

**MOVING
ROADS
FORWARD**

Niagara Falls Station

Bridge St. (Regional Road 43)

WELCOME!
ONLINE PUBLIC INFORMATION CENTRE #2
REGIONAL ROAD 43 (BRIDGE STREET) AND ADJACENT
MUNICIPAL ROADWAYS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
WEDNESDAY JULY 21, 2021 (LIVE PRESENTATION 6:00 PM)

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

KEY PROJECT TEAM



Carolyn Ryall
Project Director
Niagara Region

- Carolyn Ryall
- Director, Transportation Services Division
- Public Works Department, Niagara Region
- Project Director 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

PRESENTATION OVERVIEW

Project Review

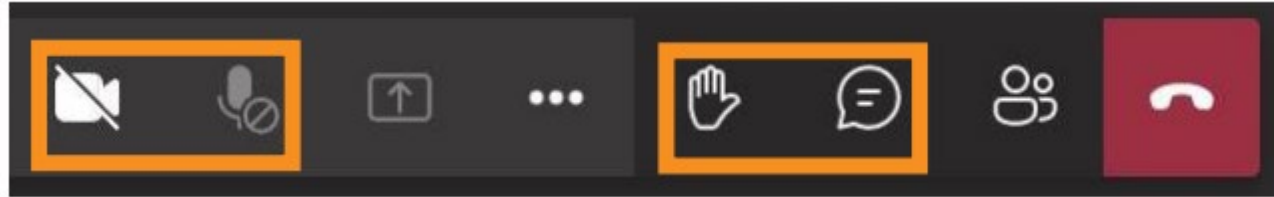
- Project Scope & Class EA Process
- Policies and Studies
- Needs and Opportunities:
 - Roads and Traffic Conditions
 - Transit Service Conditions
 - Cycling and Pedestrian Conditions
 - Streetscape Opportunities
- Problem & Opportunity Statement
- PIC #1 Stakeholder Input

Assessment of Alternative Solutions

- Cultural, Socio-economic and Natural Environment
- Transportation Needs
- Identification and Evaluation of Alternative Solutions
 - Bridge Street Alternatives
 - City Street Alternatives
- Preliminary Preferred Solutions
- Invitation to Participate
- Next Steps

HOUSEKEEPING ITEMS

- When joining the online meeting, the attendees will be muted. We request you to please turn off your camera.
- There will be an opportunity at the end of the presentation to ask any questions or submit comments. Please use the chat function to type in your questions/comments or click on “Raise hand”.

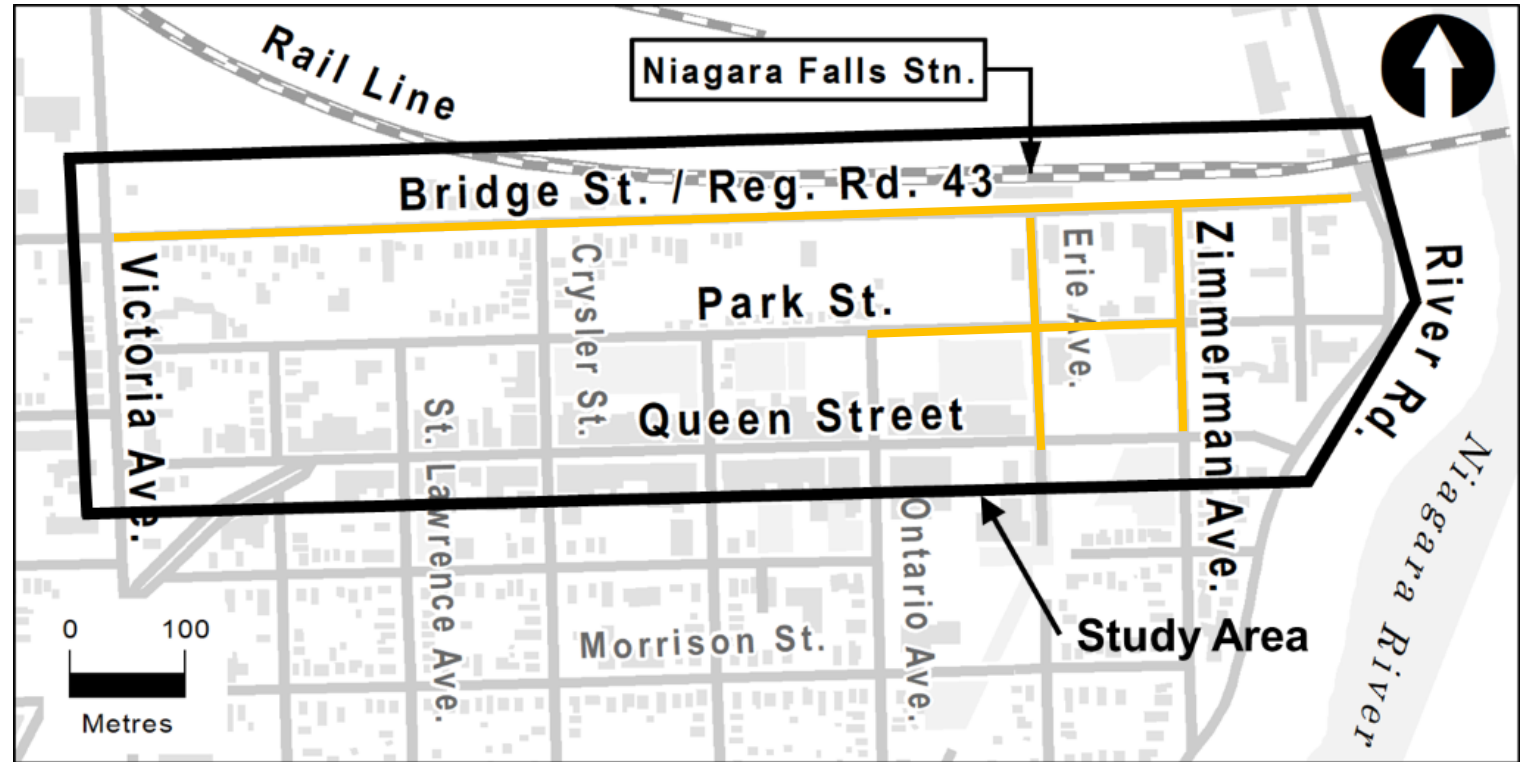


- This presentation is being recorded and will be posted on the project webpage.
- In case if you would like to submit your feedback later, the presentation materials and an online comment form are available on the project webpage: <https://www.niagararegion.ca/projects/bridge-street-ea>

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.

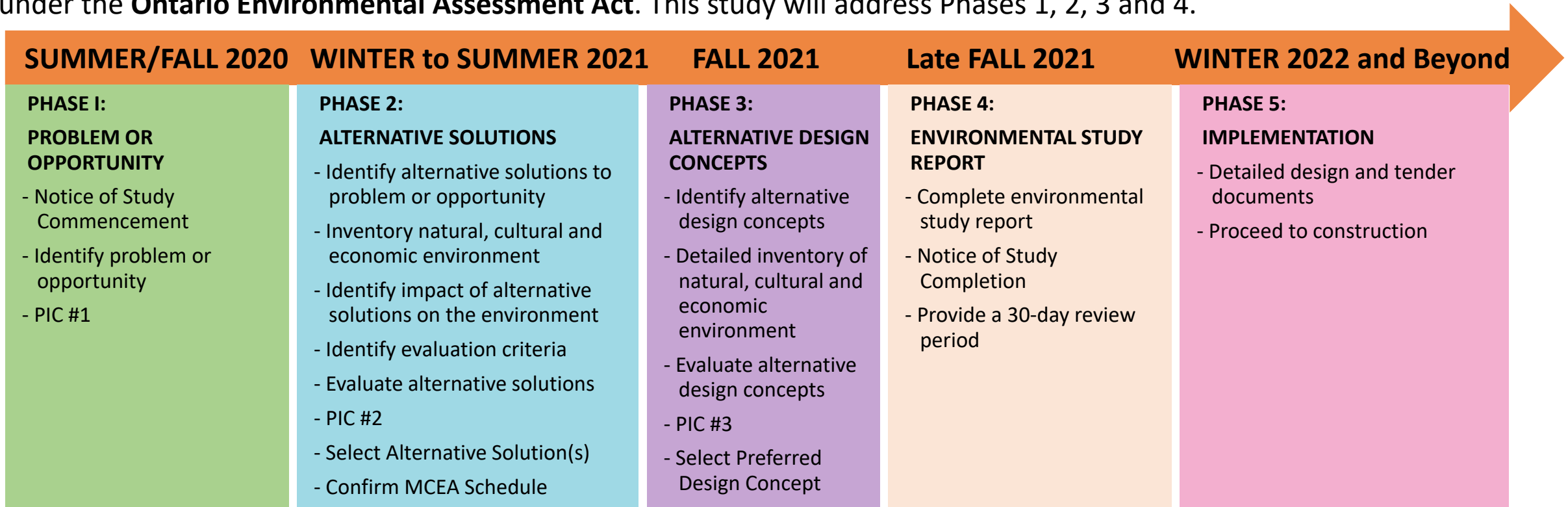


The Objective

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.



WE ARE HERE

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POLICIES AND STUDIES

- Planning Policies: Adhere to Provincial Policy Statement, municipal official plans, transportation master plans.
- Metrolinx Plans: Incorporate GO Rail Station Access Plan guiding principles and mode split targets.
- Land Use Plans: Niagara Falls GO Station Secondary Plan
- Urban Design: Implement the Urban Design Policies of the Niagara Falls GO Transit Secondary Plan.
- Coordinated Plans: Draft Precinct Plan
- Complete Streets: Define key objectives of the Niagara Region Complete Streets Guidelines.
- Region Studies: GO Hub and Transit Station Study.



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PROBLEM AND OPPORTUNITY STATEMENT

- In PIC #1, it was indicated that the planned improvements will provide opportunities for:
 - 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 a Complete Streets approach to enhance active transportation and create a balanced, safe, and sustainable network of streets.
 - Implement the vision and objectives of the City of Niagara Falls' guiding planning documents such as 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.

PROBLEM AND OPPORTUNITY STATEMENT

- It has been noted that the improvements represent additional opportunities:
 - To contribute to the creation of a unique and identifiable destination that builds on 'Niagara' - a globally recognized landmark.
 - Attract people and investment to support the revitalization and transformation of the area into a compact and mixed-use transit oriented community.
 - Create sense of place throughout with an urban design approach that creates rewarding and attractive streetscapes enlivened with people. Streetscapes will be tied together through a consistent treatment of paving street trees, lighting, furniture, and public art.

PUBLIC INFORMATION CENTRE #1 – PUBLIC INPUT

Format and Content of the PIC #1

- Virtual PIC on niagararegion.ca/projects from August 18, 2020 to September 15, 2020 (Summary Report is available on Project Webpage)
- PIC Content: Problem & Opportunity, Class EA Process, Transportation System, Key Issues, Technical and Next Steps

Public Comments Received from 6 Stakeholders

- Can you say what properties will be bought on Bridge Street? Is it going to be a purchase or expropriation?
- Buses need to use Bridge Street then Parkway because buses on local streets are holding up traffic and having to make too many turns ... buses run over stop signs and over curbs.
- What might the nature of the impact be for homes on private property on Bridge, Erie, Park and Zimmerman?
- At this point, would the existing parking lots on Park be maintained? Any plans to use the land southwest of Queen and Zimmerman as a parking lot for the GO station?
- Will property southwest of Erie Avenue / Bridge Street going to be entirely given over to parking?
- Requested clarification of zoning for lands north of Huron and west of Zimmerman
- Consider making Queen Street a one-way street westbound from River Road (with eastbound road)

STUDIES UNDERTAKEN



SOCIO-ECONOMIC ENVIRONMENT

Completed Stage 1 archaeological assessment, built heritage and cultural landscape assessment and community profile



NATURAL ENVIRONMENT

Completed an assessment of natural environment features and habitat including terrestrial and aquatic environments



STREETSCAPING

Assessed the current streetscape features, streetscape policies and opportunities to implement complete streets elements



SAFETY ASSESSMENT

Reviewed collision history, points of conflict and improvement opportunities



ROAD AND TRAFFIC

Completed forecasts of future traffic, analysed traffic levels of service and assessed warrants for traffic control and turn lanes



ACTIVE TRANSPORTATION

Assessed the cycling and pedestrian routes for connectivity, convenience and opportunities for improvements

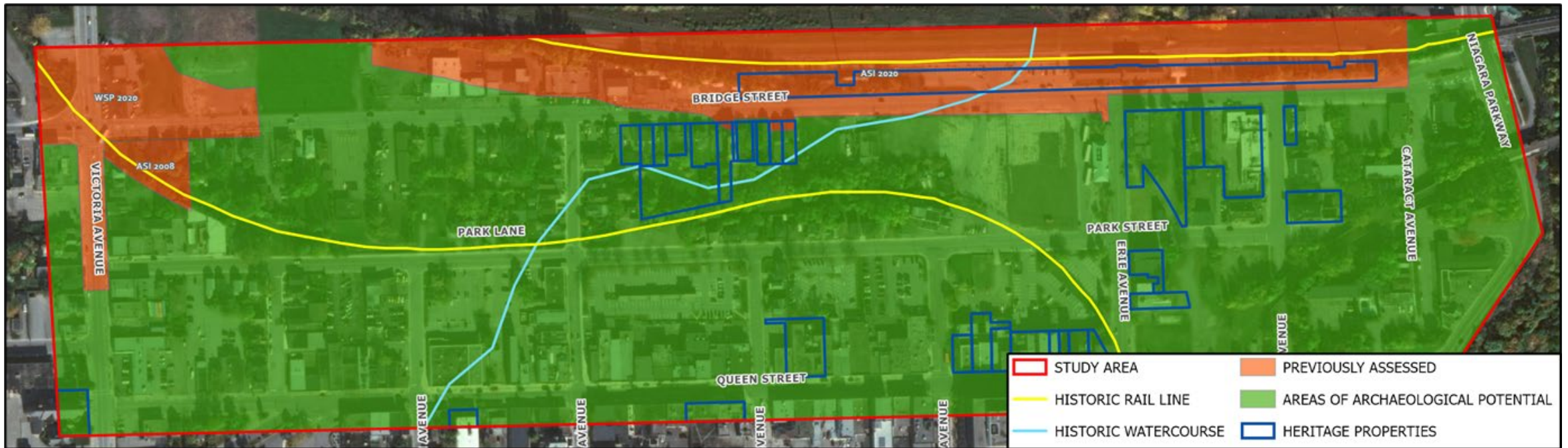


TRANSIT OPERATIONS

Assessed transit use forecasts, bus routing and bus bay needs for GO Transit, WEGO and municipal transit routes

CULTURAL HERITAGE CONSIDERATIONS

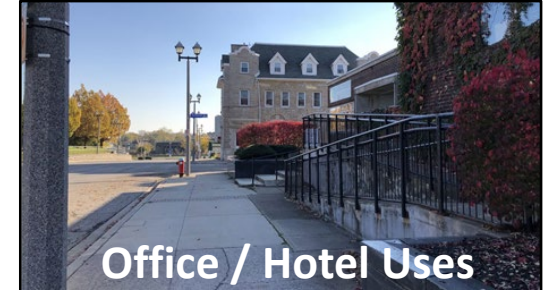
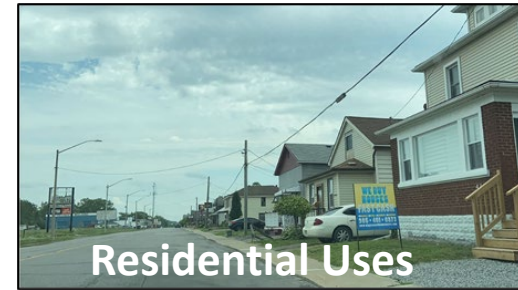
- Parts of the Study Area that are currently open lots or parking areas, may have deeply buried potential for the remains of nineteenth-century structures associated with the historic Town of Clifton.
- The Assessment Study identified 12 built heritage resources and two cultural heritage landscapes



SOCIO-ECONOMIC AND PLANNING CONSIDERATIONS

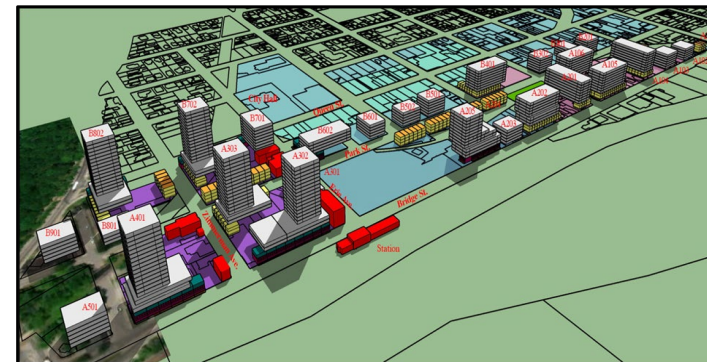
Existing Land Uses:

- Mostly residential uses south side of Bridge Street, Victoria Avenue to 170m east of Chrysler Avenue.
- Employment uses north side of Bridge Street, Victoria Avenue to 130m east of Chrysler Avenue
- Hotel and office uses south side of Bridge Street (Erie Avenue to River Road), on Erie Avenue and on Zimmerman Avenue



Planned Future Land Uses:

- The Niagara Falls GO Station Secondary Plan identified 2,600 residential units and 9,600 m² of commercial and office uses.



FINANCIAL CONSIDERATIONS

Construction Costs:

- Road reconstruction or rehabilitation costs will be required for all options including the do nothing
- Costs will include streetscape elements (e.g. street furniture, streetlighting, walking and cycling facilities, gateway features)
- Construction costs will be higher for options where road profile or utility relocation is required
- Construction costs will be higher if the road curb and gutter needs to be relocated

Property Costs:

- Property acquired in the short term may require expenditure at current value
- Property acquired in coordination with the development process may be for nominal costs

Operational and Maintenance Costs:

- Spring and winter maintenance costs may be higher for a segregated separate cycle track
- Woonerf designs may require additional maintenance treatments and related costs

TRANSPORTATION NEEDS AND OPPORTUNITIES

Active Transportation:

- Pedestrian routes on Bridge Street
- Cycling route on Bridge Street
- Cycling route on Erie Avenue

Road Capacity and Safety:

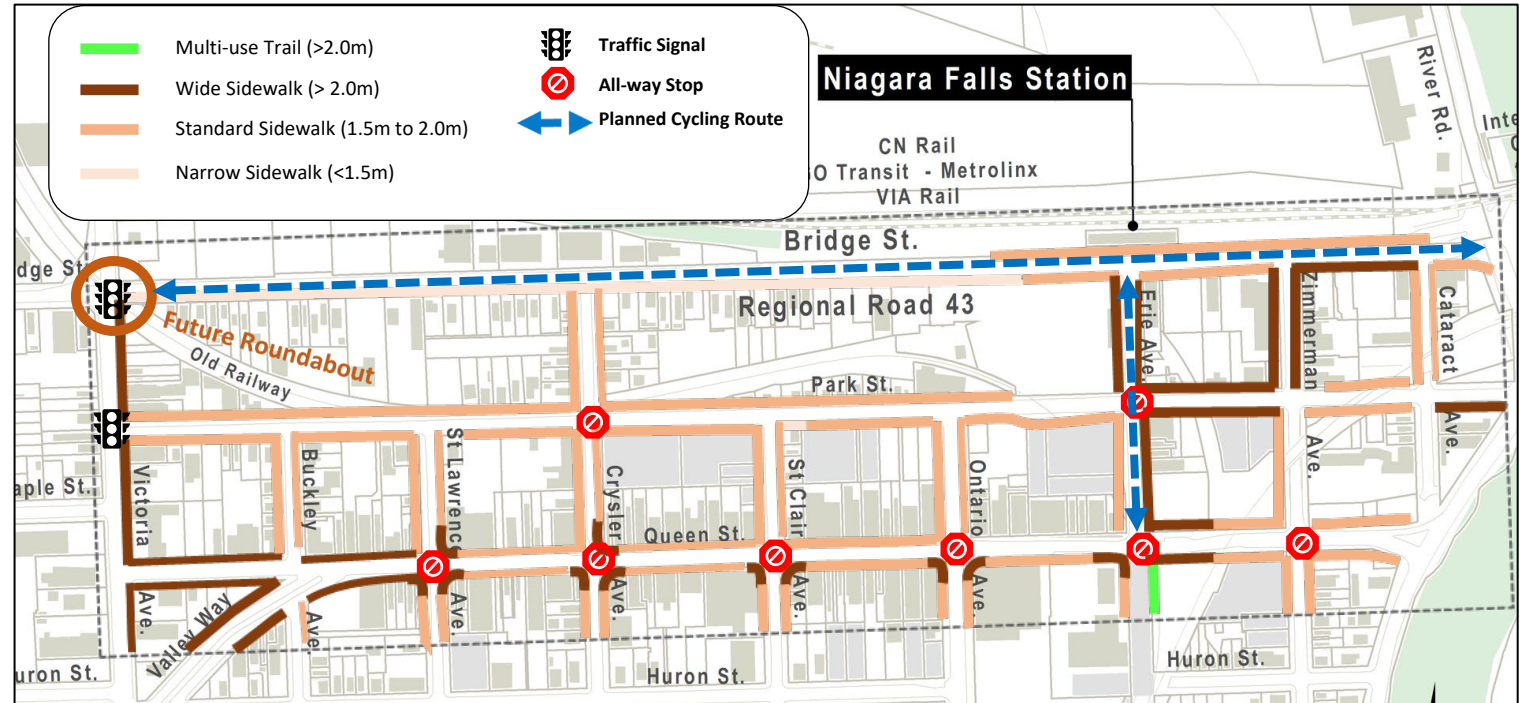
- Future need for left turn lane for Erie Avenue and possible future development

Transit Service:

- Bays for City, WEGO and GO buses, private carriers

Streetscape:

- Different opportunities for Complete Streets add landscaping, walking and cycling amenities, marketing areas, and gateways and placemaking elements for Bridge Street east and west of Erie Avenue and along Erie Avenue.



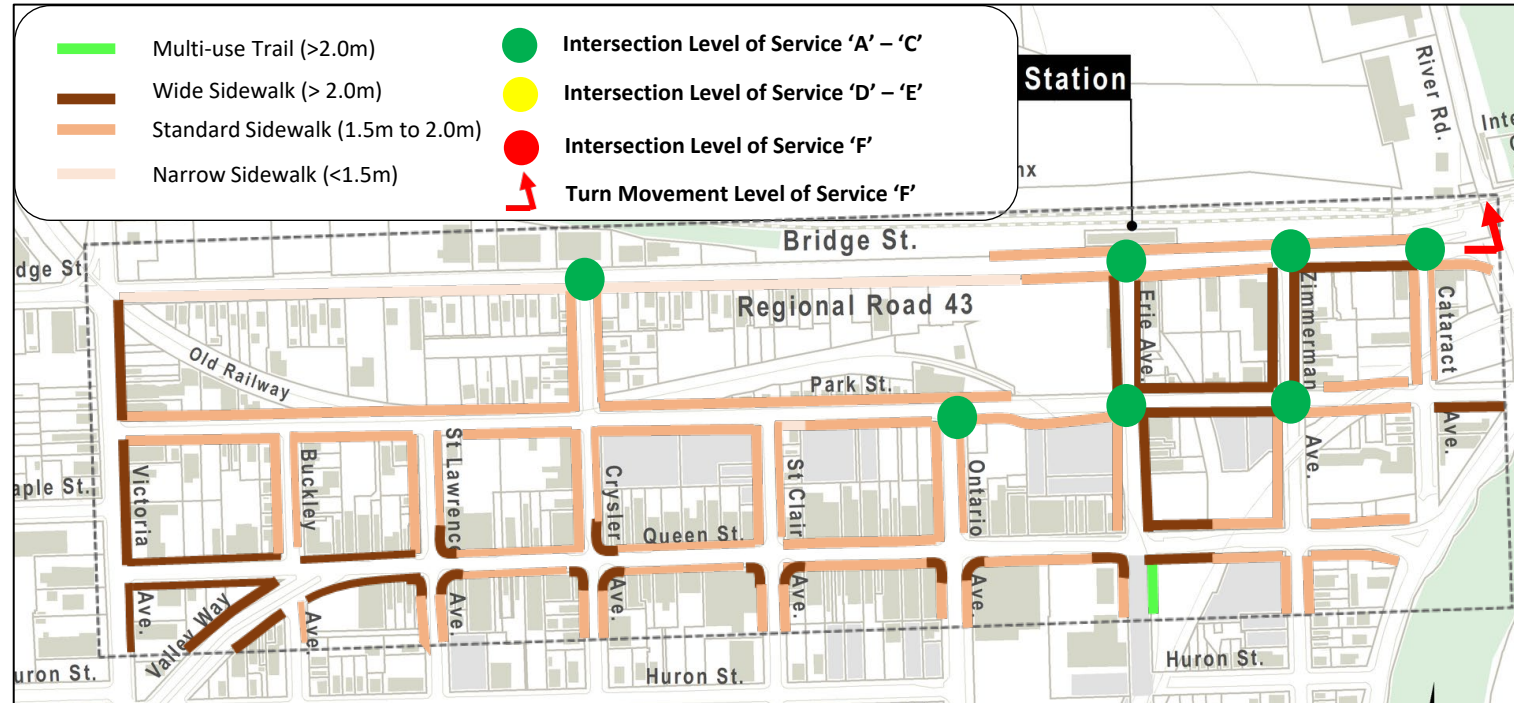
TRANSPORTATION NEEDS AND OPPORTUNITIES

Future Traffic Conditions (2041):

- All intersections will operate with an overall level of service of 'C' or better
- All movements will have sufficient capacity
- The left turn movement from Bridge Street to River Road will have delays of up to 54 seconds in peak hours
- Westbound left turn warrants will be met at Bridge Street / Erie Avenue

Measures of Effectiveness:

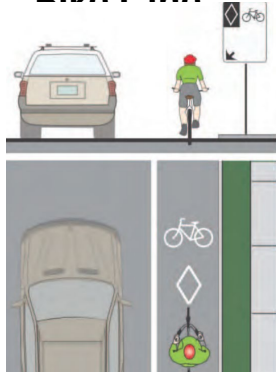
- On Bridge Street pedestrian level of service is 'C' and cycling level of service is 'E' (which would warrant improvements)
- On Park Street, Erie Avenue and Zimmerman Avenue pedestrian level of service is 'B' and cycling level of service is 'D'



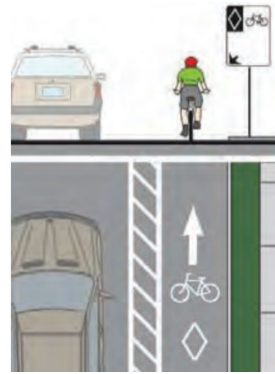
ALTERNATIVE SOLUTIONS

Active Transportation Options:

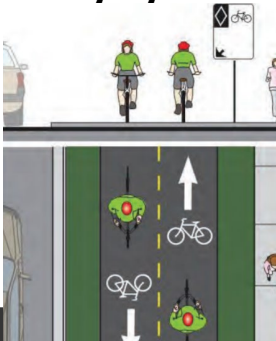
Conventional
Bike Lane



Buffered Bike Lane



Two-way Cycle Track



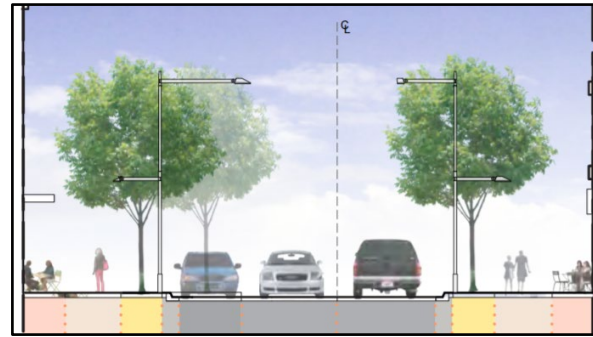
Multi-use Path



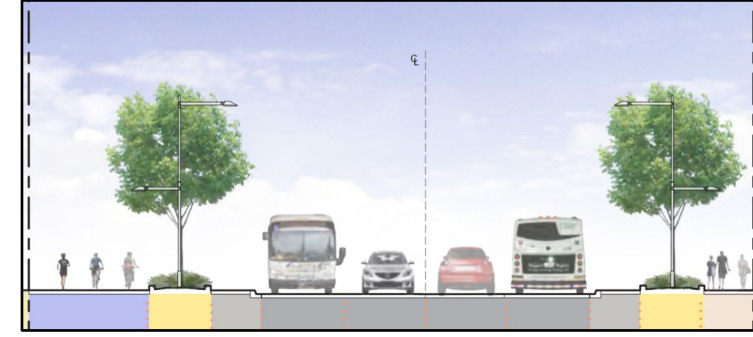
Source: OTM Book 18

Niagara Region Complete Street Typologies:

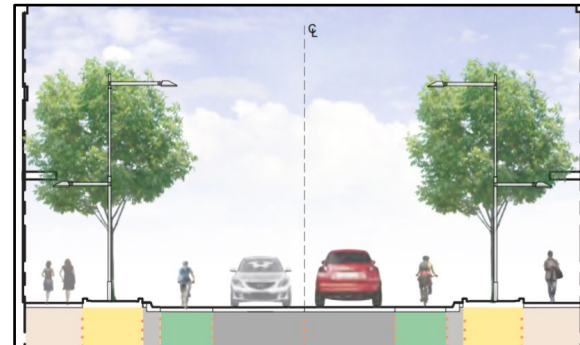
Urban General 26m



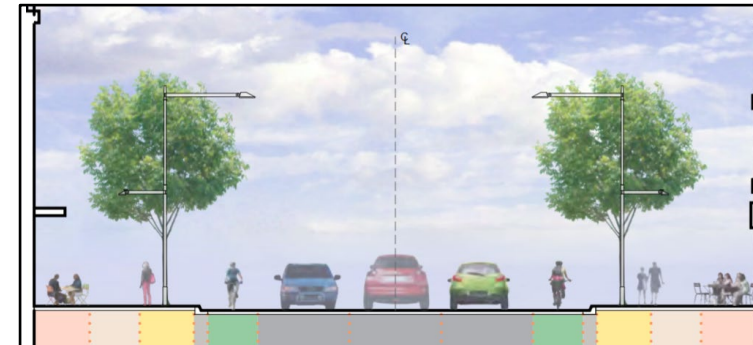
Transitioning



Urban General Narrow 20m

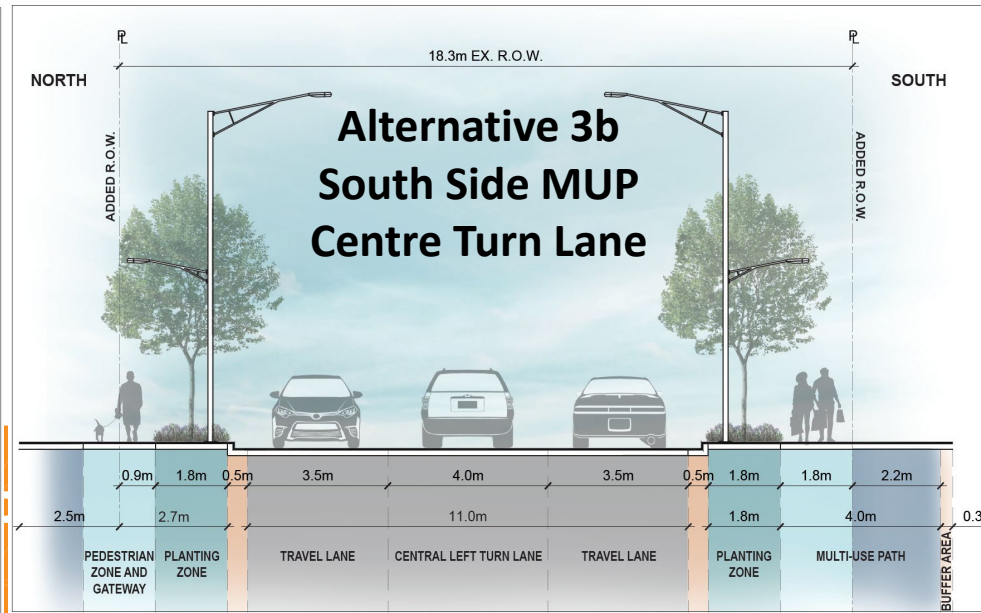
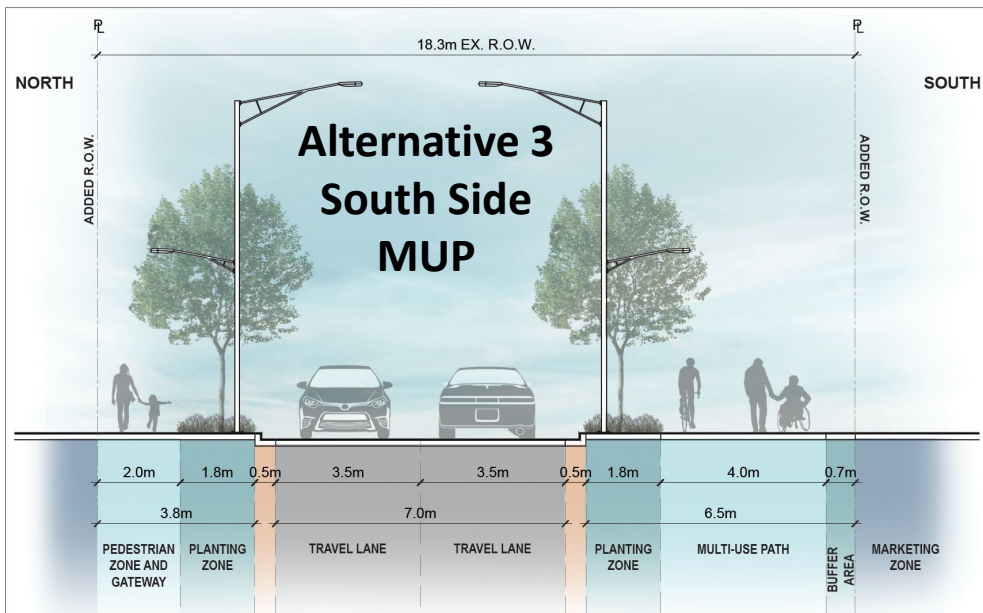
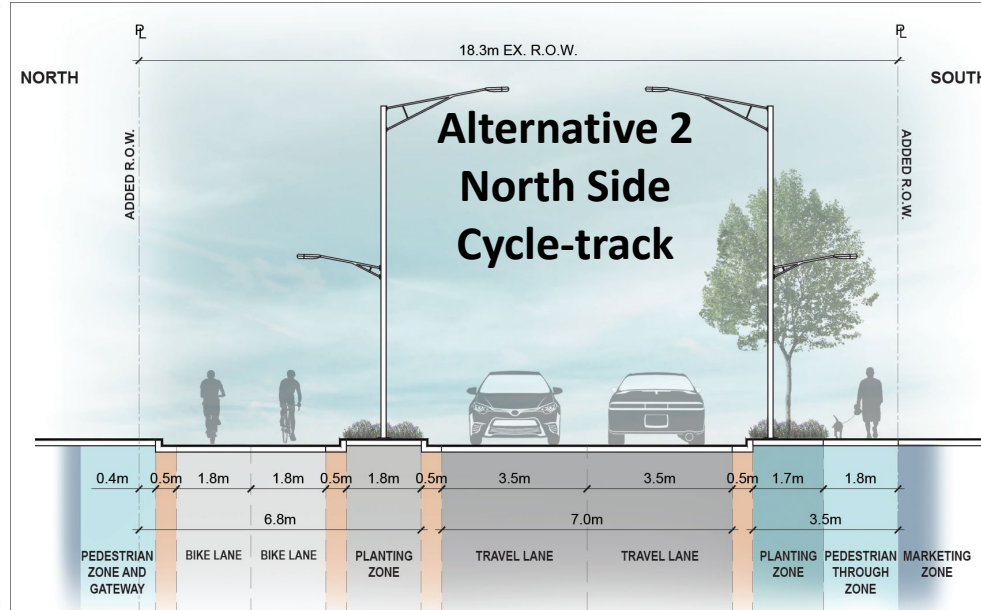
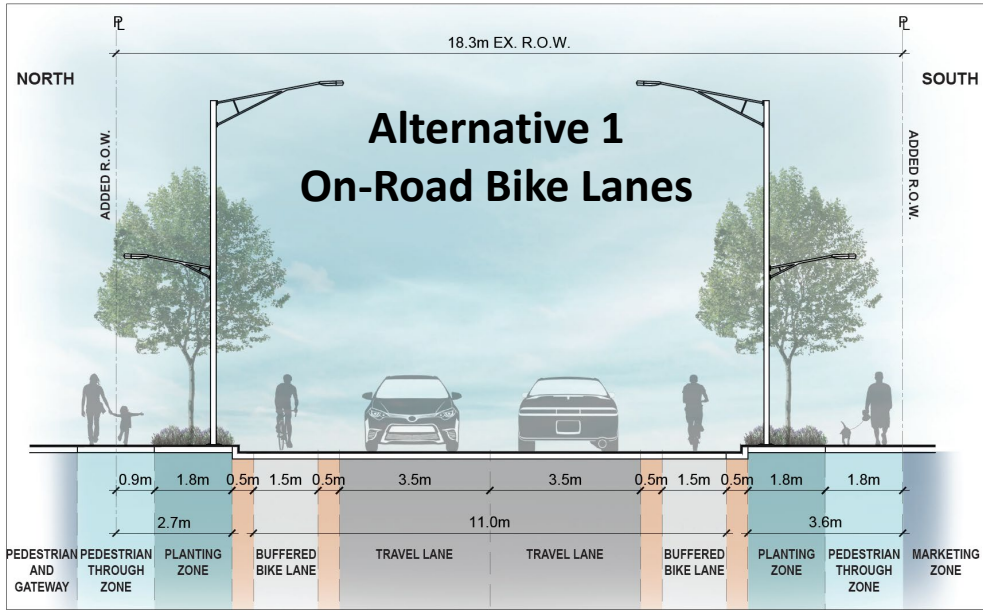


Main Street



Source: 2017 Niagara Region Transportation Master Plan

ALTERNATIVE SOLUTIONS: BRIDGE STREET



- Alternative 0 is “Do Nothing” i.e. keep the existing Bridge Street cross-section without cycling, pedestrian and streetscape improvements
- There are 4 short listed alternative solutions to improve cycling, pedestrian and streetscape infrastructure

EVALUATION: BRIDGE STREET

Interim Solution (prior to redevelopment)

- 1 EB and WB 3.5 m through lane
- 2 bike lanes 1.5 m + 0.5 m buffer
- Planting areas, sidewalk south side

Ultimate Solution (redevelopment and ROW widening)

- 1 EB and WB through lane
- Remove bike lanes and replace with WB left-turn lanes where required
- Planting areas, MUP south side

INTERIM CONDITIONS EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative 1 On-Road Bike Lanes	Alternative 2 North Side Cycle-Track	Alternative 3 South Side Multi-use Path	Alternative 3b South Side Multi-use Path Left-Turn Lane
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT		/			

ULTIMATE CONDITIONS EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative 1 On-Road Bike Lanes	Alternative 2 North Side Cycle-Track	Alternative 3 South Side Multi-use Path	Alternative 3b South Side Multi-use Path Left-Turn Lane
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT					

PREFERRED SOLUTION: BRIDGE STREET

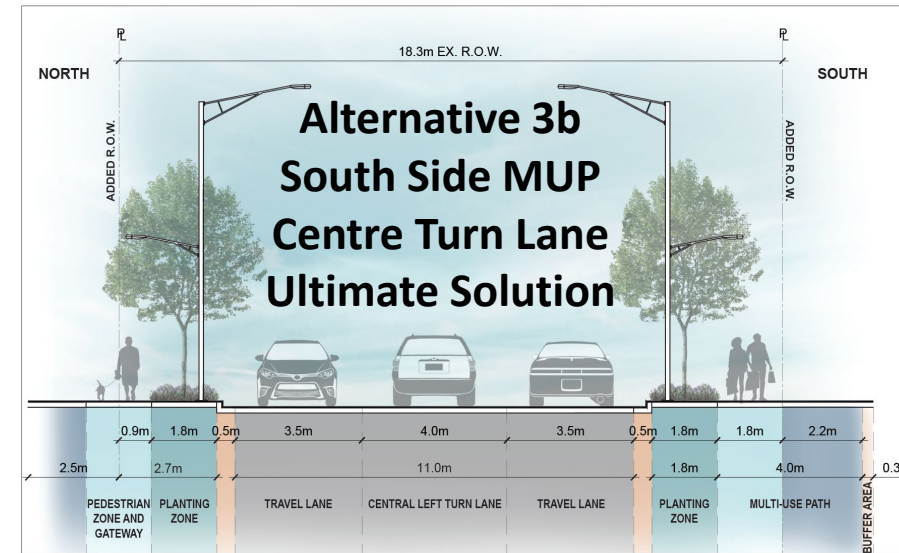
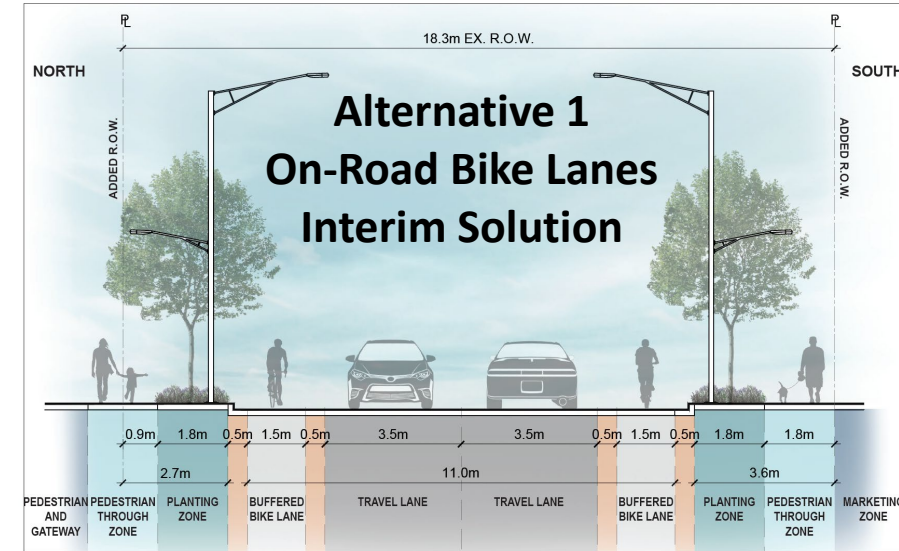
Preferred Interim Solution (prior to redevelopment)

- 1 EB and 1 WB through lane 3.5 m each
- 2 bike lanes 1.5 m + 0.5 m buffer
- South Side 1.8 m planting area, 1.8 m sidewalk
- North side 2.7 m for utilities, snow storage area and interim sidewalk

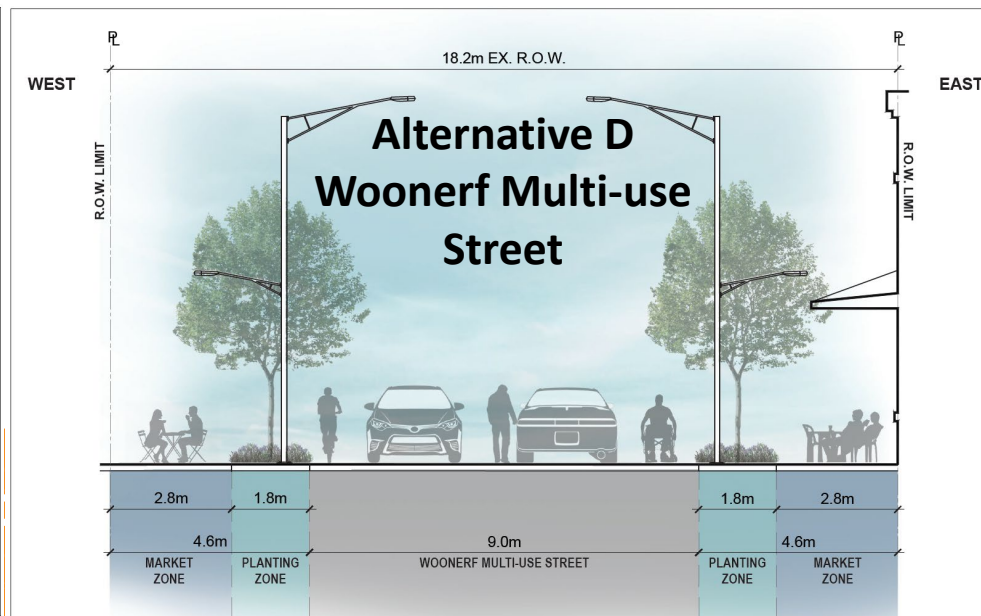
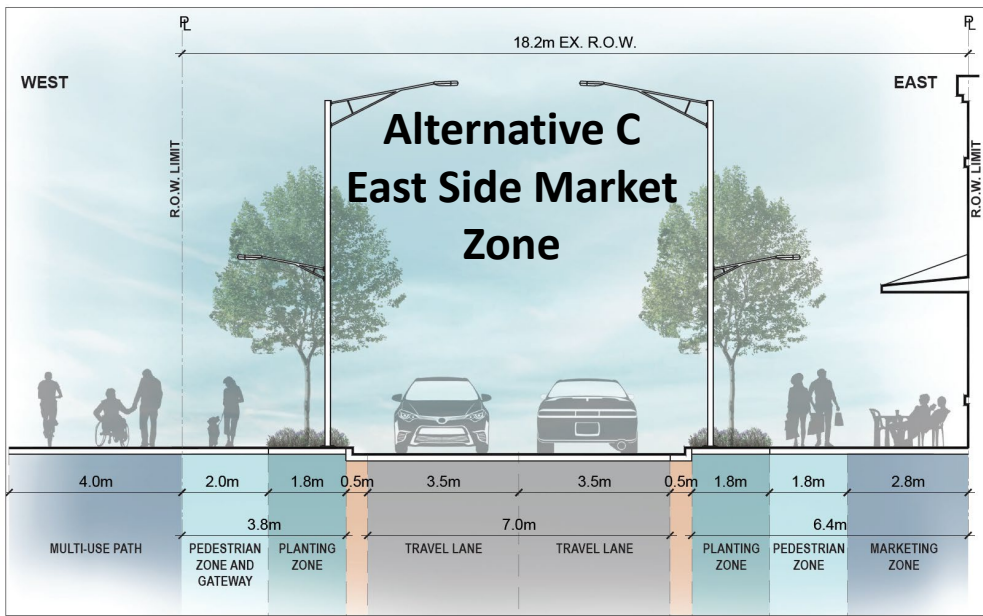
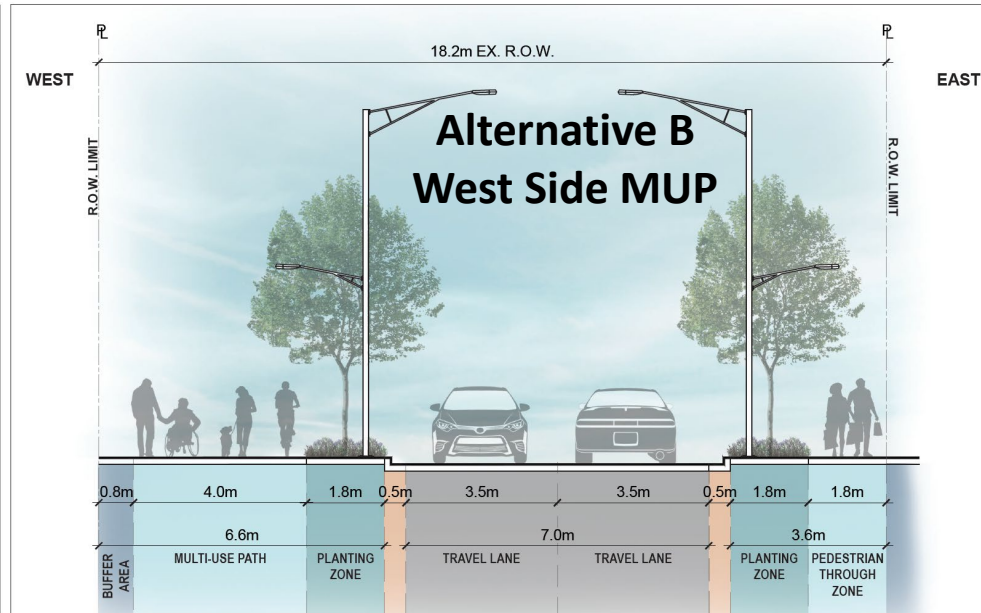
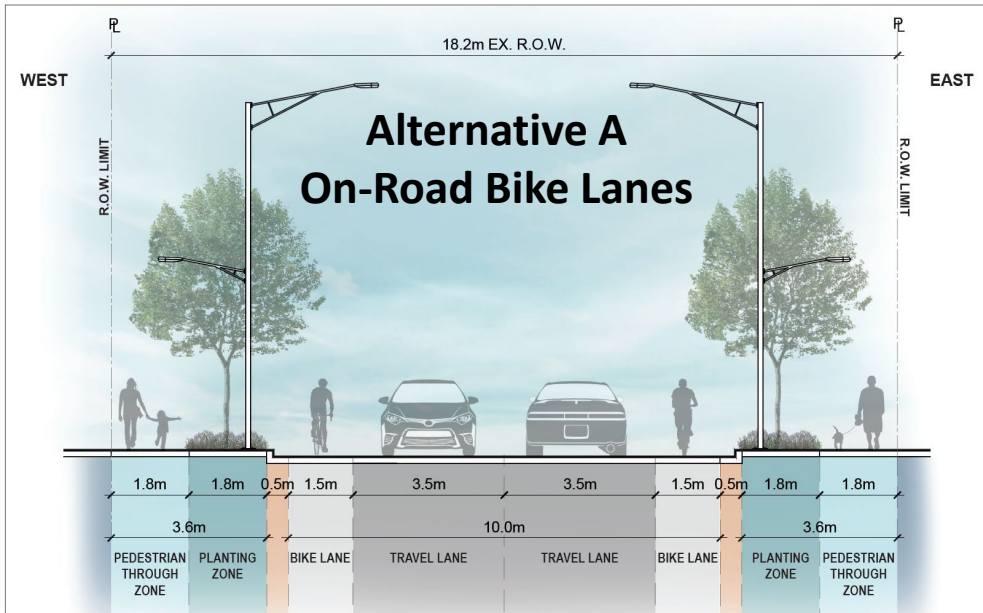
Preferred Ultimate Solution (with 5 m ROW widening)

- 1 EB and 1 WB through lane 3.5 m each
- Remove bike lanes and replace with left-turn lane where required
- South Side 1.8 m planting area, 4.0 m multi-use path
- North side 2.7 m for utilities / planting zone; 2.5 m for sidewalk and setback

Note: Curb location remains the same



ALTERNATIVE SOLUTIONS: MUNICIPAL ROADS



- Alternative 0 is “Do Nothing” i.e. keep the existing Erie
- There are 4 other alternative solutions

EVALUATION: ERIE AVENUE

Solution (Bridge to Park)

Alternative C

- 1 EB and WB 3.5 m through lane
- Planting zone both sides
- An expanded east side market zone
- A MUP on City lands west of the ROW

Solution (Park to Queen)

Alternative B

- 1 EB and WB through lane
- Planting zone both sides
- MUP west side within ROW

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative A On-Road Bike Lanes	Alternative B West Side Multi-use Path	Alternative C East Side Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:	◐	◑	◑	◑	◐
NATURAL ENVIRONMENT:	◐	◐	◐	◐	◐
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:	◐	◑	◑	●	◑
FINANCIAL ENVIRONMENT:	◐	◐	◐	◐	◑
OVERALL ASSESSEMENT	◐	◐ / ◑	◐ / ◑	◑	◐

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario"	Alternative A On-Road Bike Lanes	Alternative B West Side Multi-use Path	Alternative C East Side Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:	◐	◐	◑	◑	◐
NATURAL ENVIRONMENT:	◐	◐	◐	◐	◐
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:	◐	◑	◑	○	◑
FINANCIAL ENVIRONMENT:	◐	◐	◐	○	◑
OVERALL ASSESSEMENT	◐	◐	◐ / ◑	◑	◐

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Evaluation relative to "Do Nothing"

LEGEND

Significant Negative Impact ○
 Negative Impact ◐
 Nominal Impact ◑
 Positive Impact ◒
 Significant Positive Impact ●

EVALUATION: PARK STREET AND ZIMMERMAN AVENUE

Preferred Solution: Zimmerman Avenue (Bridge to Park)

- Maintain 10-11m pavement width
- Maintain boulevard of 3.5m
- Add streetscape elements adjacent to curb consistent with urban typology

Preferred Solution: Park Street (Ontario to Zimmerman)

- Add continuous sidewalk both sides
- Add streetscape elements adjacent to curb consistent with urban typology
- Reduce road width for streetscaping

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative A On-Road Bike Lanes	Alternative B Multi-use Path	Alternative C Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT		/	/	/	/

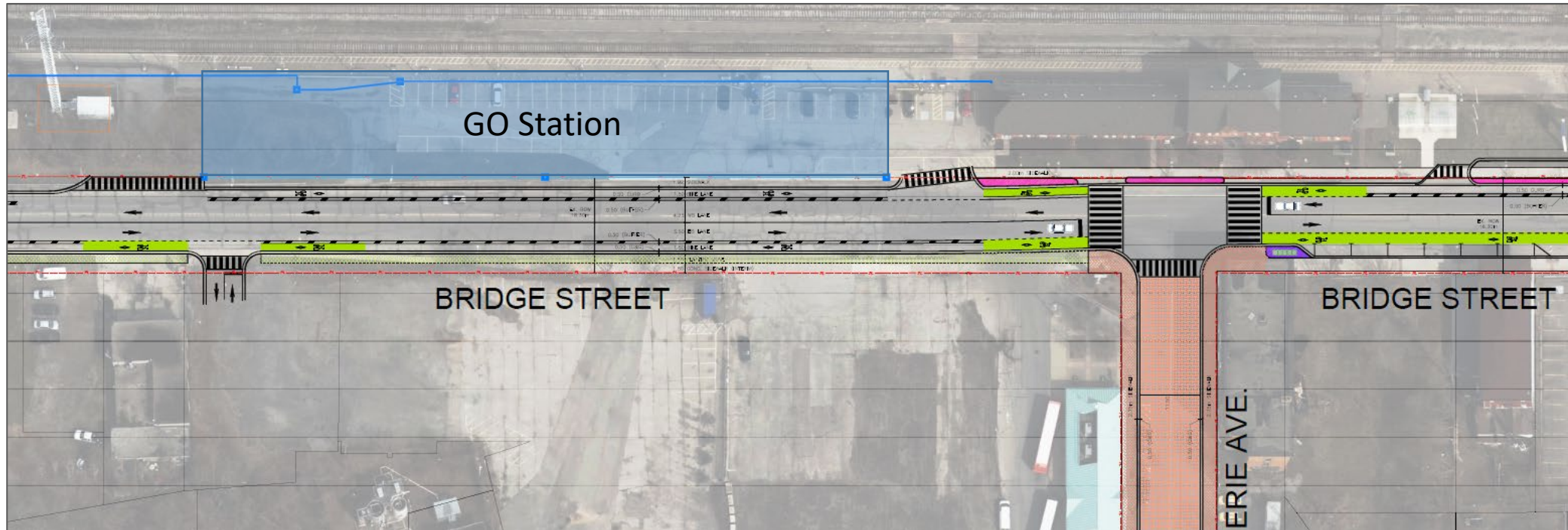
Evaluation relative to “Do Nothing”

LEGEND				
Significant Negative Impact	Negative Impact	Nominal Impact	Positive Impact	Significant Positive Impact

DESIGN CONSIDERATIONS: PRECINCT AREA

Conceptual configuration through the GO Rail Station Precinct Area

- Options are under consideration to accommodate bays for City, WEGO and GO buses
- The site design is being developed in coordination with this Class Environmental Assessment



NEXT STEPS



- 2-Week PIC #2 Comment Period Ending on August 6, 2021.
- Review PIC#2 Comments
- Finalize the preferred alternative solution
- Develop and evaluate alternative designs
- Continue consulting with interested stakeholders/agencies
- Present preliminary preferred alternative design(s) at PIC #3 in Fall 2021
- Document the findings in a Study Report

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 August 6, 2021.



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.
(<https://www.niagararegion.ca/projects/bridge-street-ea/default.aspx>)



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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