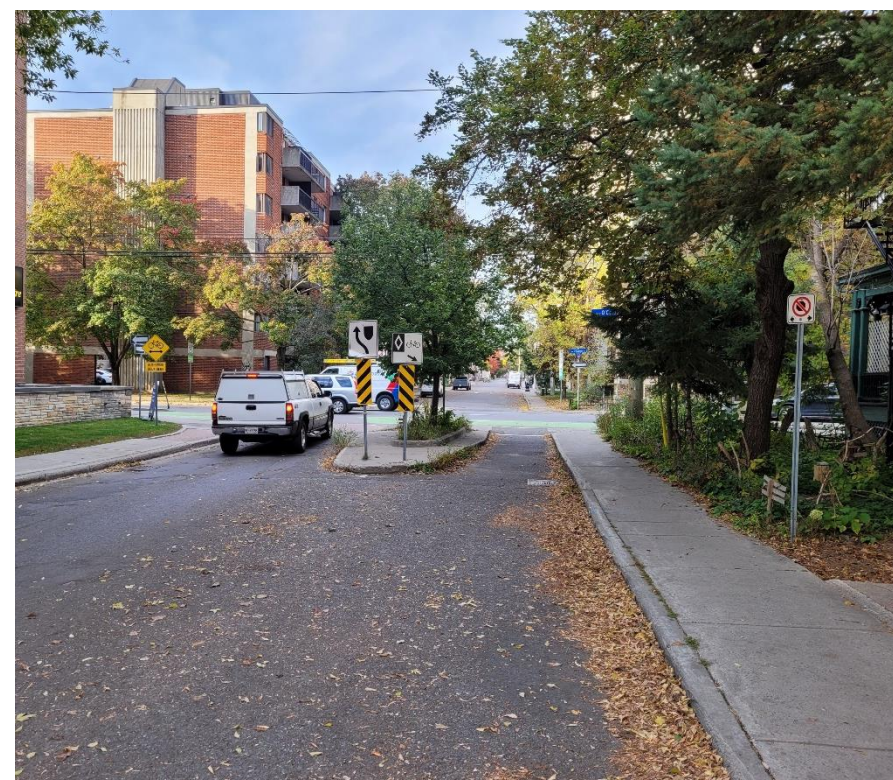
CONVENTIONAL BIKE LANES

Painted bike lane

Active Transportation Facility Types 2/2

Shared Operating Space

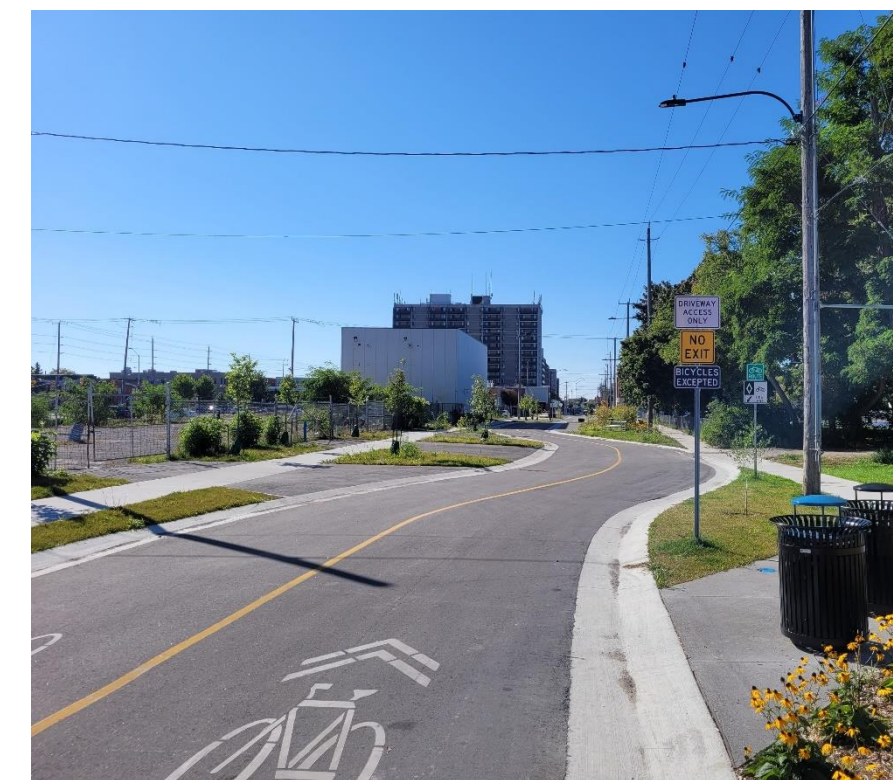
- Local streets with low traffic volumes (ideally 500 – 1,000 vehicles per day maximum)
- Prioritize movement for active transportation while reducing motor vehicle traffic speeds
- Design elements include traffic calming, traffic diversion, pavement markings, signage



**TRAFFIC
DIVERSION**



**TRAFFIC
CALMING**



**PAVEMENT
MARKINGS**

Intersection Treatments

- Intersection Design plays a pivotal role in the safety and efficiency of all road users
- Good intersection designs improve visibility, ensuring that cyclists are easily visible
- Facilitates predictable movements - with a clear design, all road users are more likely to move in predictable patterns



**SHARED
CORNERS**

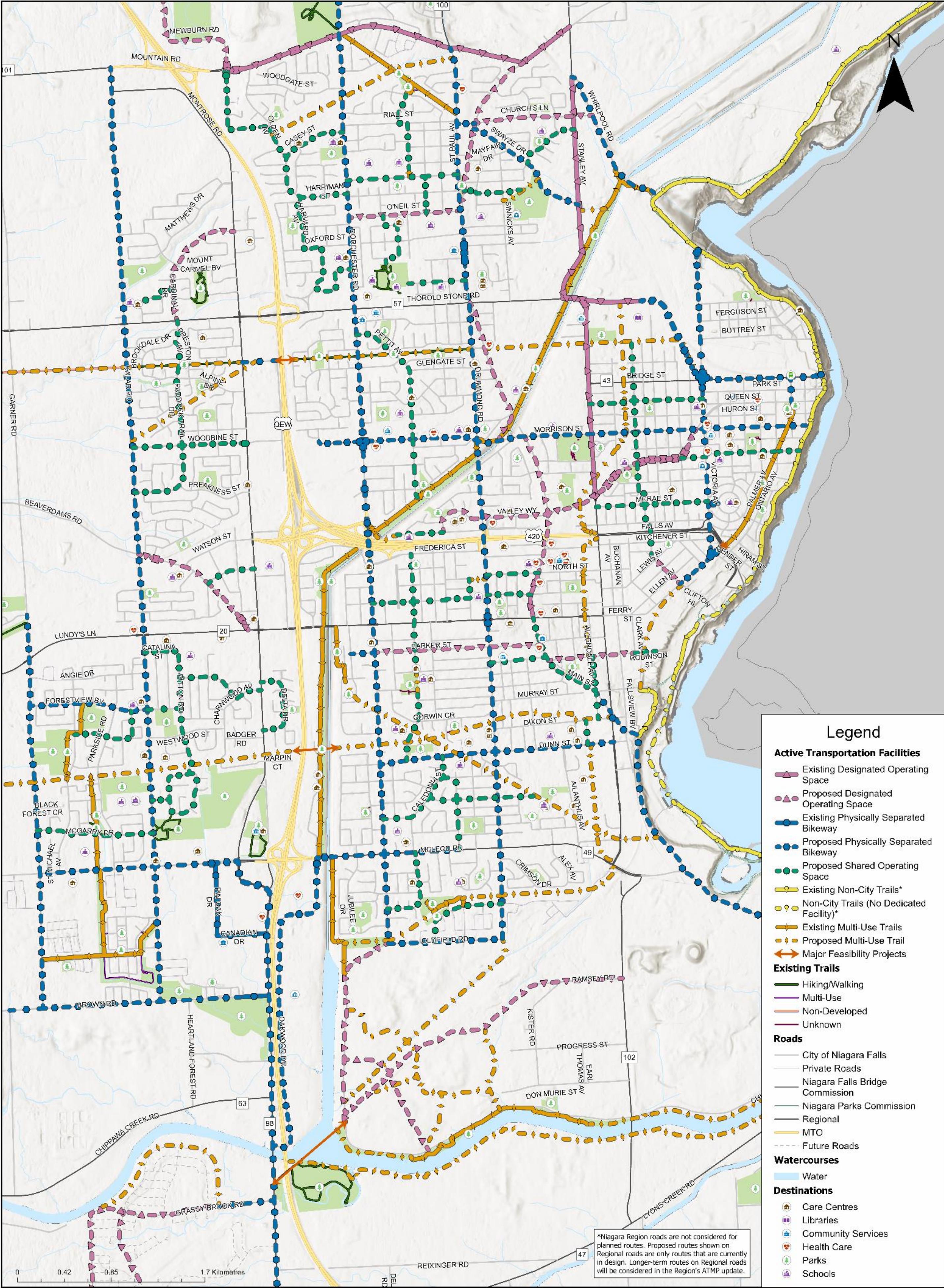


BIKE BOXES

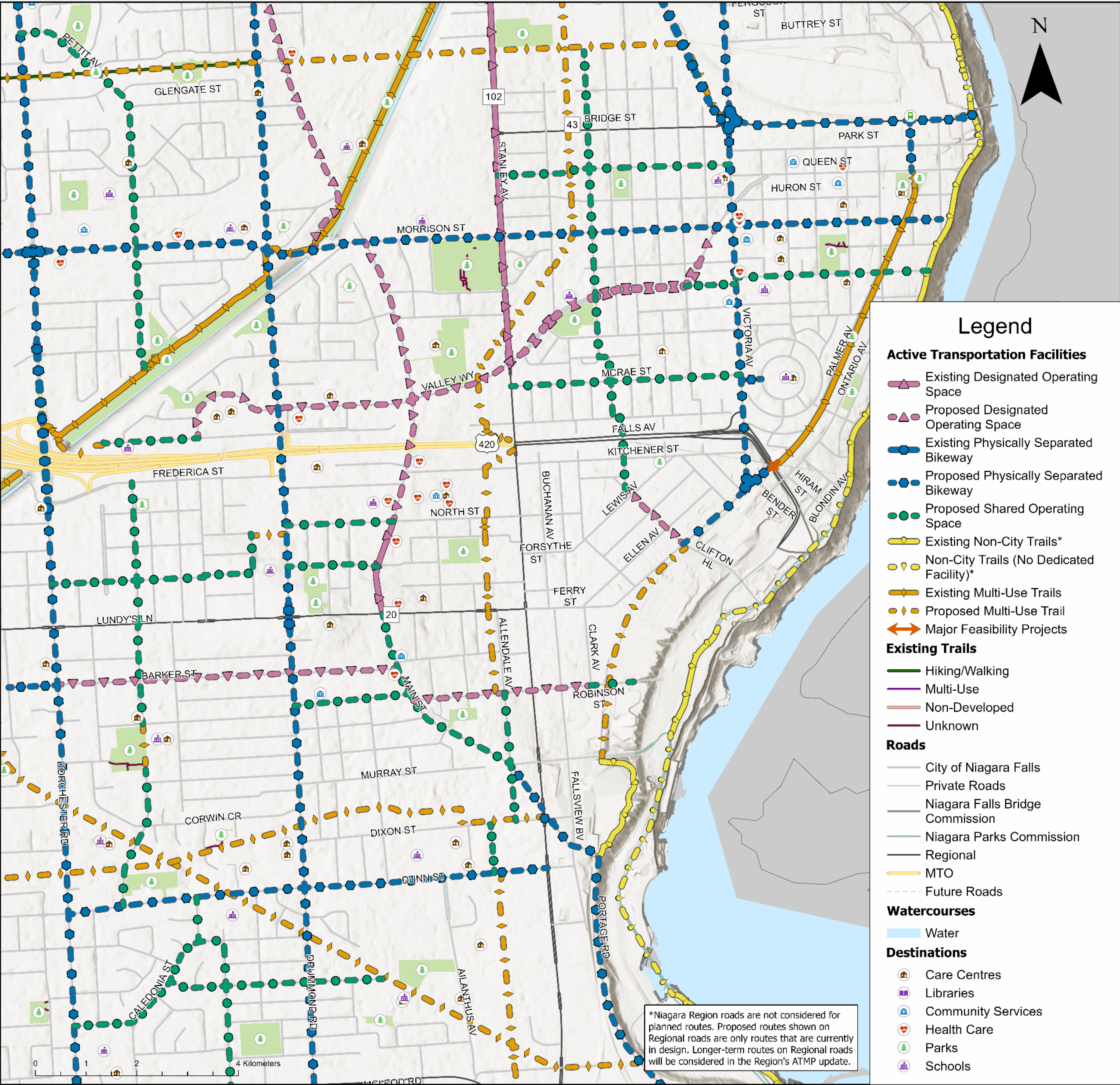
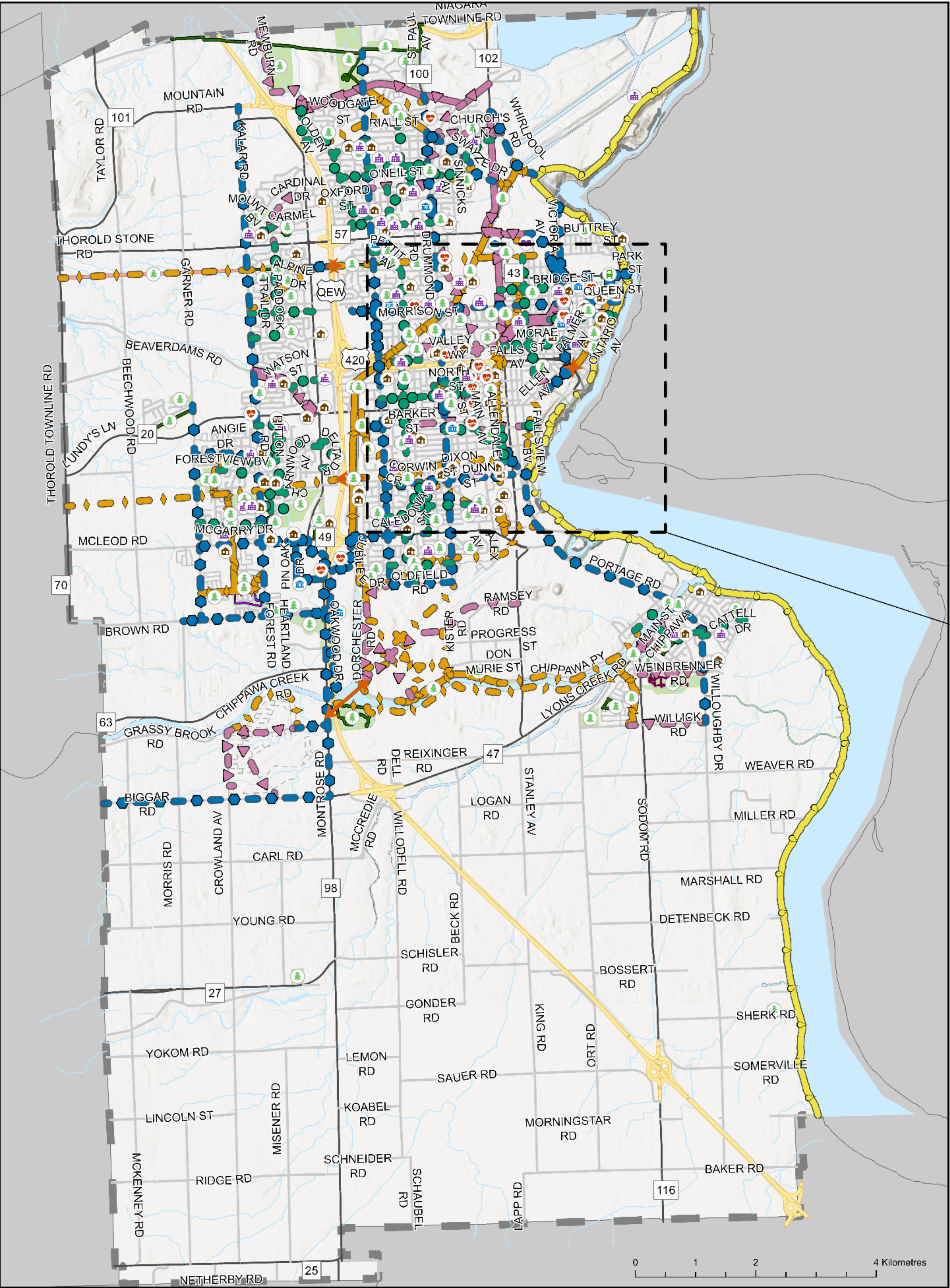


**PROTECTED
INTERSECTIONS**

Map 2a: Candidate Active Transportation Network - Urban Area



Map 2b: Candidate Active Transportation Network - Urban Core



Legend

Active Transportation Facilities

- Existing Designated Operating Space
- Proposed Designated Operating Space
- Existing Physically Separated Bikeway
- Proposed Physically Separated Bikeway
- Proposed Shared Operating Space
- Existing Non-City Trails*
- Non-City Trails (No Dedicated Facility)*
- Existing Multi-Use Trails
- Proposed Multi-Use Trail
- Major Feasibility Projects

Existing Trails

- Hiking/Walking
- Multi-Use
- Non-Developed
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Roads

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Watercourses

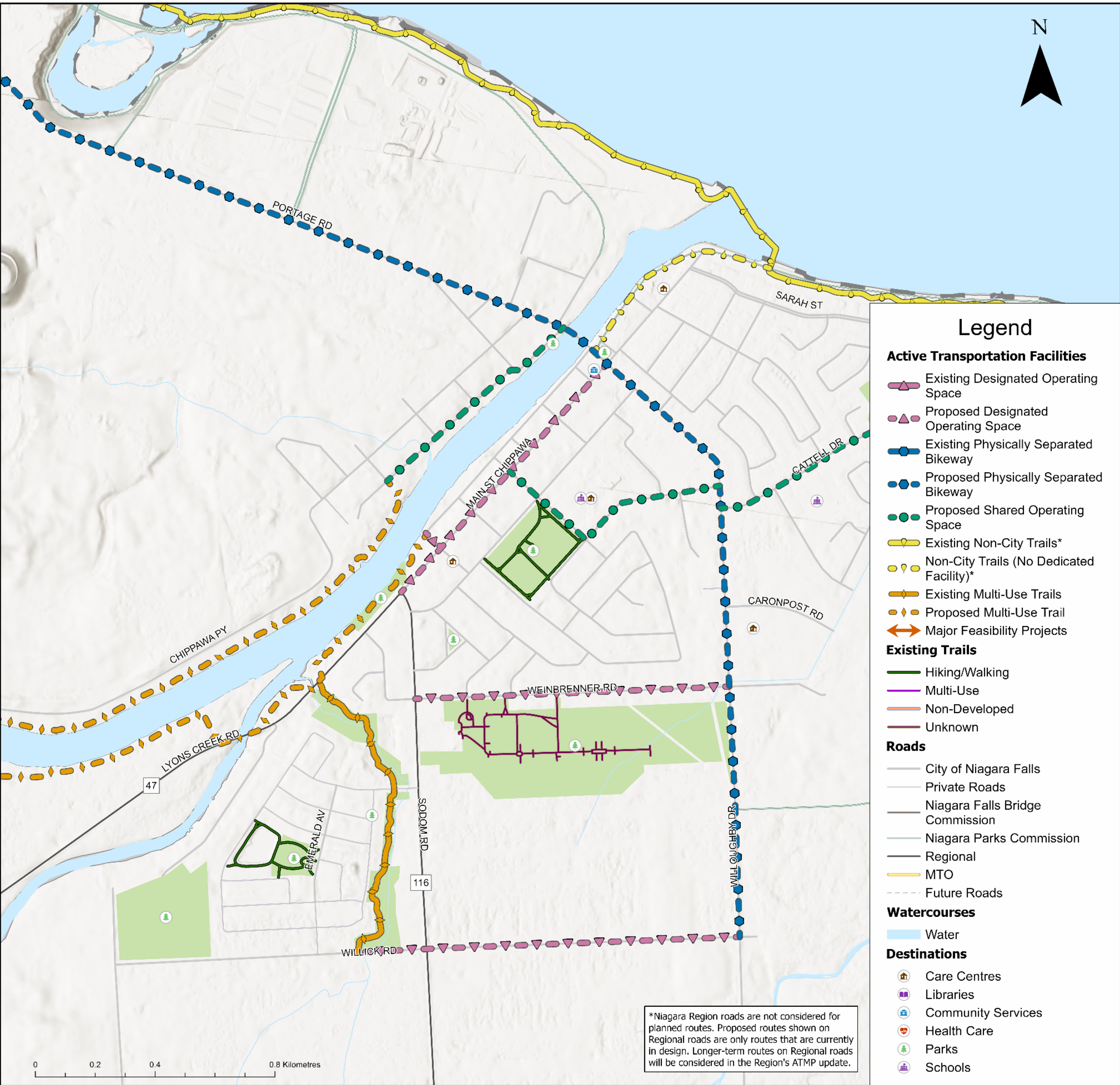
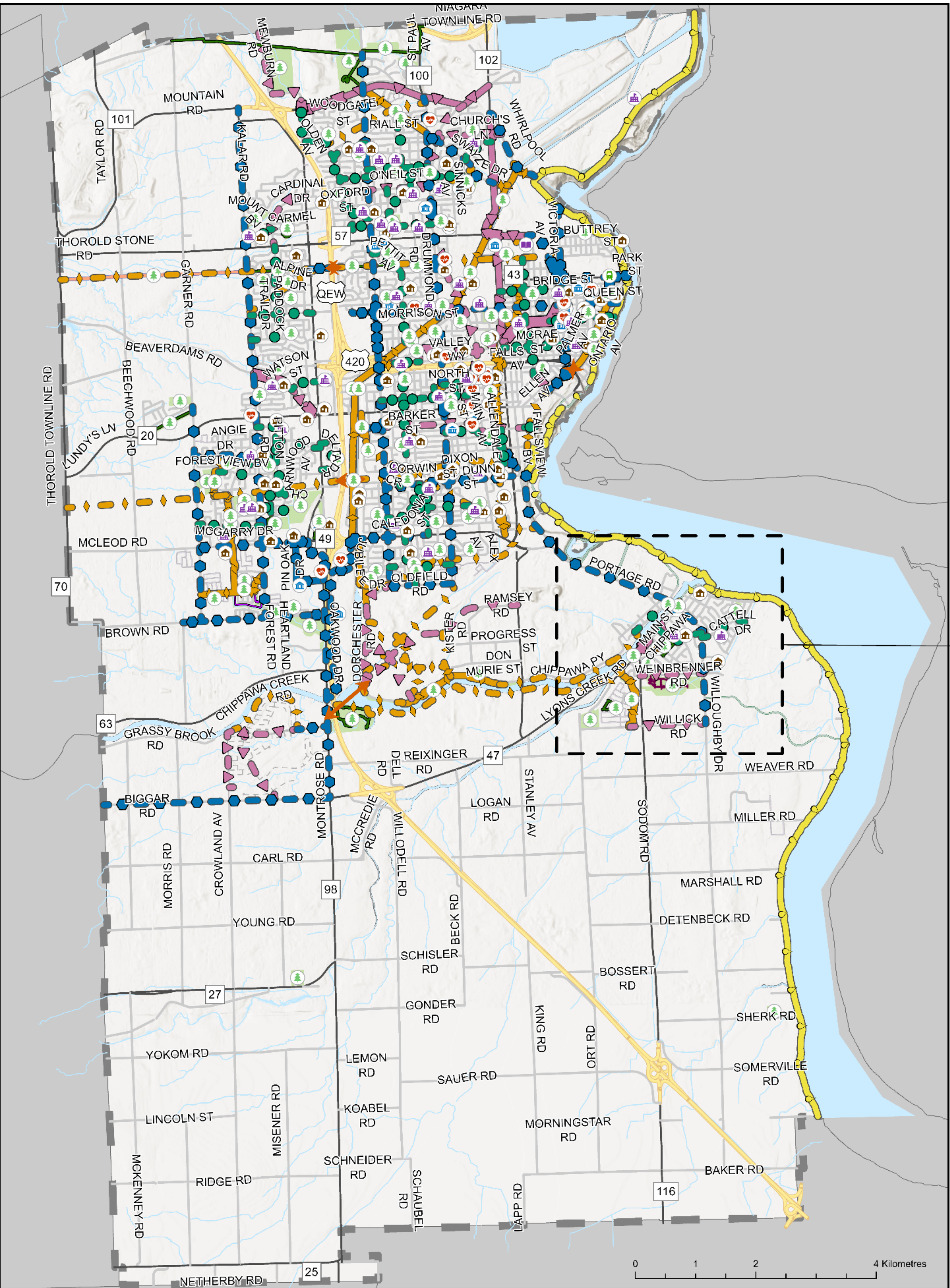
- Water

Destinations

- Care Centres
- Libraries
- Community Services
- Health Care
- Parks
- Schools

*Niagara Region roads are not considered for planned routes. Proposed routes shown on Regional roads are only routes that are currently in design. Longer-term routes on Regional roads will be considered in the Region's ATMP update.

Map 2c: Candidate Active Transportation Network - Chippawa



Active Transportation Policies



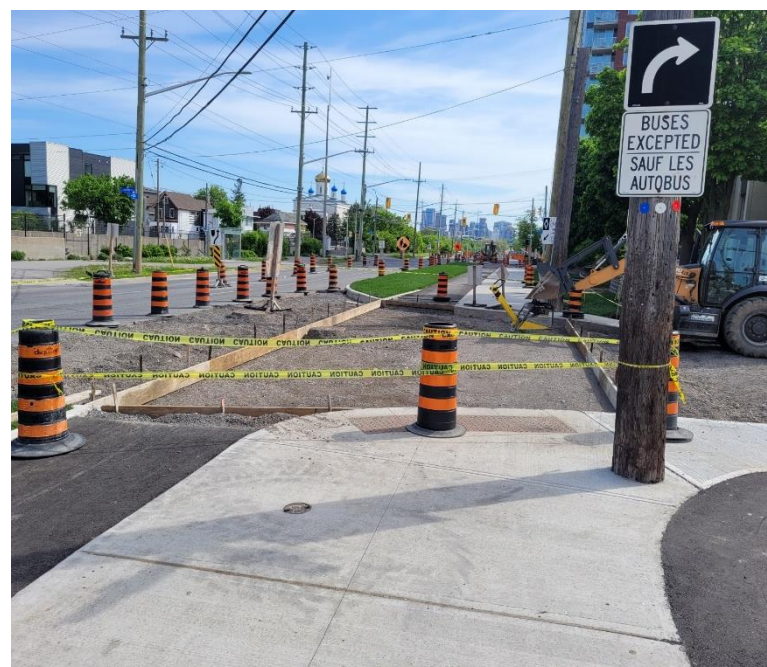
Improving the Pedestrian Network

1. New sidewalks and replacements should be 1.5 m on local roads and 1.8 m on collector and arterial roads.
2. Improve accessibility at intersections.



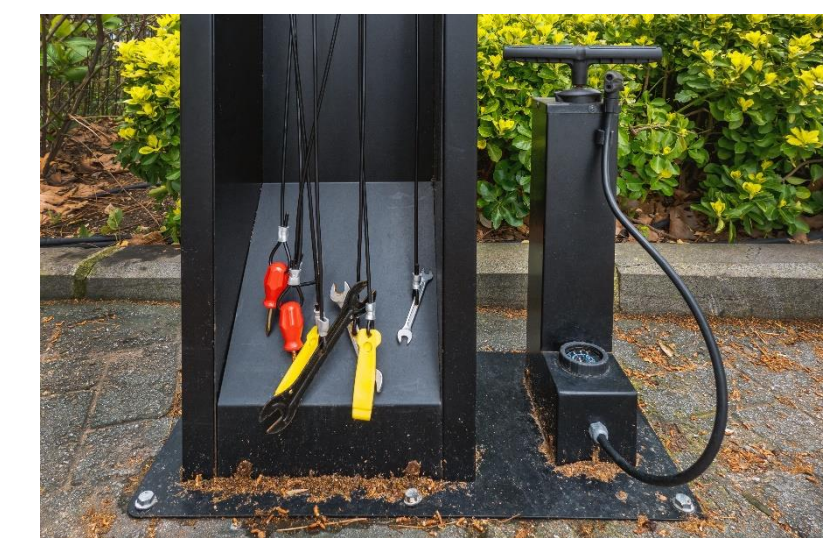
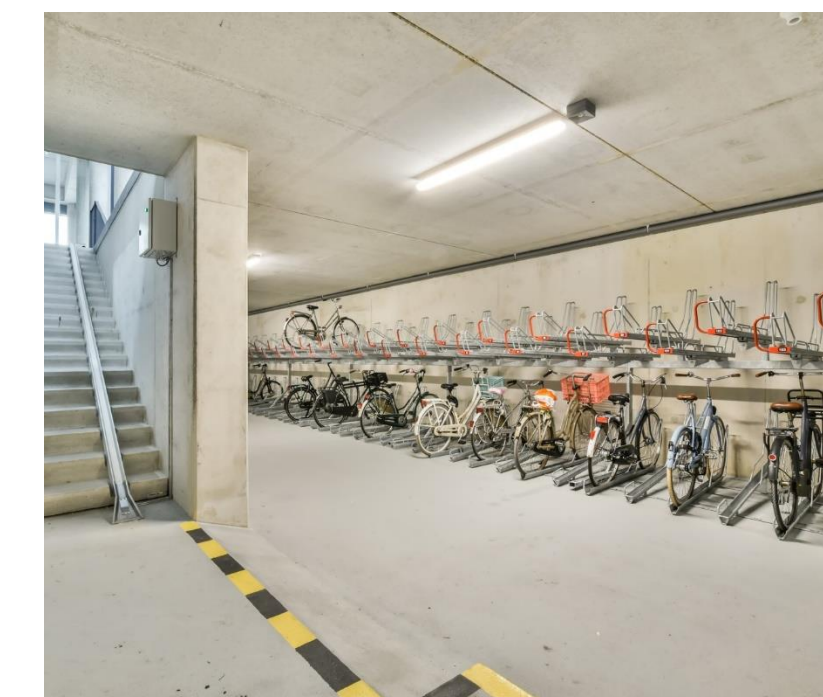
Maintaining the Network

1. Prioritize maintenance of the Spine Network to allow for year-round active transportation use.
2. Provide routine maintenance to meet standards, monitor and track costs.



Building the Active Transportation Network

1. Align construction of the network with other infrastructure construction work, such as sewer replacements, to minimize construction and save costs.
2. Coordinate with Niagara Region to complete active transportation gaps on Regional Roads.
3. Provide public amenities to support active transportation, such as bike racks, repair stations, and benches.
4. Develop guidelines to improve safety at intersections.



Transportation Demand Management

Transportation Demand Management (TDM) strategies focus on shifting behaviour to reduce personal vehicle use.

The proposed TDM policies include:

1. Require bicycle parking, amenities, and end-of-trip facilities (repair stations, change rooms, showers, etc.) in new developments and at municipal facilities
2. Establish an evaluation for TDM for new development applications
3. Support local community and workplace initiatives.
4. Support and promote active school travel.

Micromobility

Micromobility devices include bikes, e-bikes, e-scooter, and other small devices with wheels. This plan will provide guidance on the classification and recommended use for these devices, including:

1. Best practices for micromobility device classification systems
2. Best practices for where e-bikes and e-scooters are and aren't permitted
3. Exploring a bike and/or scooter share pilot program
4. Collaborating with Niagara Region for consistent use of e-bikes and e-scooters across the Region



Wayfinding

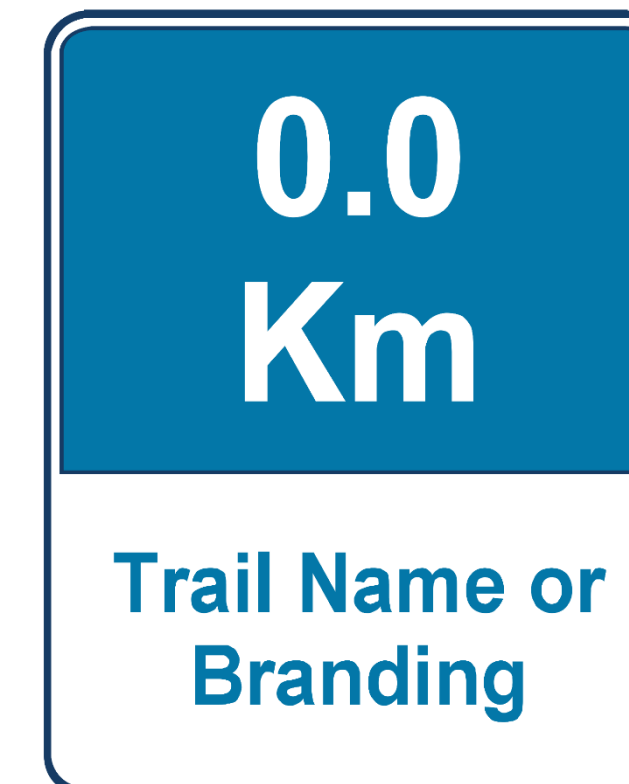
Effective wayfinding signage along Niagara Falls’ trails and active transportation network will provide essential information to help people orient themselves and navigate from one location to another, improves access to local destinations, enhances tourism, and ensures safe use of transportation networks for everyone.

Signage will include the following:



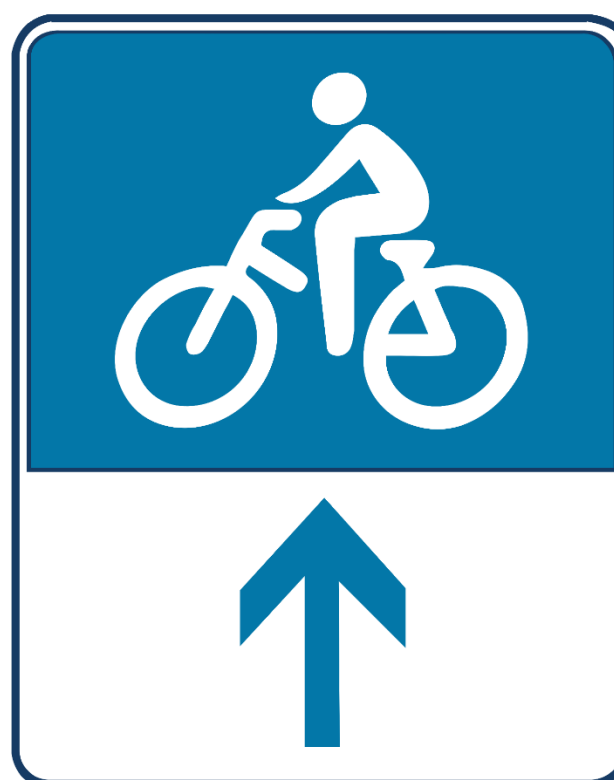
Directional Signage

- Used throughout the trail at regular intervals and intersections.
- Provides reassurance that users are following the designated trail network.



Distance Markers

- Placed incrementally along a trail.
- Enhances user experience for exercise.
- Helps in emergencies when recorded with GPS and incorporated into digital maps.



Turn Signs

- Indicates where an active transportation route turns from one street onto another.



Trailhead Signs

- Identifies the primary trail access point.
- May include warnings, ecological information, key destinations, and contact points for maintenance.



Confirmation Signs

- Identifies the current route of travel.
- Reinforces direction after a turn.
- Repeated regularly to indicate users are on a designated route.

Interpretive/Informational Signs

- Provides educational information on ecological, historical, and general interest points.
- Educates users about points of interest along the trail.



Policies and Programming Priorities

Our project team wants to know what is most important to you!

What are your top three priorities for active transportation policies and programs in Niagara Falls? Use the dot stickers to identify your TOP 3!

Supportive Programming

Provide safety education and other programs that support an active transportation lifestyle.

Wider Sidewalks

Expand sidewalks to create a more comfortable and accessible pedestrian realm.

Active School Travel Programs

Programs that teach and encourage students to travel to use active transportation to get to school safely.

Wayfinding

Assists people in orienting themselves and navigating from one location to another.

Supportive Amenities

Provide bike racks, benches, bike repair stations, water fountains, and other amenities that make using active transportation easier.

Accessibility

Provide an accessible network that is free from physical barriers/obstructions for people of all abilities to use.

Year-round maintenance

Maintain active transportation facilities throughout the year, including snow removal, to keep them safe and usable in every season.

Safer Road Crossings

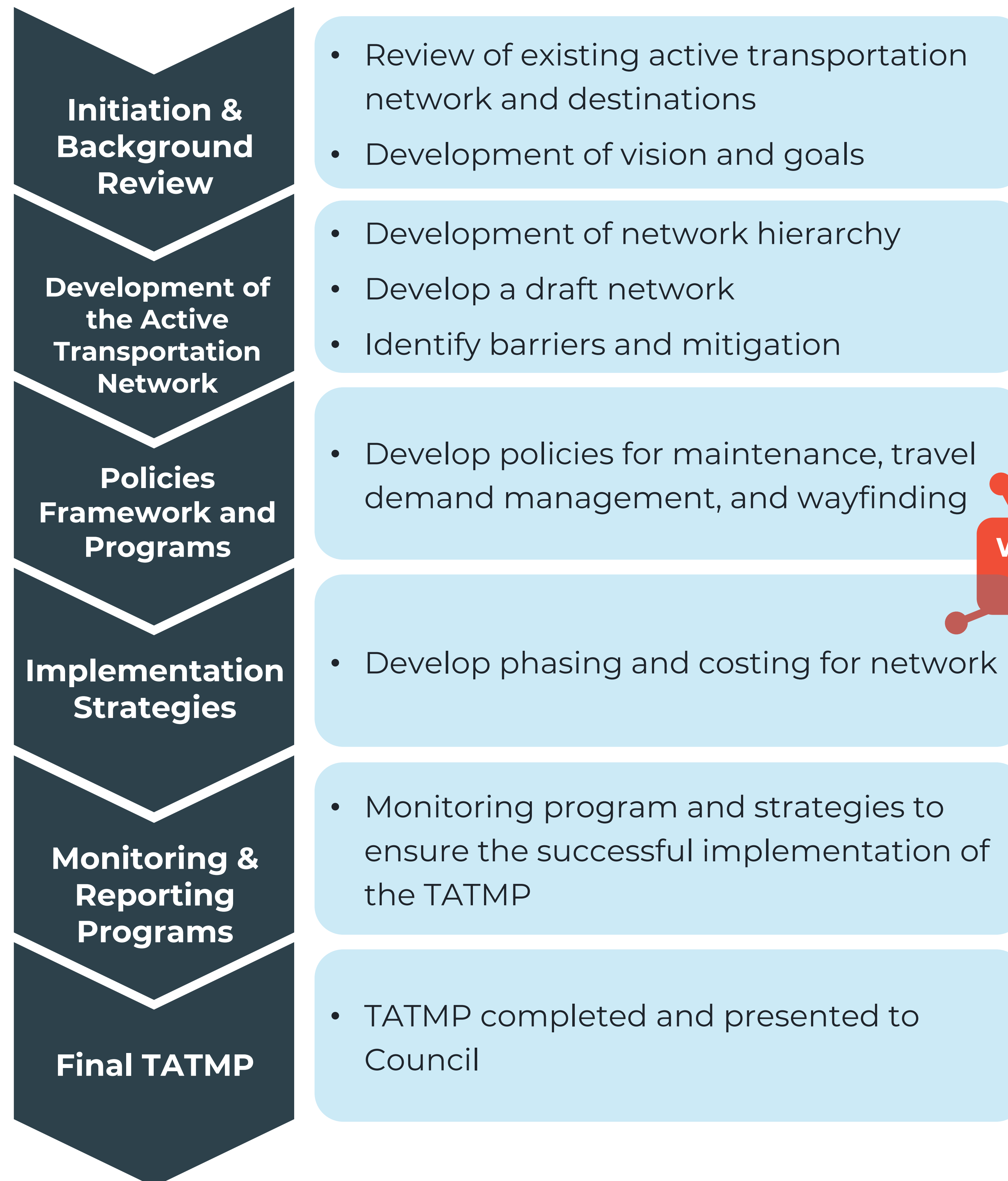
Creating safer road crossings to enhance the safety and ease of crossing for pedestrians and cyclists.

Supporting Micromobility Options

Supporting a range of micromobility options, like e-bikes and e-scooters, to enhance mobility choices across the City.

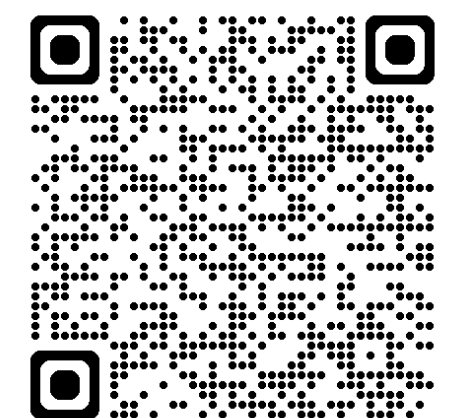
Next Steps

Schedule



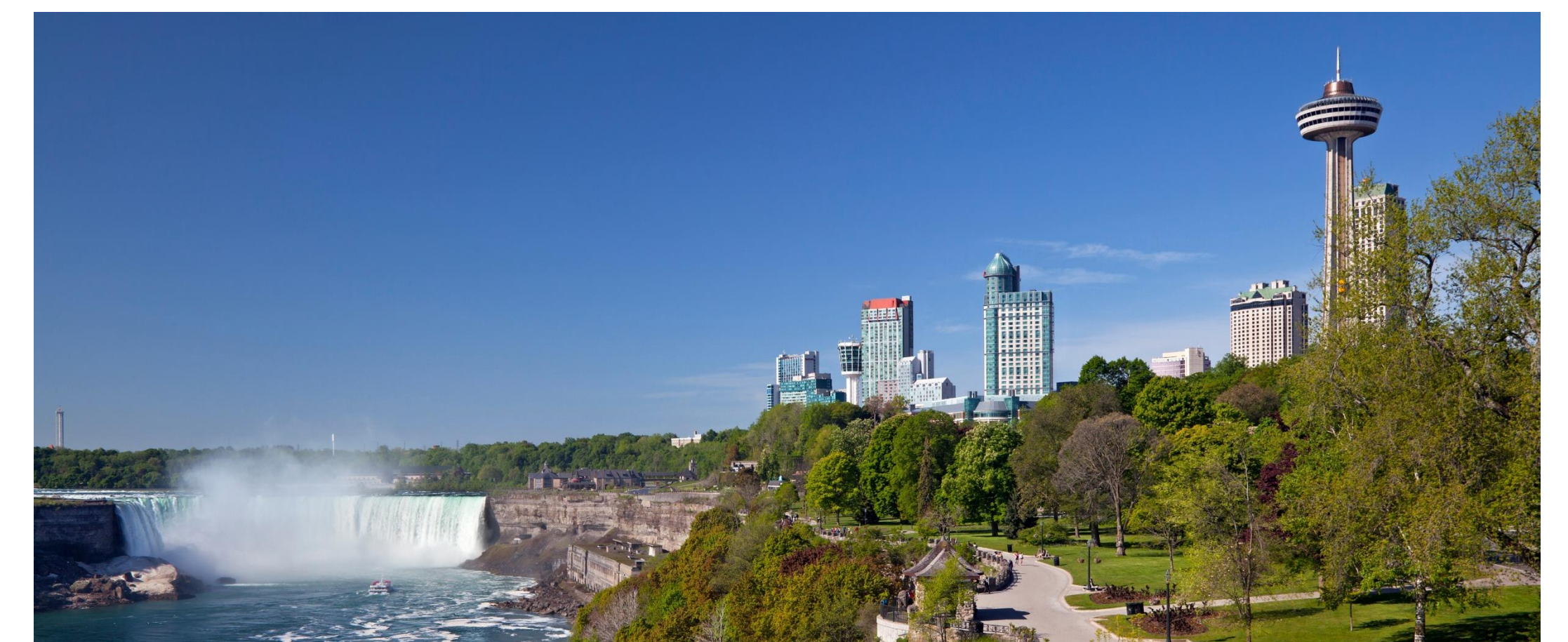
Get Involved!

- Fill out a comment sheet at this event and submit it to the project team!
- Comments received from the PIC will be reviewed, documented, and will inform the final Trails and Active Transportation Master Plan report.
- Add your comments** for the network to the maps in the room or on the **online interactive map**:



Get the latest project updates on the Transportation Master Plan webpage!

<https://letstalk.niagarafalls.ca/tmp>



Project team

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