



# City of Niagara Falls

## Transportation Master Plan Update

### Trails and Active Transportation Master Plan

December 12, 2024  
**PIC#2 Open House**



## 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.

# Meeting Objectives

| Item                                                 | Description                                                                    |
|------------------------------------------------------|--------------------------------------------------------------------------------|
| <b>Summary of Existing Constraints</b>               | Share what the study team has learned through analysis and public consultation |
| <b>Approach to Evaluation of Future Alternatives</b> | Outline the methodology of evaluating existing conditions                      |
| <b>Proposed Improvements</b>                         | Recommend improvements to the transportation system based on evaluation        |

## Previous Consultation Events

- Stakeholder Meeting - November 28, 2023
- Public Information Centre #1 - December 14, 2023
- Sustainability Committee Presentation – June 12, 2024
- Mayor’s Accessibility Advisory Committee – June 24, 2024
- Technical Advisory Committee (TAC) Presentation - June 25, 2024



## Summary of Existing Constraints

-  Population growth requires additional transportation infrastructure
-  Aging population requires suitable transport options
-  Schools and post-secondary institutions nearby generate significant trips
-  Dominant auto mode share (~90%) with almost half of trips 15 minutes or less
-  Walking and cycling gaps (missing midblock crossings, sidewalks, incomplete bike lanes)
-  WEGO network lacks coverage at tourist arrival points and needs improved frequencies, transfers, and simpler routes

## Vision/Objective Statement

“To support the continued development of a safe, connected, equitable, and accessible multi-modal transportation system that supports the local economy by improving intra-City travel for residents, and the tourist experience.”



## Development of Alternatives for 2051

To determine how we can address the existing and future constraints, we assessed a variety of different future scenarios (2051).

### Business as Usual (BAU)

Includes all improvements from the Region and the Province, and no changes from the City.

### 2011 TMP (Scenario 1A)

Includes all the BAU improvements and factors in the currently approved City improvements from the 2011 TMP

### Refined 2011 TMP (Scenario 1B)

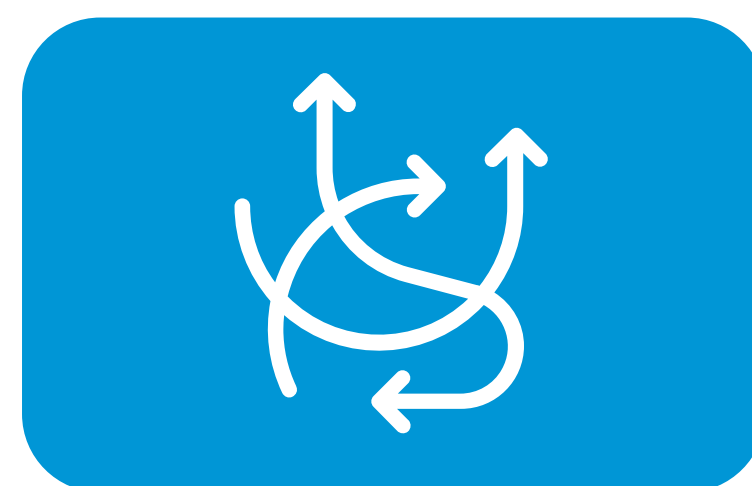
Upon review of Scenario 1A, there are some City improvements that are no longer required, and were removed for this scenario.

### New Recommendations (Scenario 2)

Identifying some remaining deficiencies in Scenario 1B, and hearing public feedback, we've developed Scenario 2.

# Approach to Evaluation of Alternatives for the Future Transportation Network

The TMP uses a Multiple Account Evaluation (MAE) based on the following themes. This helps us to understand the benefits/impacts of the proposed improvements.



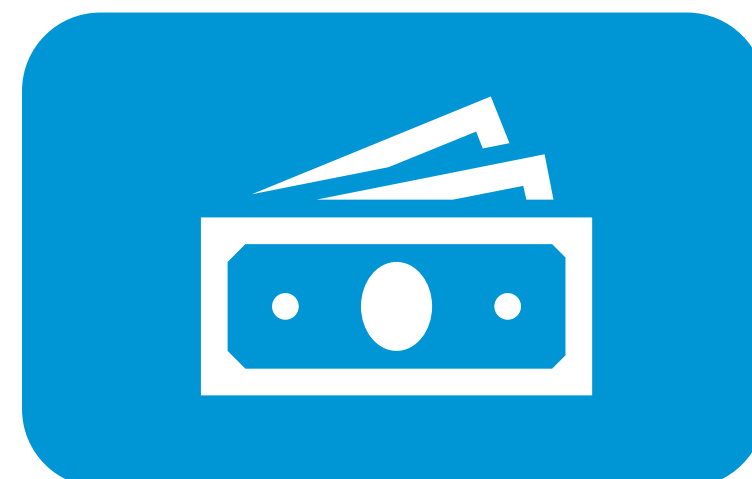
Multimodal network impacts



Natural environment impacts



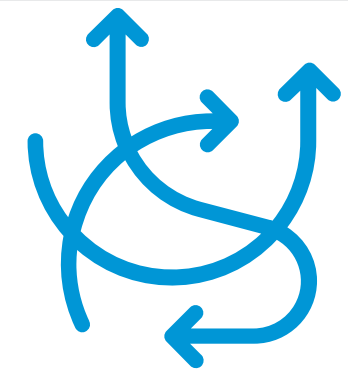
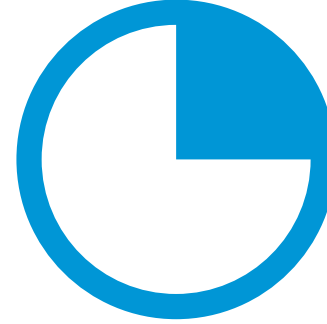
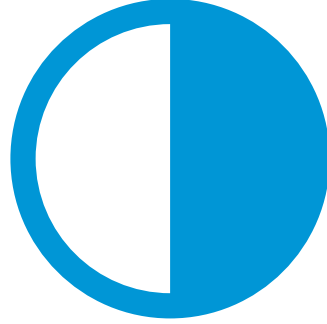
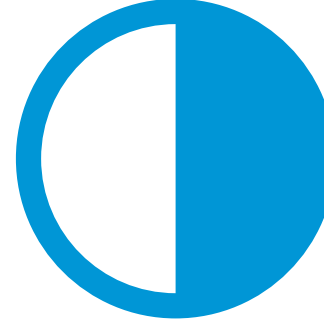
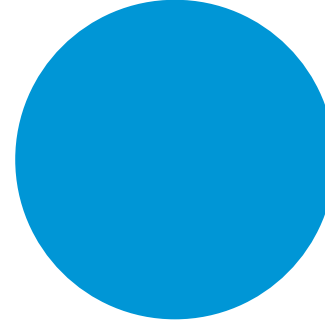
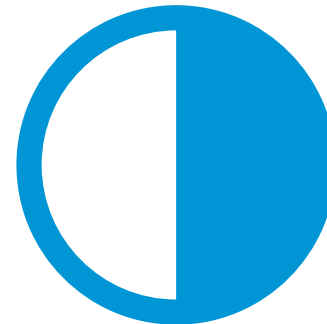
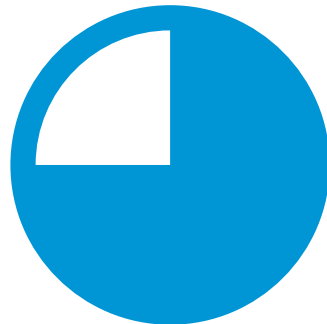
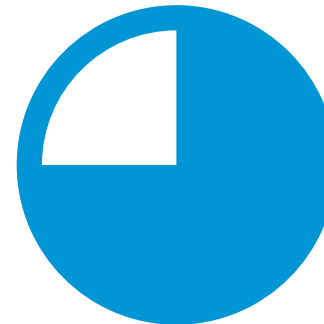
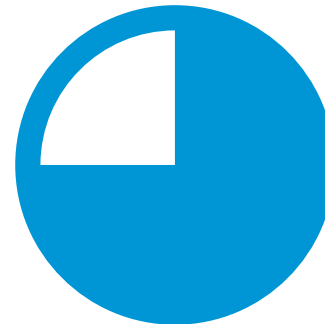
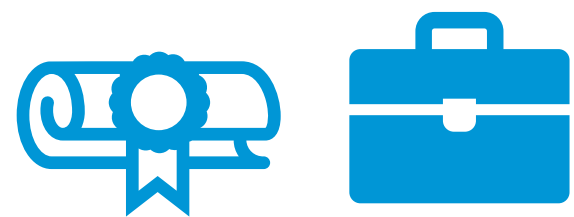
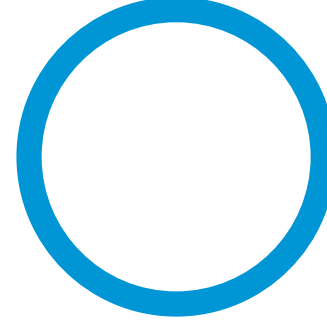
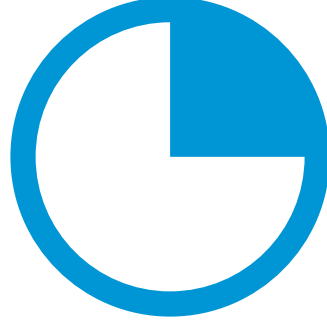
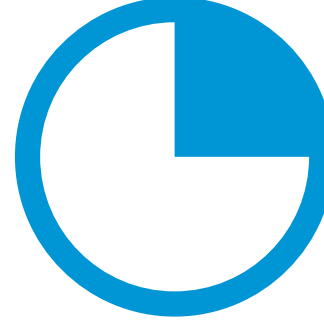
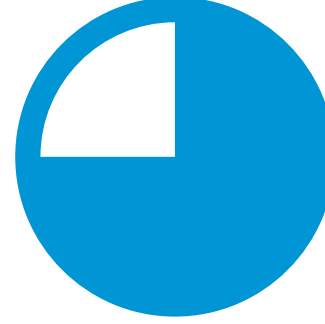
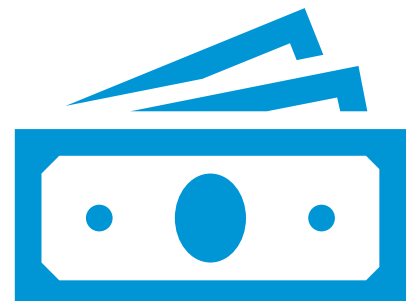
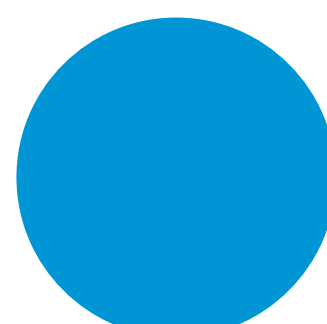
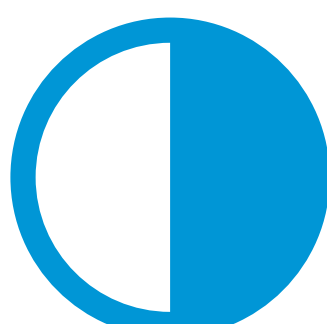
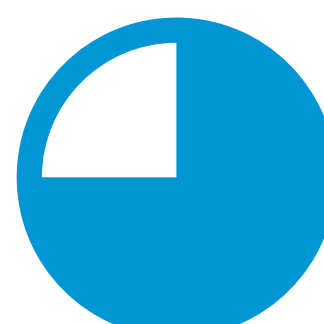
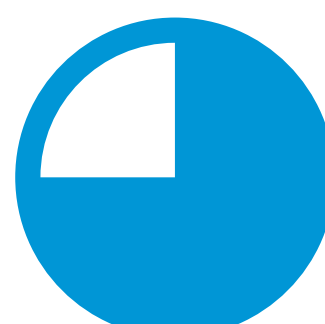
Socio-economic impacts

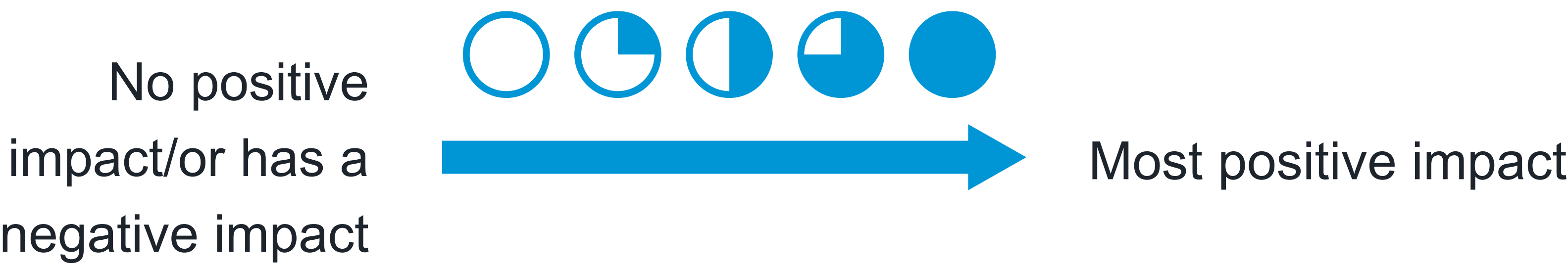


Financial cost

# Evaluation of Alternatives

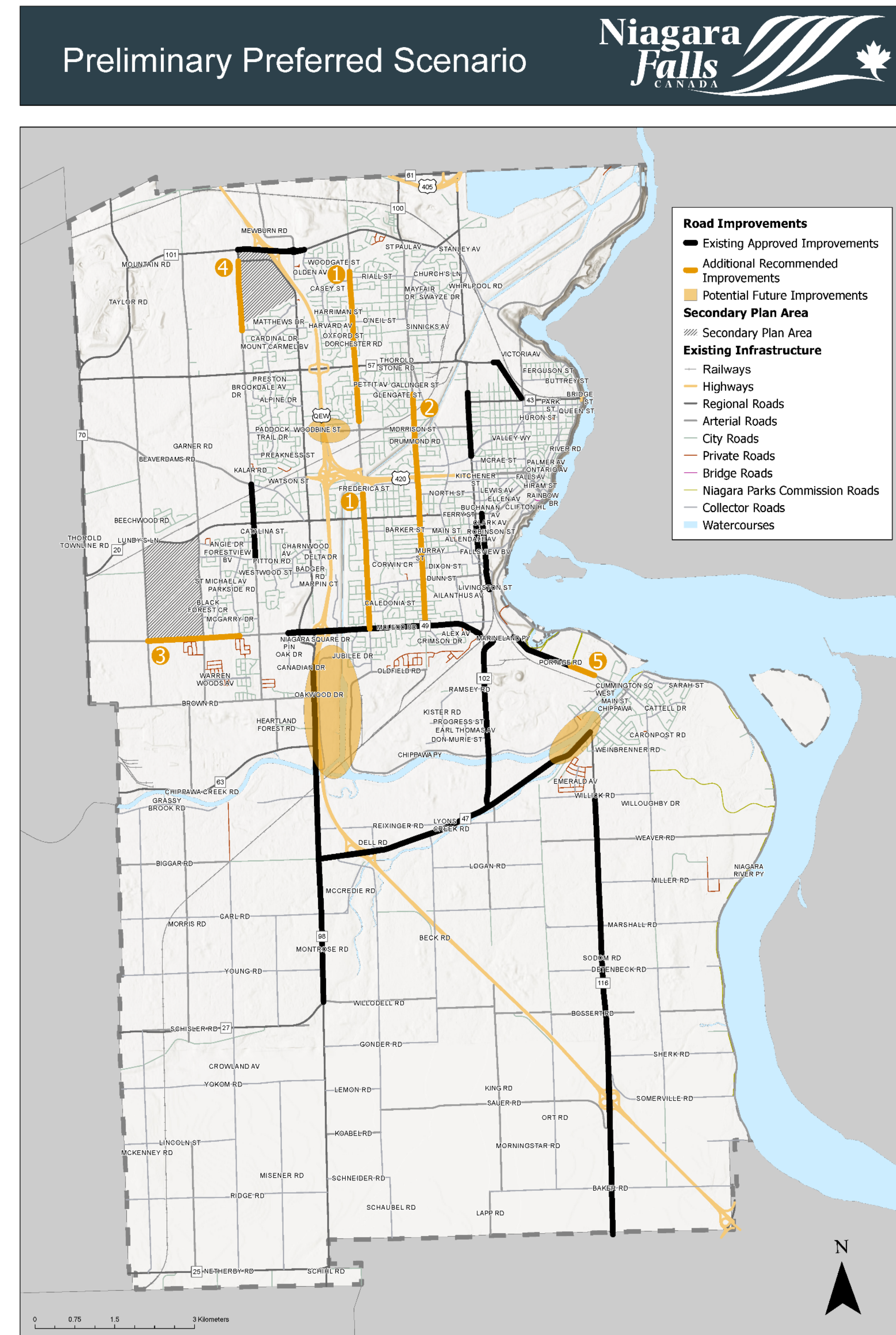
The TMP assesses the alternatives on each of the MAE themes, scoring them on a scale of 1 (having no positive impact/or has a negative impact) to 5 (most positive impact), based on quantitative and qualitative inputs.

| Theme                                                                               |                             | Business as Usual                                                                     | Scenario 1A                                                                           | Scenario 1B                                                                           | Scenario 2                                                                            |
|-------------------------------------------------------------------------------------|-----------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|   | Multi-modal network impacts |   |   |   |   |
|  | Natural environment impacts |  |  |  |  |
|  | Socio-economic impacts      |  |  |  |  |
|  | Financial cost              |  |  |  |  |



# Preliminary Preferred Network (Scenario 2)

| Project (ID)                 | Description                                                  | Timeline                                |
|------------------------------|--------------------------------------------------------------|-----------------------------------------|
| Dorchester Road Upgrade (#1) | Addition of a two-way centre turn lane                       | Medium term (10-20yrs)                  |
| Drummond Road Upgrade (#2)   | Addition of a two-way centre turn lane                       | Medium term (10-20yrs)                  |
| McLeod Road Upgrade (#3)     | Upgrade to four lane cross section (two lanes per direction) | Tied to Secondary Plan Area development |
| Kalar Road Upgrade (#4)      | Upgrade to four lane cross section (two lanes per direction) | Tied to Secondary Plan Area development |
| Portage Road Upgrade (#5)    | Upgrade to four lane cross section (two lanes per direction) | Medium term (10-20yrs)                  |



# Dorchester Road and Drummond Road Improvements



# Portage Road Improvements

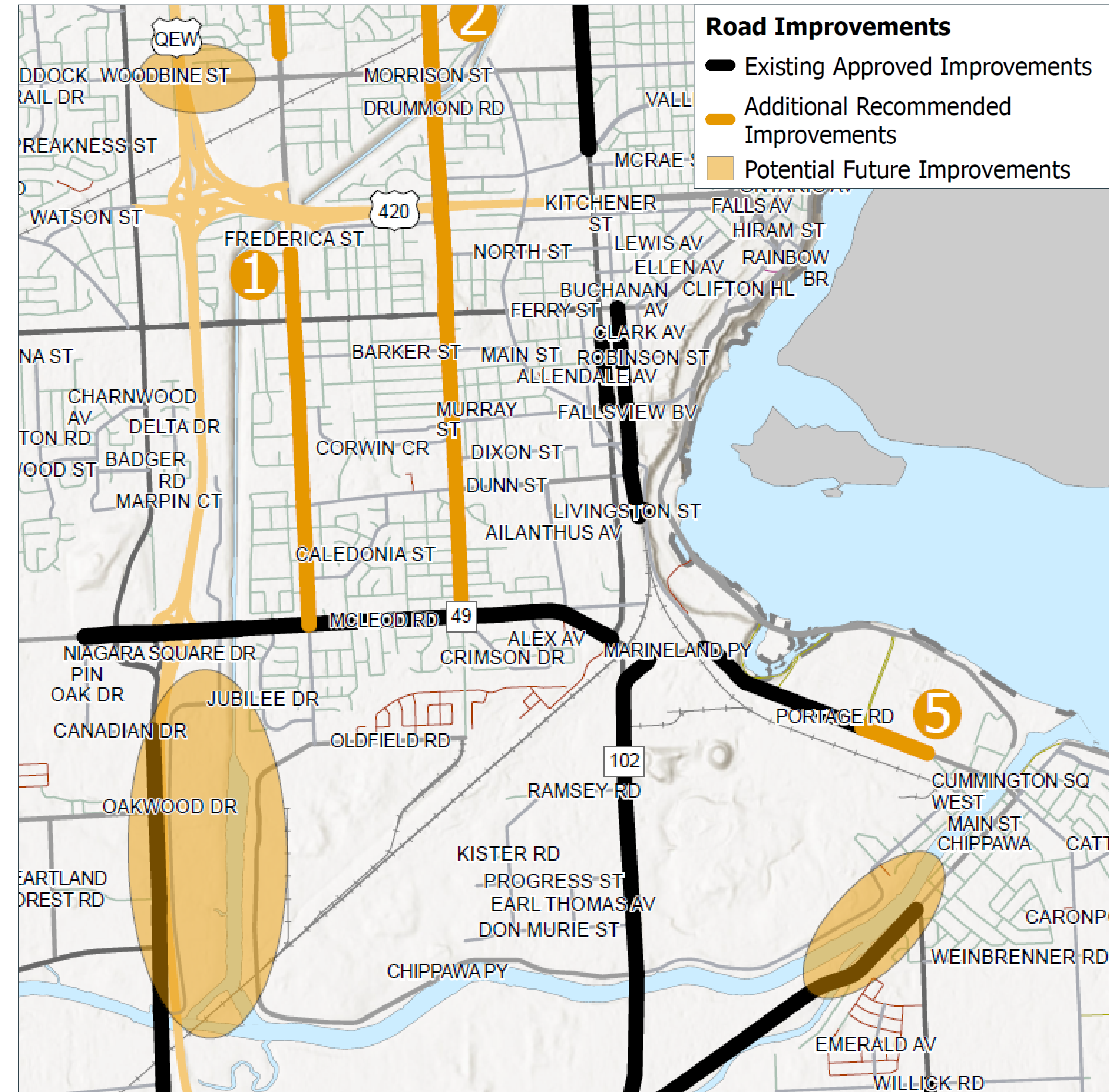


# Future Projects for Consideration

The project team have also highlighted two areas for crossing the QEW, and the Welland River in Chippawa.

These improvements are not immediately required but may be needed to respond to changes in growth patterns in the future.

This TMP will recommend further review of these locations, which will include additional public consultation.



## Next Steps

1. We'd like to hear from you on the proposed improvements we've shown. Please speak with a member of the project team, send us an email, or ask a question through the project webpage!
2. Once we've received feedback by **January 14<sup>th</sup>, 2025**, we will summarize and process the input received and make any refinements to the preferred transportation network
3. Then we'll finalize our report and submit to Council for approval in early 2025.

**Stay connected  
through our project  
webpage, and ask any  
questions in the Q&A  
section**



# Contact Information

Please reach out to us with any further comments or questions you may have or use the Questions & Answers tool on the project webpage.

| City of Niagara Falls                                                                                    | WSP Canada Inc.                                   |                                                          |
|----------------------------------------------------------------------------------------------------------|---------------------------------------------------|----------------------------------------------------------|
| <b>Mathew Bilodeau</b><br>C.E.T                                                                          | <b>Brett Sears</b><br>MCIP, RPP                   | <b>Lachlan Fraser</b><br>MPIA                            |
| Niagara Falls Project<br>Manager<br>mbilodeau@niagarafalls.ca                                            | WSP TMP Project<br>Manager<br>brett.sears@wsp.com | WSP TMP Project<br>Coordinator<br>lachlan.fraser@wsp.com |
| Project Webpage: <a href="https://letstalk.niagarafalls.ca/tmp">https://letstalk.niagarafalls.ca/tmp</a> |                                                   |                                                          |

**Thank you for contributing to the Transportation Master Plan!**