

**MOVING  
ROADS  
FORWARD**

**WELCOME!**  
**ONLINE PUBLIC INFORMATION CENTRE #1**  
REGIONAL ROAD 43 (BRIDGE STREET) AND ADJACENT  
MUNICIPAL ROADWAYS  
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

**TUESDAY AUGUST 18, 2020**

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# PRESENTATION OVERVIEW

- Project Description
- Policies and Previous Studies
- Problem and Opportunity Statement
- Class EA Process and Evaluation
- Consultation Process
- Existing Transportation System: Roads, Transit, Cycling, Pedestrian
- Key Issues
- Studies to be Completed
- Next Steps
- Invitation to Participate

# KEY PROJECT TEAM



**Jordan Frost**  
Project Manager  
Niagara Region

- Jordan Frost, P. Eng., PTOE
- Manager, Transportation Planning & Sustainability
- Transportation Services Division, Public Works Department, Niagara Region
- Project Manager for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment



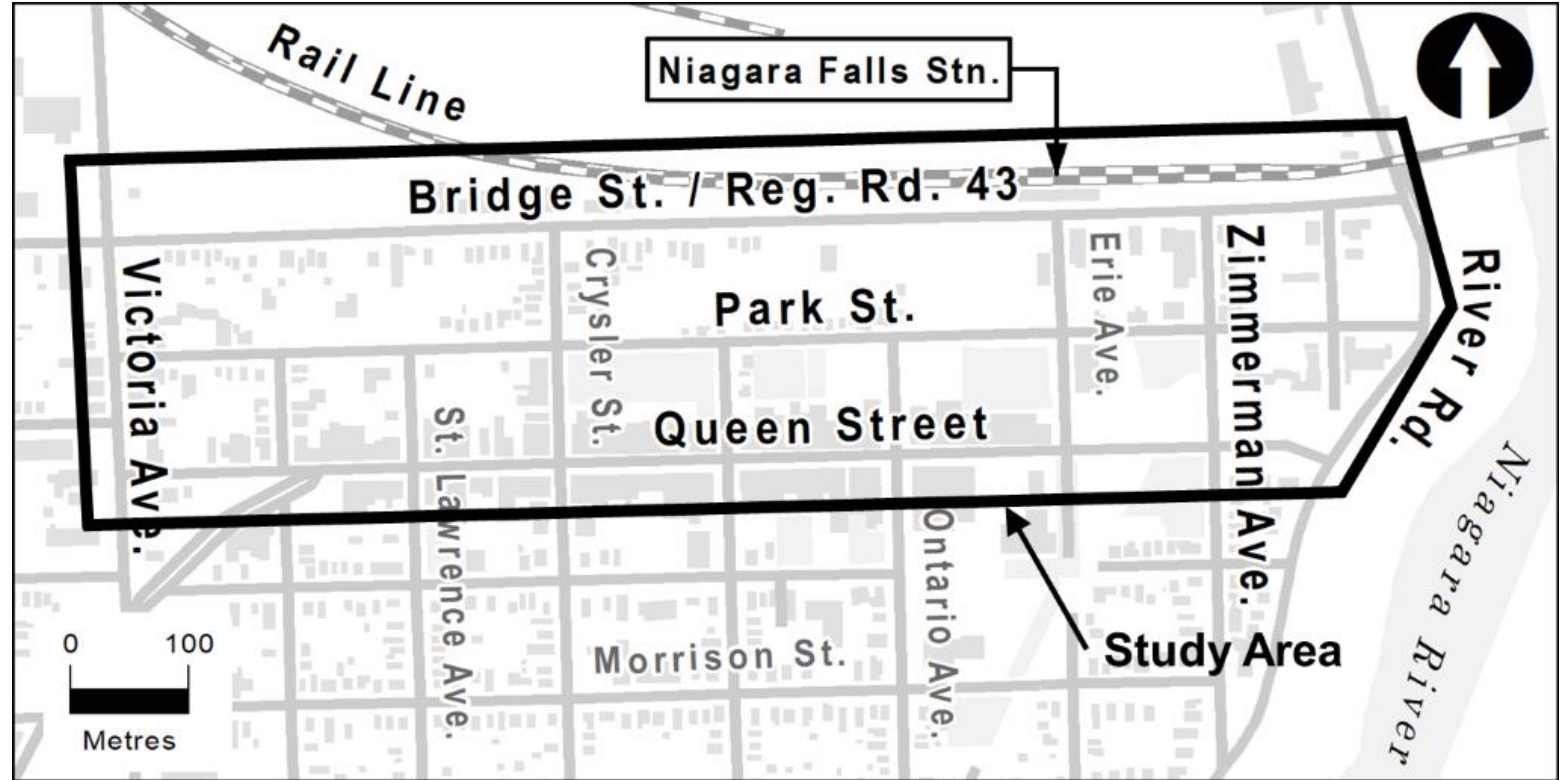
**Ray Bacquie**  
Consultant Project Manager  
R.J. Burnside and Associates

- Ray Bacquie, P.Eng., MBA
- Senior Vice President, Transportation Planning and Engineering Services, R.J. Burnside and Associates
- Consultant Project Manager for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment

# PROJECT DESCRIPTION

Niagara Region has initiated a Municipal Class Environmental Assessment (MCEA), in consultation with the City of Niagara Falls for improvements to Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways.

Subject roads include: Regional Road 43 (Bridge Street) from Victoria Avenue to River Road, Erie Avenue from Regional Road 43 (Bridge Street) to Queen Street, Park Street from Ontario Avenue to Zimmerman Avenue, and Zimmerman Avenue from Regional Road 43 (Bridge Street) to Queen Street, in the City of Niagara Falls.

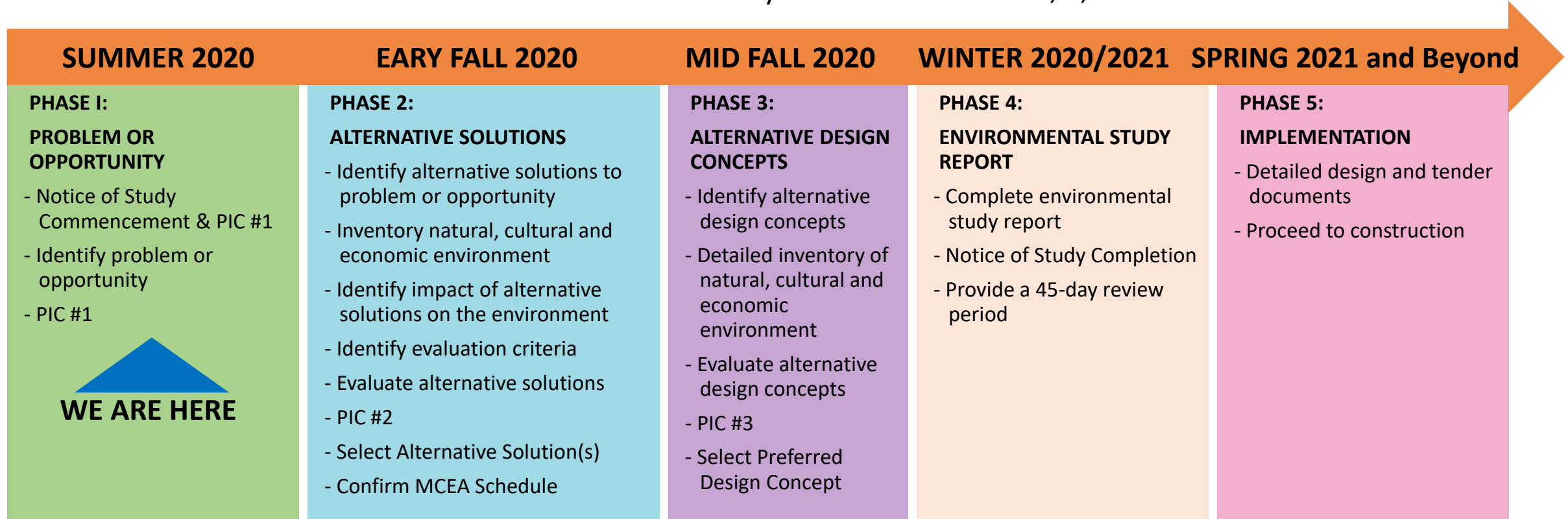


## The Objective

The objective is to complete a detailed transportation assessment and active transportation plan to meet future needs in the vicinity of the GO rail station. It will provide all the required deliverables to satisfy a Schedule C MCEA.

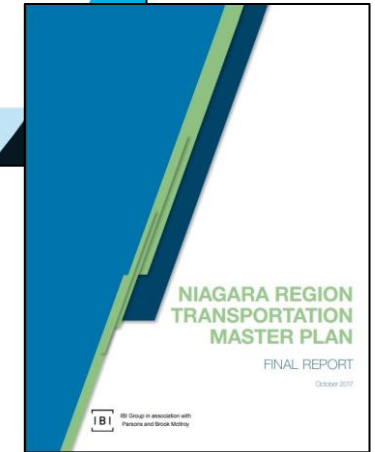
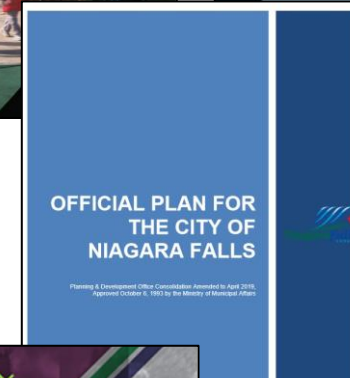
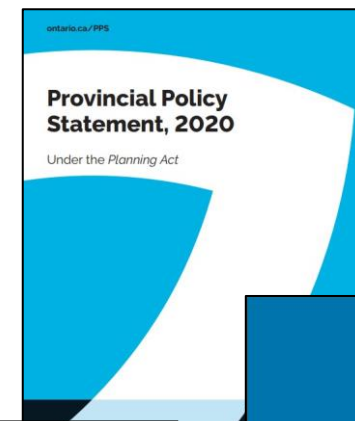
# CLASS EA PROCESS

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the **Ontario Environmental Assessment Act**. This study will address Phases 1, 2, 3 and 4.



# POLICIES AND PREVIOUS STUDIES

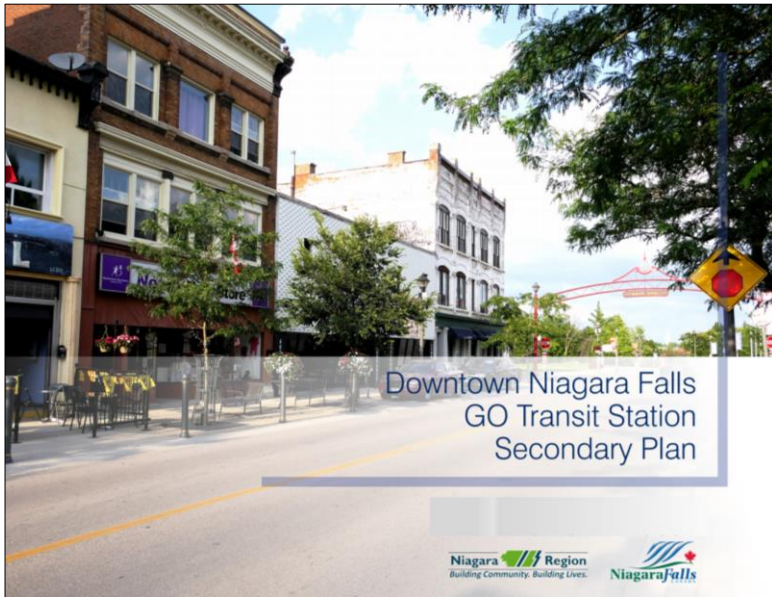
- Planning Policies: Adhere to Provincial Policy Statement, municipal official plans, transportation master plans.
- Complete Streets: Define key objectives of the Niagara Region Complete Streets Guidelines.
- Urban Design: Identify elements of City guidelines (pedestrian priority areas, connectors, spaces).
- Metrolinx Plans: Incorporate GO Rail Station Access Plan guiding principles and mode split targets.
- Region Studies: GO Hub and Transit Station Study.



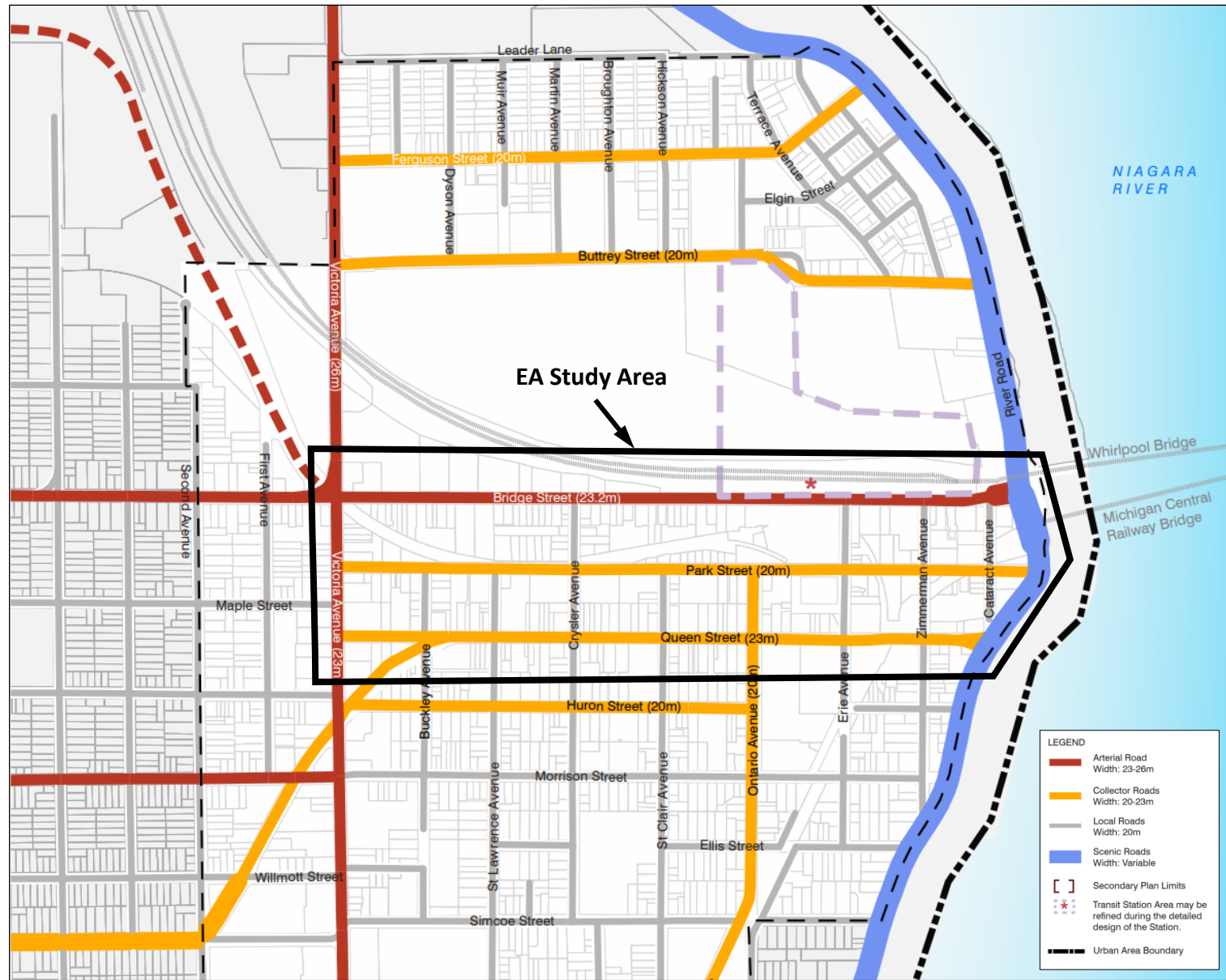
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# POLICIES AND PREVIOUS STUDIES

## Niagara Falls GO Station Secondary Plan



Adopted from Niagara Falls GO Station Secondary Plan Schedule 4 Planned Road Hierarchy



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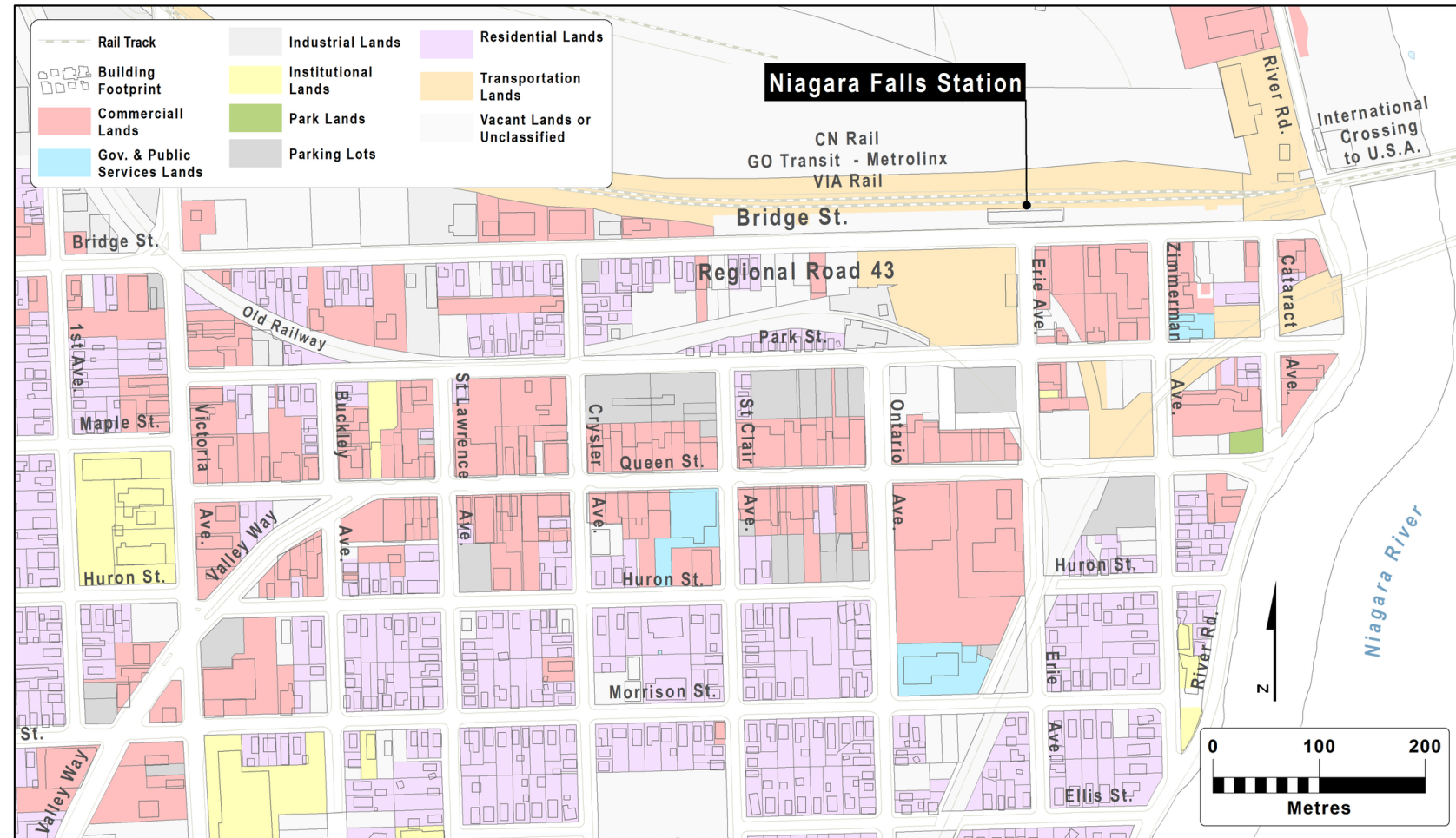
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Niagara Region

# POLICIES AND PREVIOUS STUDIES

## Existing Land Use

- Official Plan For the City of Niagara Falls, October 1993, amended to April 2019.
- Bridge Street, Erie Avenue, Park Street, Zimmerman Avenue – mixture of low density residential and commercial lands, transportation lands, vacant industrial lands.
- Parking lots – along Park Street and future parking on Transportation lands.
- Queen Street – commercial core.

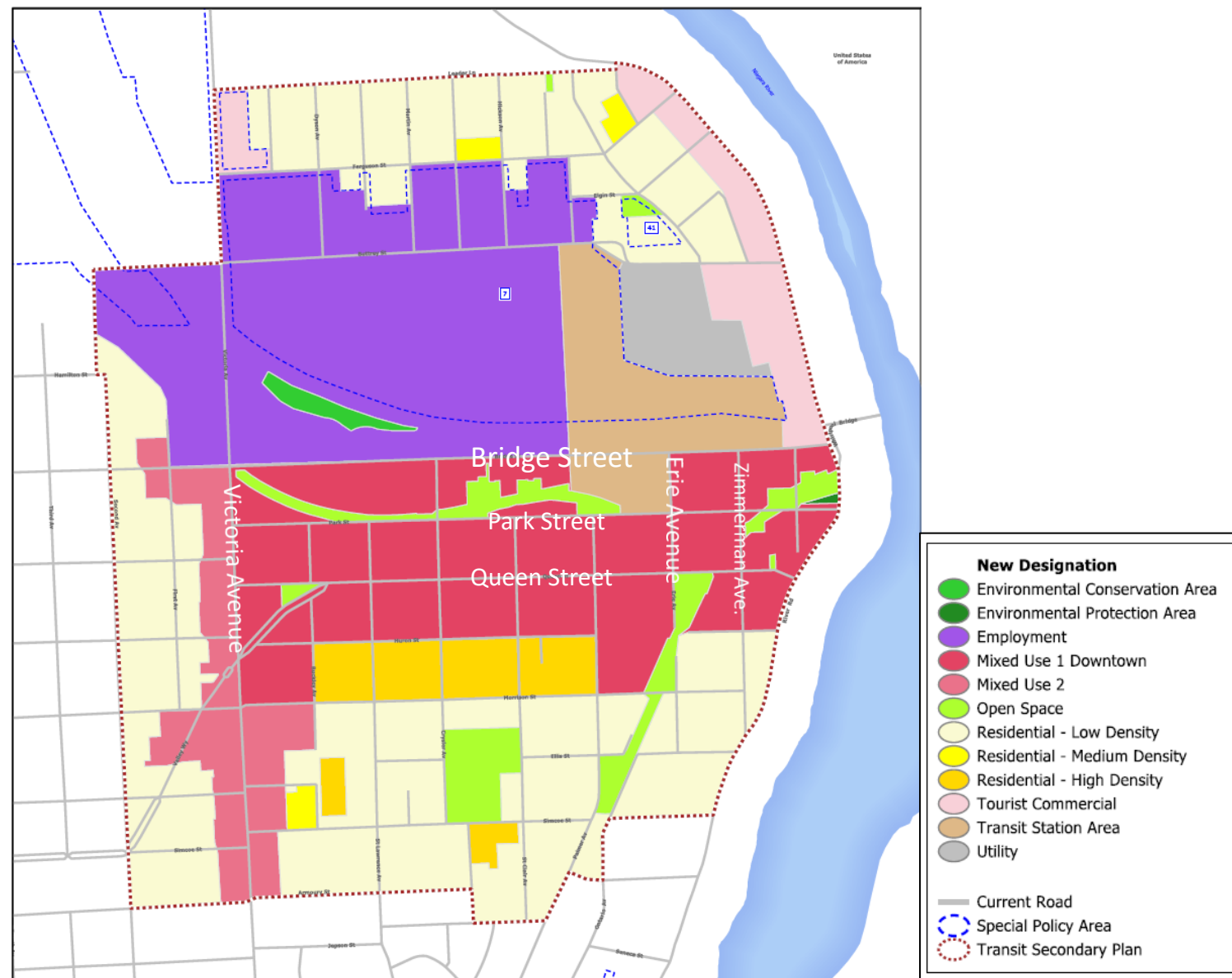




# POLICIES AND PREVIOUS STUDIES

## Schedule A-5 Land Use of the Transit Station Secondary Plan

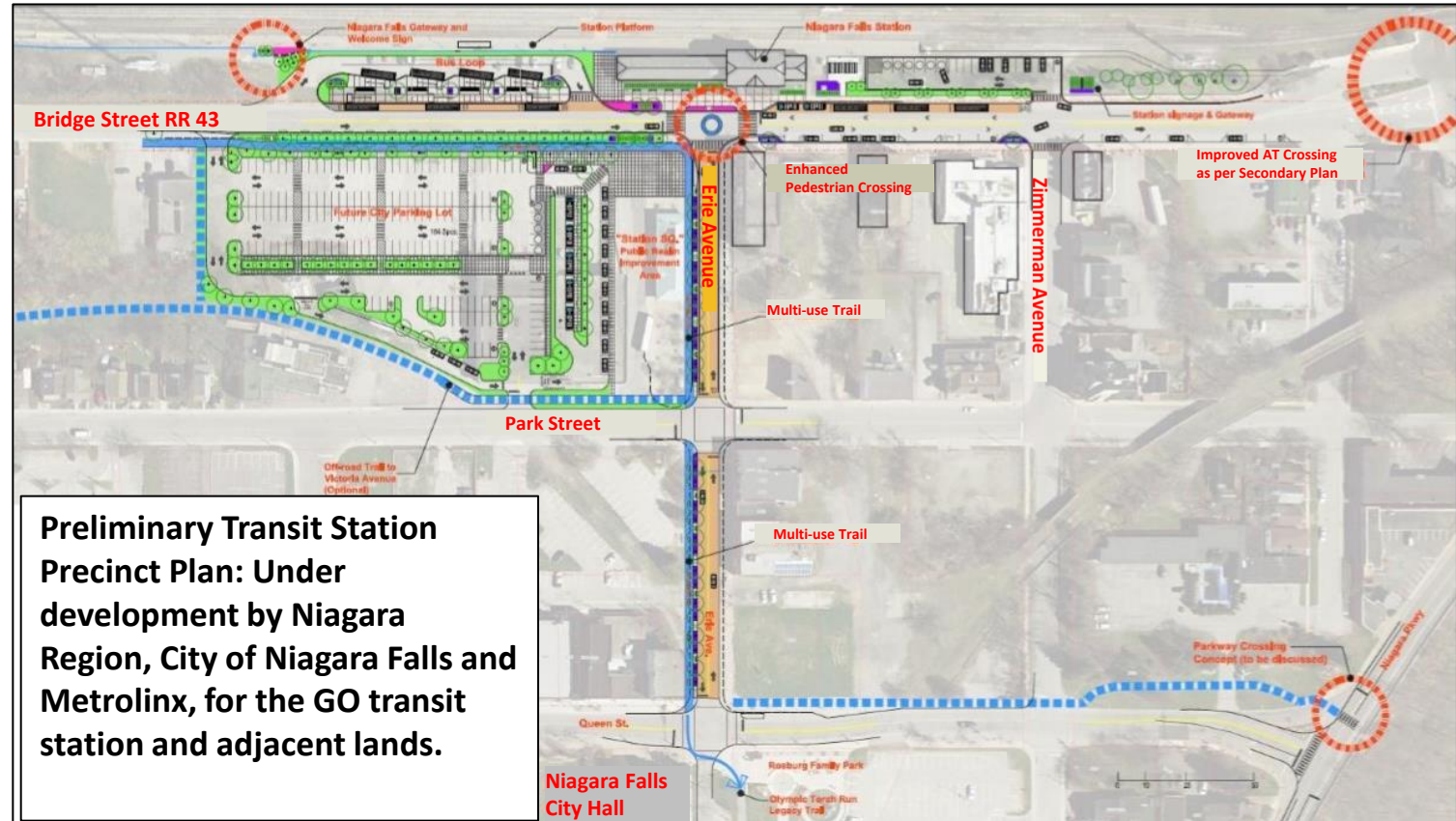
- Bridge Street – Transportation lands, future employment lands, Mixed Use 1 (downtown) – the densities range from medium to high – 4 to 20 storeys
- Erie Avenue, Zimmerman Avenue, Park Street – High density mixed-use downtown



# POLICIES AND PREVIOUS STUDIES

## Transit Station Precinct Plan

- Ongoing development of concept plans by the Region, City and Metrolinx, for the GO transit station and adjacent lands.
- Transit Station – Bus loop, passenger pick-up/drop-off, WEGO bus stop, staff parking and accessible parking.
- Enhance pedestrian crossing at Erie Avenue / Bridge Street
- Open space, with potential for a multi-use trail – Erie Avenue and Park Street



# PROBLEM AND OPPORTUNITY STATEMENT

- As identified within Niagara Region's Transportation Master Plan (TMP), transportation infrastructure improvements are required to adequately support the increase in travel demand created by planned population and employment growth as well as the introduction or improvement of major transportation/transit hubs. The Niagara Falls GO Transit Station which was approved in 2011 through the Niagara Rail Service Expansions - Environmental Review Study is one of the major transit hubs contributing to the need.
- Niagara Region, in collaboration with the City of Niagara Falls, has initiated the undertaking of a Schedule C Municipal Class Environmental Assessment (MCEA) to identify alternative solutions and designs to address the need for transportation infrastructure improvements within the area surrounding the Niagara Falls GO Transit Station.



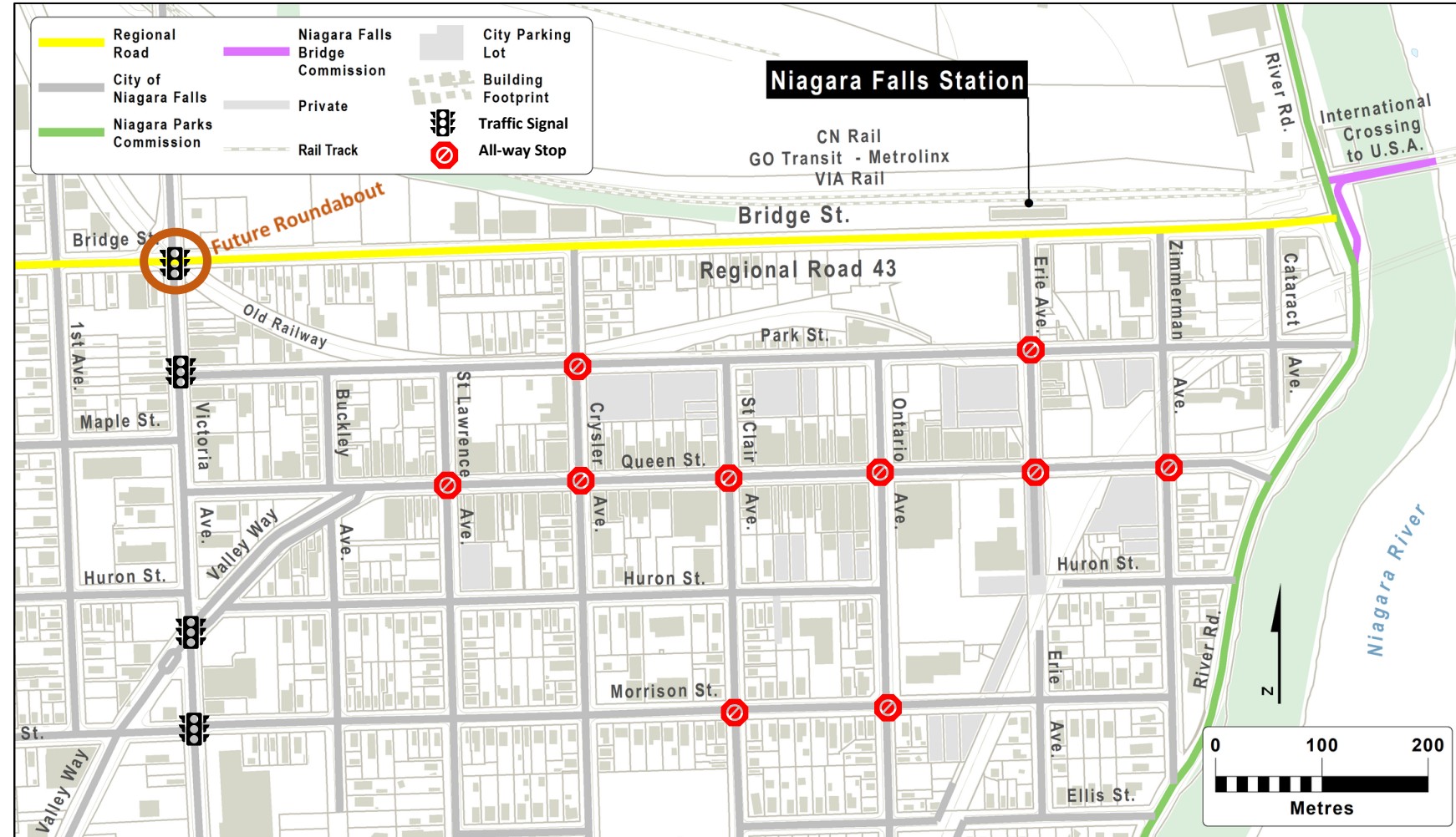
# PROBLEM AND OPPORTUNITY STATEMENT

- Through the planned improvements, the opportunity arises to:
  - Facilitate the movement of people to, from, and around the Niagara Falls GO Transit Station via all travel modes (i.e. automobile, transit, cycling, and walking) including the potential to connect and integrate the transportation network with existing and future City of Niagara Falls' transportation network improvements/facilities and the downtown core.
  - Implement the vision and objectives contained within Niagara Region's TMP to create a diverse, safe, and sustainable transportation network built upon the principles of Complete Streets and Active Transportation.
  - Implement the vision and objectives of the City of Niagara Falls' guiding planning documents such as the City of Niagara Falls' Official Plan, the Niagara Falls GO Transit Station Secondary Plan, and the GO Transit Station Precinct Plan.
  - Harmonize the urban design and public realm to create a sense of place within the Niagara Falls GO Transit Station Precinct focussing on Regional Road 43 (Bridge Street), Erie Avenue, Park Street, and Zimmerman Avenue.

# EXISTING ROAD NETWORK

## Existing Road Network

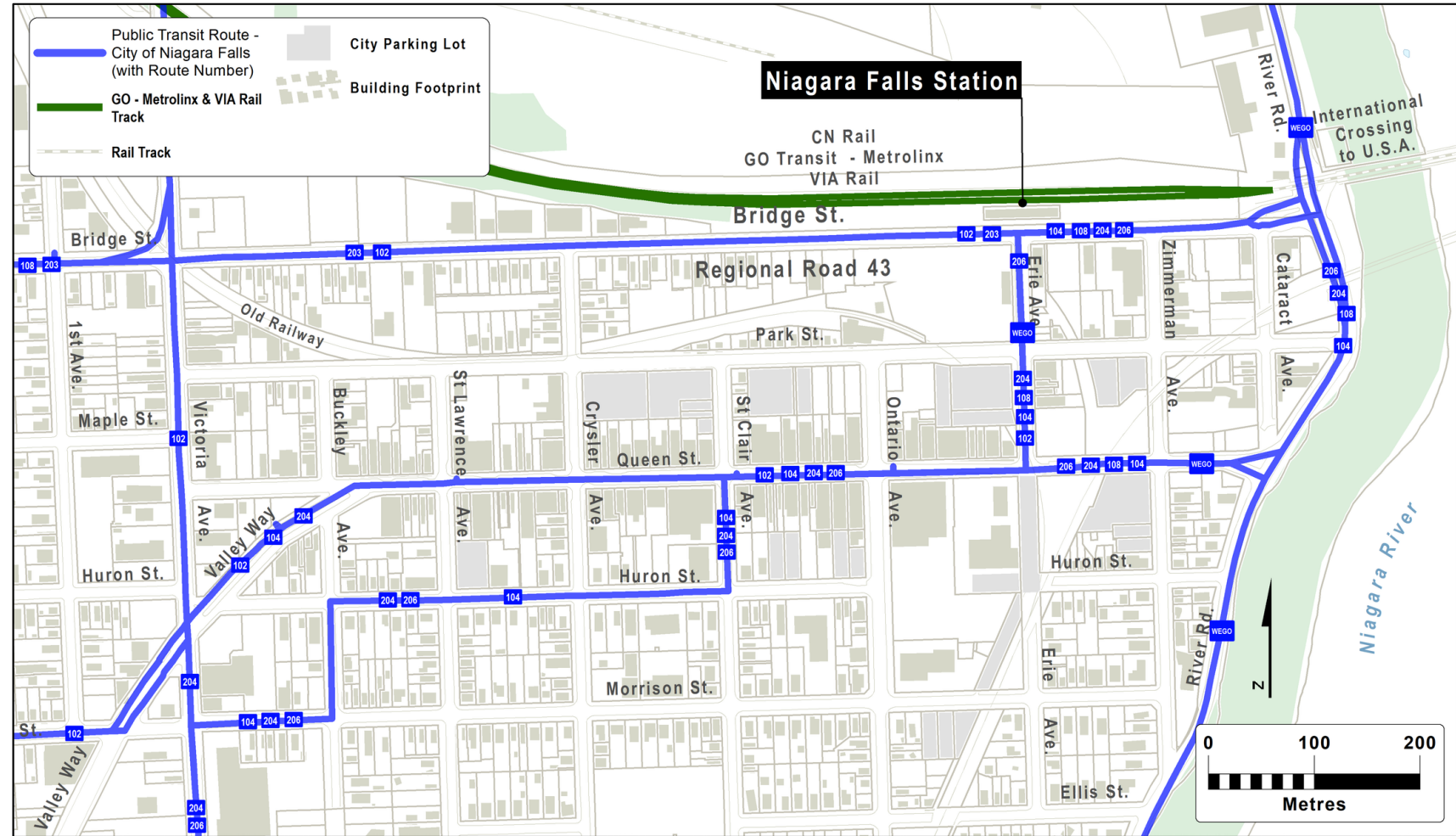
- Bridge Street (Regional Road 43) is an arterial spine within the Secondary Plan area.
- Bridge Street will connect to the extension of Thorold Stone Road at Victoria Avenue with a future roundabout.
- City roads provide a grid network for land access, circulation and connections to the planned GO station.



# EXISTING TRANSIT SERVICE

## Public Transit

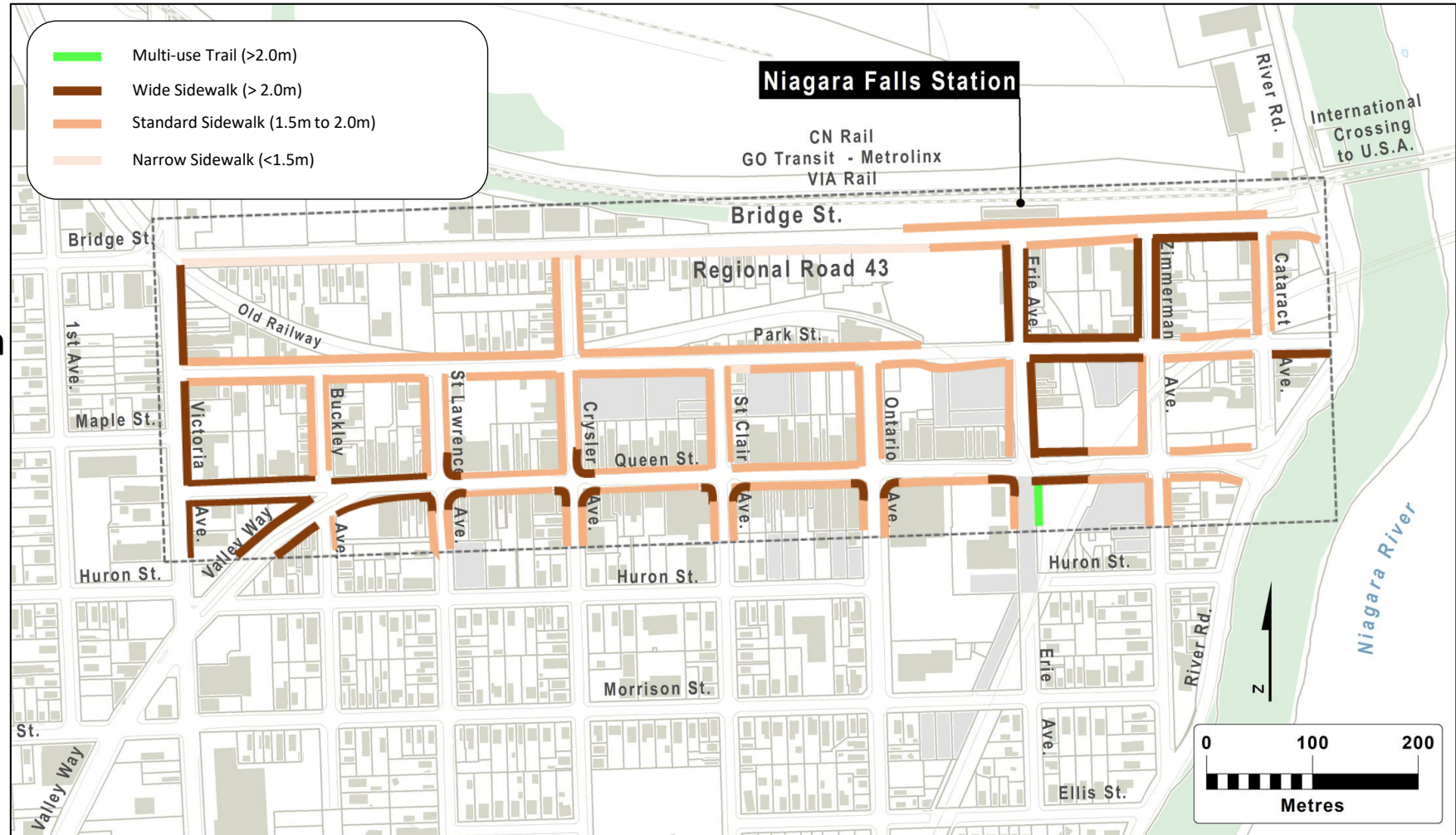
- The area is well-served by transit including: Local bus service and inter-regional transit.
- Local bus service routes: 102, 104, 108, 204, 206, WEGO
- Inter-regional transit: GO Transit, VIA Rail
- Proposed relocation of Niagara Falls bus facilities into the transit station



# ACTIVE TRANSPORTATION NETWORK

## Active Transportation: *Existing sidewalks and pedestrian connections*

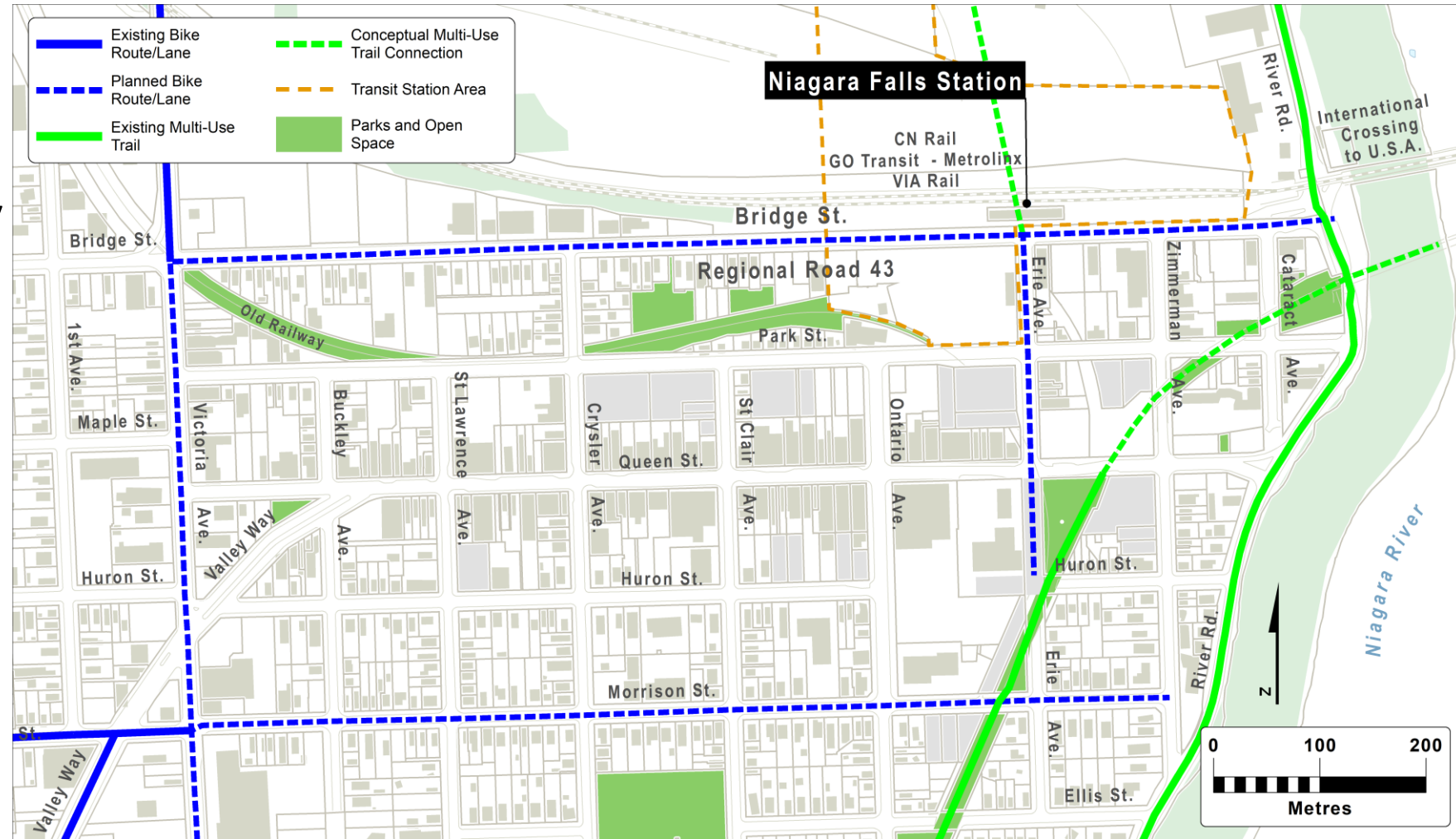
- Bridge Street has no sidewalk on the north side and only a narrow sidewalk on the south side, west of the rail station.
- Standard sidewalks are provided on most other streets within the study area.



# ACTIVE TRANSPORTATION NETWORK

## Active Transportation: *Pedestrian Network and Trails, and Cycling Network*

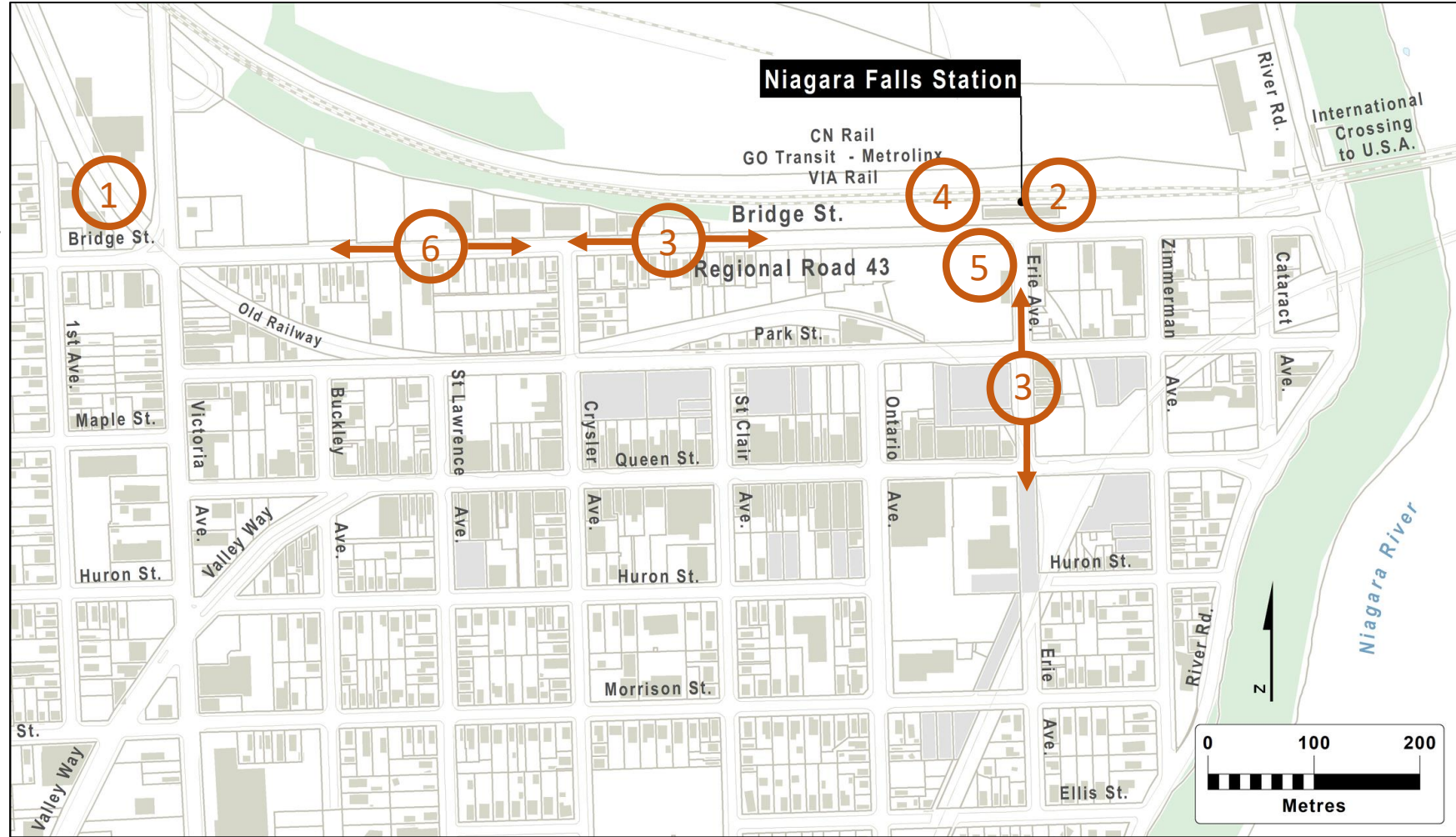
- There is a lack of connectivity of trails and cycling routes.
- Previous planning studies by Niagara Region, City of Niagara Falls, and Metrolinx) have identified opportunities for new pedestrian and cycling connections.
- There is a need to confirm the links and facility type.





# KEY OPPORTUNITIES

1. Thorold Stone Road Extension
  - Design consideration
2. Transit Station Design
  - GO Hub and Transit Station Study
  - Bus Station Relocation
  - Parking / Passenger Pick-up/Drop-off
3. Active Transportation Connectivity
4. Addition of bus loop at transit station
5. Property remediation constraints imposed on redevelopment of transportation lands at the southwest quadrant of Erie Street / Bridge Street.
6. Widened right-of-way to accommodate streetscape requirements (vehicular traffic, pedestrian travel, cyclists, parking, services) and potential for property impacts



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# STUDIES TO BE COMPLETED



## STAKEHOLDERS/AGENCIES

Ongoing consultation through public Notices, PICs, email and in-person correspondence, meetings, etc.



## TRAFFIC/TRANSPORTATION

Undertake Detailed Transportation Assessment



## ACTIVE TRANSPORTATION

Assess ways to incorporate Active Transportation Facilities



## SAFETY ASSESSMENT

Review of conflicts and improvement opportunities



## SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT

Complete Stage 1 Archaeological Assessment, Built Heritage and Cultural Landscape Assessment



## NATURAL ENVIRONMENT

Complete Natural Environment Impact Study which will look at the terrestrial and aquatic environments



## UTILITIES

Coordinate with developments and municipality on servicing needs.

# NEXT STEPS



- 30-Day PIC #1 Comment Period Ending on September 15, 2020.
- Review PIC#1 Comments
- Complete the transportation, safety, and environmental studies
- Develop and evaluate Alternative Solutions
- Continue consulting with interested stakeholders/agencies
- Present preferred Alternative Solution(s) at PIC #2 in Fall 2020

# HOW TO GET INVOLVED



Ask questions or discuss issues with the Project Team today at the PIC.



Fill out a PIC comment form and return by September 15, 2020.



Request to be added to the Project contact list to receive updates and future public notices about the Project.



Visit the Project website for more information.  
([niagararegion.ca/projects/](https://niagararegion.ca/projects/))



Attend future Public Information Centres.

# QUESTIONS

Your comments are important. They will be reviewed as part of the study process and incorporated into the Environmental Study Report as part of the consultation record.

To submit a comment, please complete a comment sheet and mail or email it to one of the individuals listed below. Alternatively, you can email or call one of the individuals listed below to discuss your concerns and/or comments.

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