Ontario Street (Regional Road 42)

Linwell Road to Welland Avenue

Municipal Class C Environmental Assessment

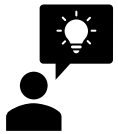
Public Information Centre #2

November 26, 2025

Niagara Region | Growing Better Together

Welcome to Public Information Centre #2 for the Ontario Street (Regional Road 42) Municipal Class Environmental Assessment

Please sign in at the first table and provide your email if you would like to be notified about the project.



Review the display materials

Meet with Study Team Members

Please fill out a comment sheet and return it to the comment box or email your comments by December 10th.

Presentation begins at 5:30 pm

Niagara Region | Growing Better Together

Purpose of PIC#2

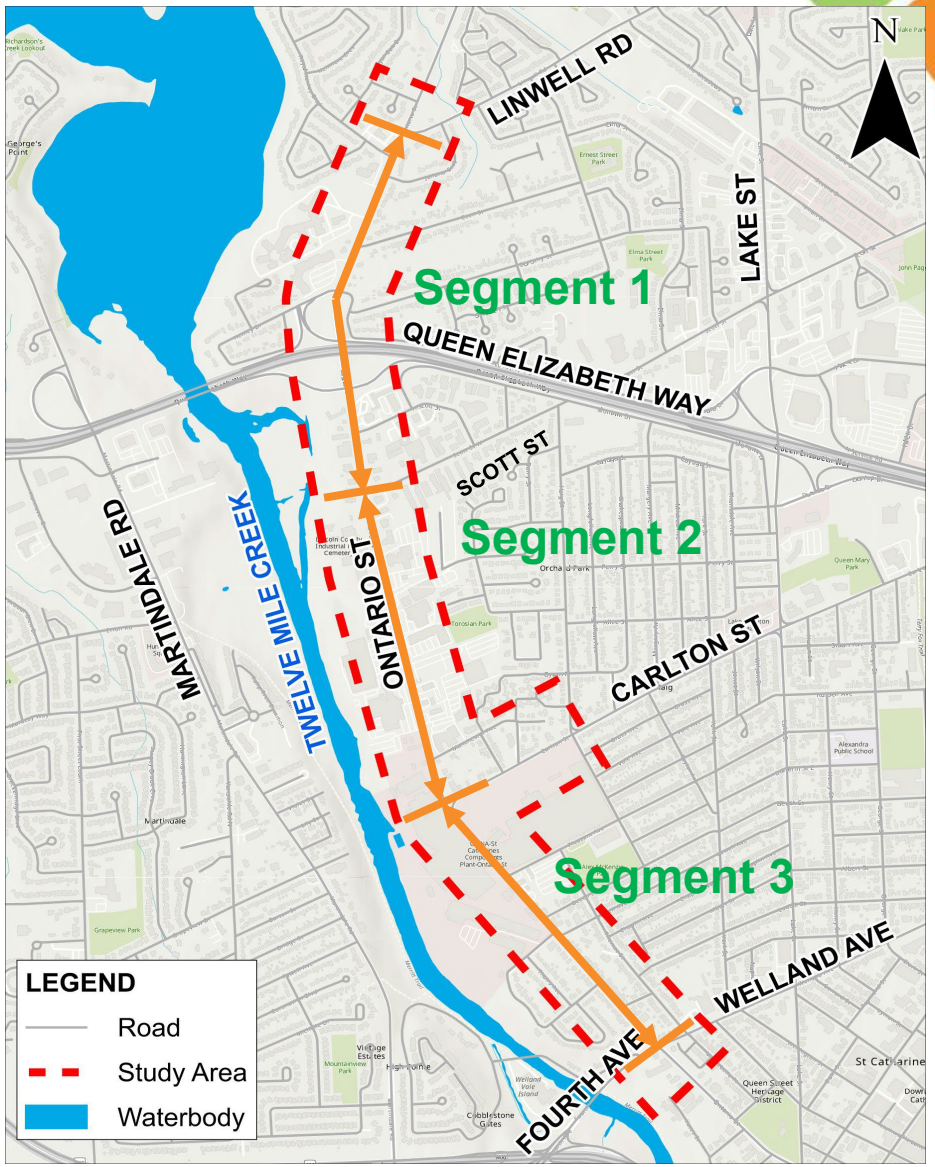
To provide information about:

1) Study Background Information
2) Study Process and Timeline
3) Summary of PIC #1 Feedback
4) Study Goals, Objectives and Challenges
5) Completed Studies and Findings
6) Proposed Planning Solutions
7) Planning Solutions Evaluations

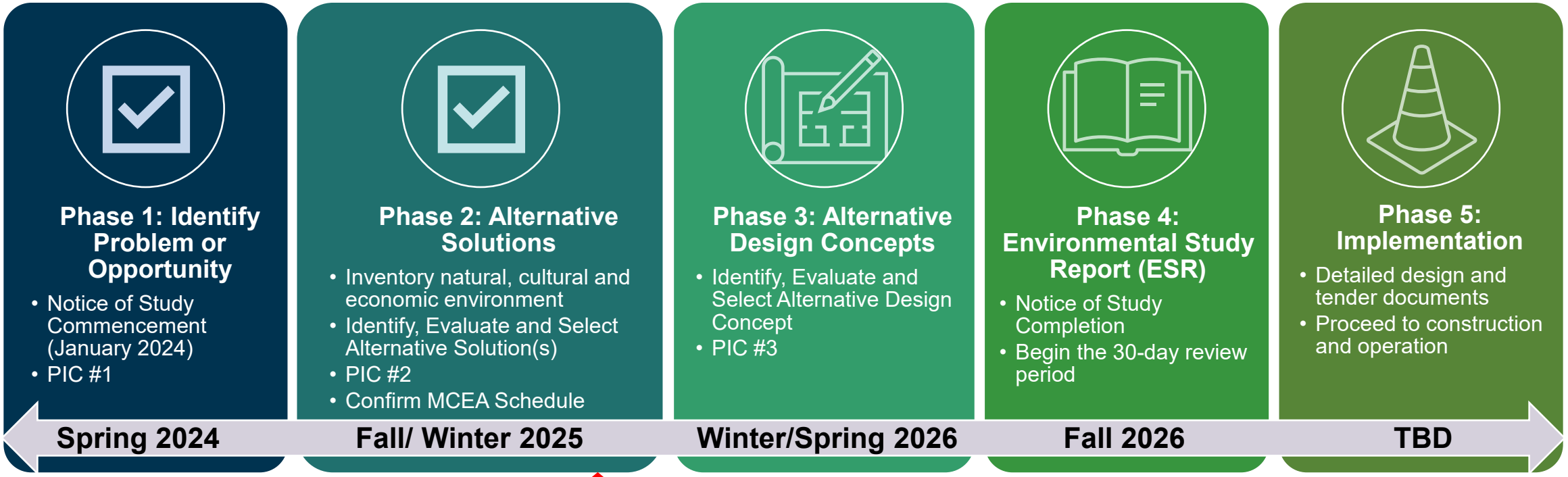
Niagara Region | Growing Better Together

Study Background

- Schedule ‘C’ Municipal Class Environmental Assessment
- Improvements for Ontario Street (Regional Road 42) from Linwell Road to Welland Avenue/ Fourth Avenue in the City of St. Catharines.
- Considerations include:
  - Road safety
  - Traffic capacity and intersection improvements
  - Access management
  - Active transportation
  - Adjacent developments
  - Future population/employment forecasts



Municipal Class Environmental Assessment (MCEA) Process & Timelines



Niagara Region | Growing Better Together

Public and Interested Parties Consultation Engagement

- The study is following the consultation requirements of the MCEA process.
- The Study Team is also engaging key interested parties including:
  - City of St. Catharines
  - Ministry of Transportation,
  - Relevant provincial agencies & utilities,
  - Indigenous Communities, and
  - local businesses, and members of the public.

Your comments are important to us and will be used to help the Study Team make informed decisions through the MCEA process.

Summary of PIC #1 Feedback

PIC #1 was hosted spring of last year. Key comments we heard from PIC #1 include:

Active Transportation
Ontario Street is unwelcoming for cyclists and pedestrians; improved facilities could boost use and connectivity.

Road Safety and Traffic
Concerns about safety, traffic growth, and collisions; suggested measures include traffic calming, a centre-turning lane, narrower lanes, and access management.

Ontario Street/Welland Avenue Intersection
The intersection is unsafe, especially for vulnerable users; a protected intersection could improve safety.

Landscaping/Greenspace
Limited greenery and streetscaping; adding landscaping and trees could enhance the area's appeal.

Niagara Region | Growing Better Together

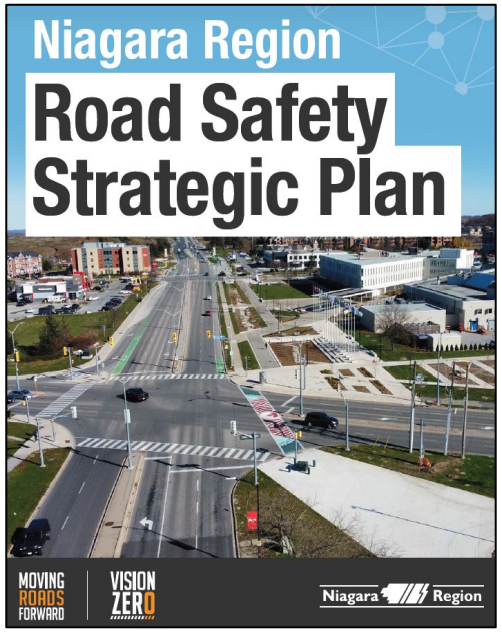
Goals and Objectives

1. Address State-of-Good Repair

- Pavement is in poor condition
- Deteriorating pavement creates unsafe conditions for all road users, and accessibility issues for pedestrians and cyclists.

2. Improve Road Safety

- Very high collision frequency especially between intersections.
- Improvements aimed to accomplish the Region's Vision Zero



Niagara Region | Growing Better Together

Goals and Objectives 2

3. Access Management

- Improvements aimed at improving road safety and traffic operations.

4. Accommodate Growth

- GM lands and surrounding development will increase traffic.
- Improvements aimed at supporting population and employment growth by year 2051.

5. Support Business

- Ontario Street corridor is predominantly commercial with plenty of operating businesses.
- Improvements aimed at supporting businesses and economic growth.

Goals and Objectives 3

6. Incorporate All Road Users

- Improve Active Transportation (AT) - current lack of cycling facilities and pedestrian facilities in poor condition.
- Improve Transit - support transit and improve stops and amenities.

7. Streetscaping

- Street currently has poor public realm.
- Opportunity to improve overall streetscape and urban design.

Source: Google.com


Source: Google.com

Niagara Region | Growing Better Together

Problem / Opportunity Statement

Based on the key problems and opportunities identified, the following Problem/Opportunity Statement was produced to guide the MCEA study going forward:

There is an opportunity to address existing problems on Ontario Street (Regional Road 42) that can lead to operational and safety improvements for those who use the corridor. Based on the ongoing City of St. Catharines' Ontario Street Corridor Secondary Plan, there is the potential for redevelopment and growth that may impact future road capacity and operations.

This MCEA study aims to identify improvements that accommodate the future traffic demand, improve traffic operations, address the deteriorating pavement condition, and enhance safety across the corridor for all modes of transportation, including at accesses, intersections, and areas of high collision rates. Where possible, the MCEA study will further take the opportunity to achieve the Complete Streets principle, such as improving transit facilities, streetscaping and placemaking features.

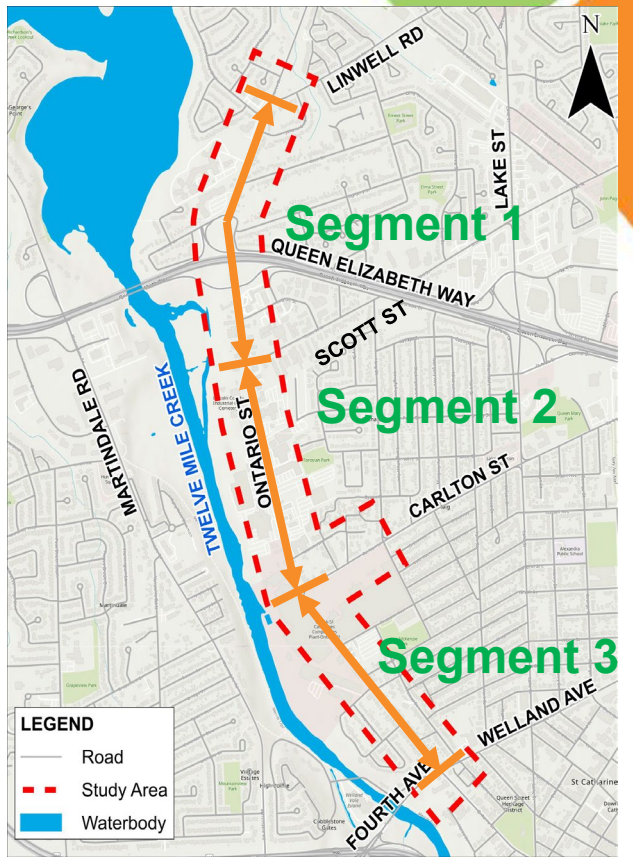
Challenges

Limited Right-of-Way

- Corridor becomes constrained in several sections where existing ROW space is limited.
- Several encroachments into ROW.
- Hydro poles are close to road curb.
- Limited ROW on QEW Bridge makes it a hard constraint, and road dimensions must align with MTO bridge standards.

Balancing Access, Safety, and Movement

- High frequency of business access and driveways.
- High collision rate.
- Illegal curbside stopping/ loading prevalent.

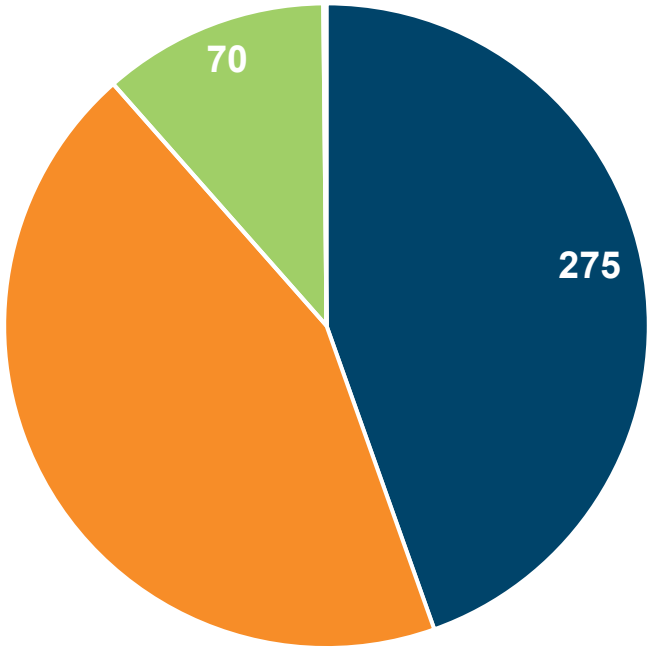


	Right-of-Way (m)	
Segment	**Existing**	**Official Plan**
Segment 1	20 – 26	26.2
Segment 2	17 – 27	26.2
Segment 3	14 – 24	20.1

Niagara Region | Growing Better Together

Road Safety and Collision History

- Very high collision frequency especially between intersections.
- **7** of the Region's top 50 mid block collision locations are located on Ontario Street.
- Complex road environment with many points of conflict.



Years collected: 2016-2019 & 2022-2023

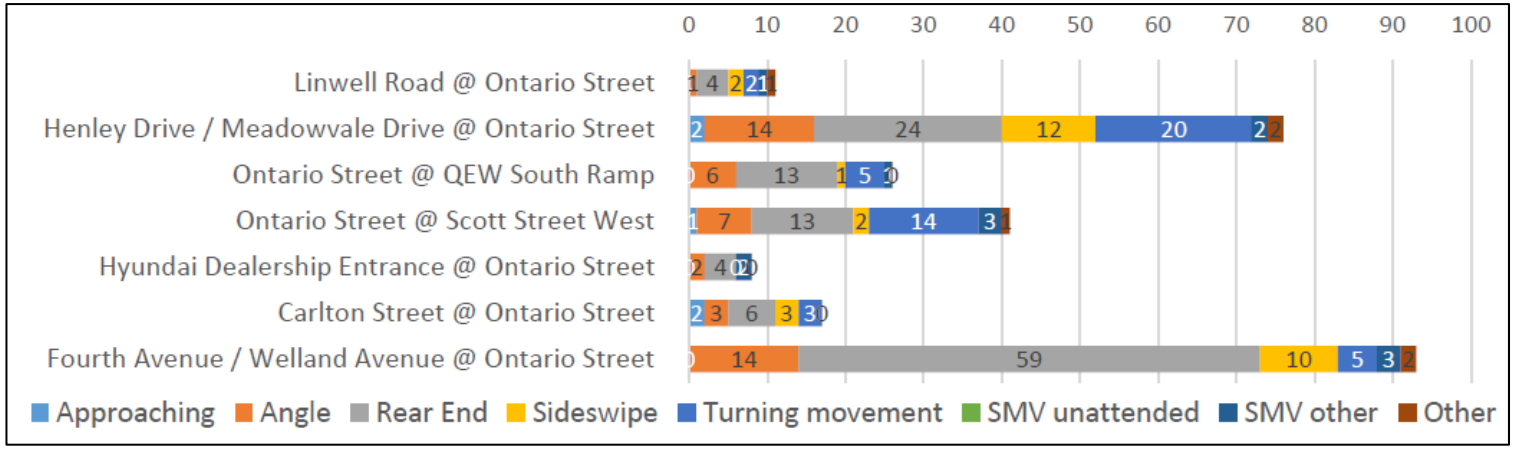
9 Involved Pedestrians

12 Involved Cyclists

Niagara Region | Growing Better Together

Road Safety and Collision History Cont'd

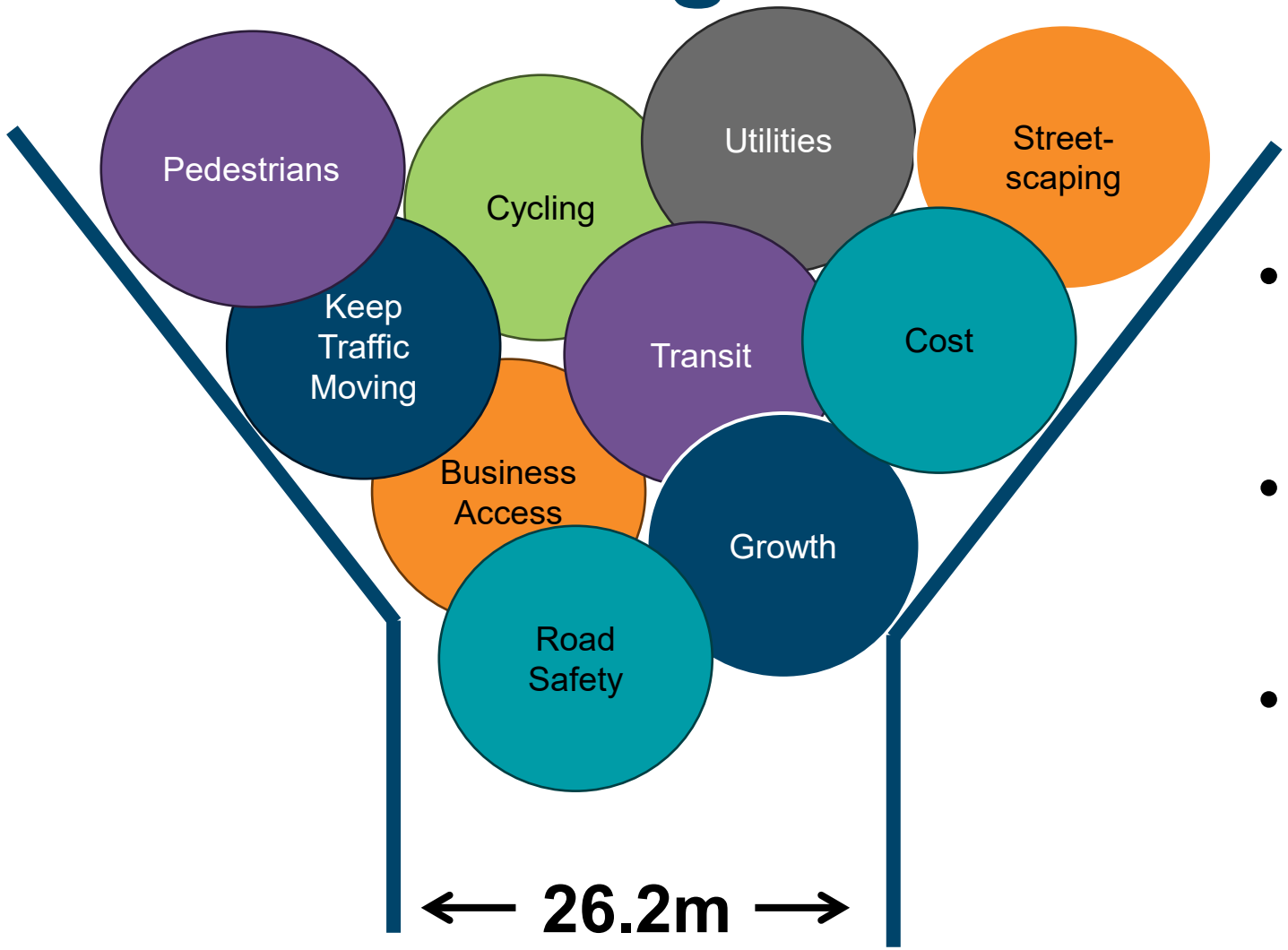
Collisions at Signalized Intersections



Collisions at Midblock Segments

between Royal Henley Boulevard & Linwell Road	5
between Juliana Crescent & Royal Henley Boulevard	1
between Cecil Street & Juliana Crescent	7
between Henley Drive & Meadowvale Drive & Cecil Street	23
between Ramp & Henley Drive & Meadowvale Drive	11
between Hiscott Street & Ramp	2
between Scott Street West & Hiscott Street	**62**
between Byron Avenue & Scott Street West	**70**
between Manchester Avenue & Byron Avenue	29
between Carlton Street & Manchester Avenue	10
between Pleasant Avenue & Carlton Street	3
between Beech Street & Pleasant Avenue	10
between Woodruff Avenue & Lowell Avenue	16
between Adie Place & Woodruff Avenue	8
between Queen Street & York Street	1
Welland Avenue btwn Montebello Place & Queen Street	1
between Fourth Avenue & Welland Avenue & Adie Place	12
Welland Avenue btwn Ontario Street & Montebello Place	4

Overall Challenges



- There is limited space available.
- It will not be possible to eliminate all challenges.
- Trade-offs and decisions on priorities will be required.

Archaeology, Cultural Heritage, and Natural Environment

- A **Stage 1 Archaeological Assessment** has been completed in July 2024.
  - Parts of the study area exhibit archaeological potential and may require further study.

- A **Cultural Heritage Assessment** has been completed in August 2024. Cultural Heritage resources were identified in the study area:
  - 72 Built Heritage Resources
  - 5 Cultural Heritage Landscapes

- A **Natural Environment** screening was conducted. Given the existing urban context, there are limited sensitive natural features. Some street trees exist throughout.

Transportation Assessment

We completed two separate forms of traffic analysis:

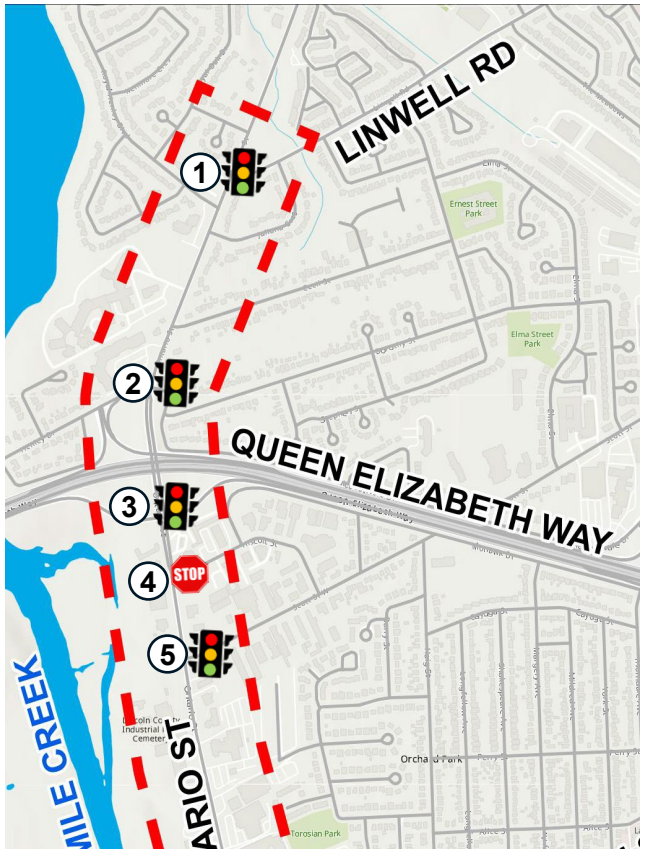
- **Intersection Operations** – examine future levels of service at each intersection in 2031 and 2051.
- **Corridor Analysis** – examine travel times and intersection performance along the full corridor in 2051 PM peak hour (worse condition).

For each analysis various scenarios were examined, including:

- "**Do Nothing**" as a baseline.
- Alternatives with 2 or 4 lanes of traffic.

Intersection Operations – Segment 1

#	Ontario St	Existing (2023)	Do Nothing (2031 / 2051)	2 Lanes (2031 / 2051)	4 Lanes (2031 / 2051)
1	Linwell Rd	B	B / B	C / E	A / B
2	Henley Dr & Meadowvale Dr	B	C / C	D / E	C / C
3	QEW EB Off Ramp	B	B / C	C / D	B / B
4	Hiscott St	A	A / A	C / F	A / A
5	Scott St	B	B / E	D / F	B / C



Level of Service

- **LOS A, B, C -** Free-flowing traffic with minimal delay.
- **LOS D -** Increasing delays.
- **LOS E -** Substantial delays.
- **LOS F -** Excessive delays where demand exceeds capacity and operations break down.

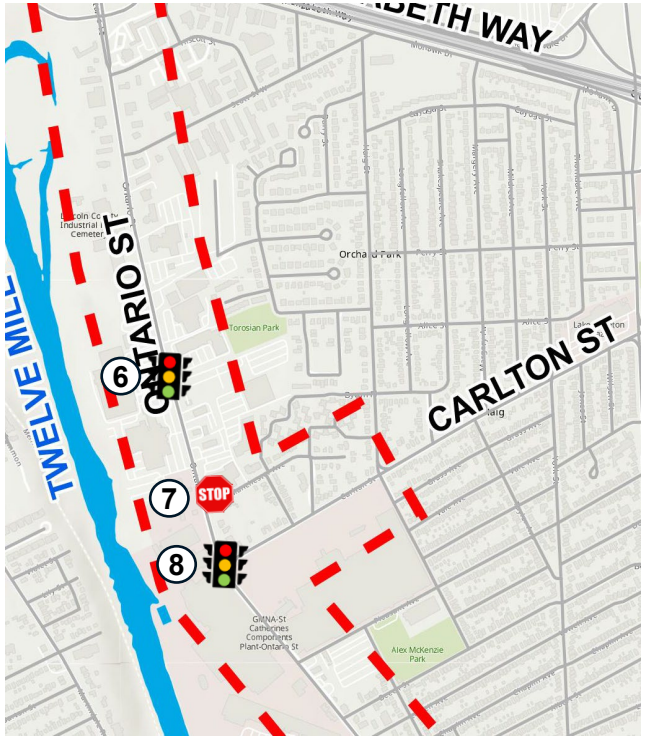
Niagara Region | Growing Better Together

Intersection Operations – Segment 2

#	Ontario St	Existing (2023)	Do Nothing (2031 / 2051)	2 Lanes (2031 / 2051)	4 Lanes (2031 / 2051)
6	Byron Ave & Hyundai Dealership	B	B / D	C / D	Same as "Do Nothing"
7	Manchester Ave	A	A / A	A / A	
8	Carlton St	B	B / E	B / D	

Level of Service

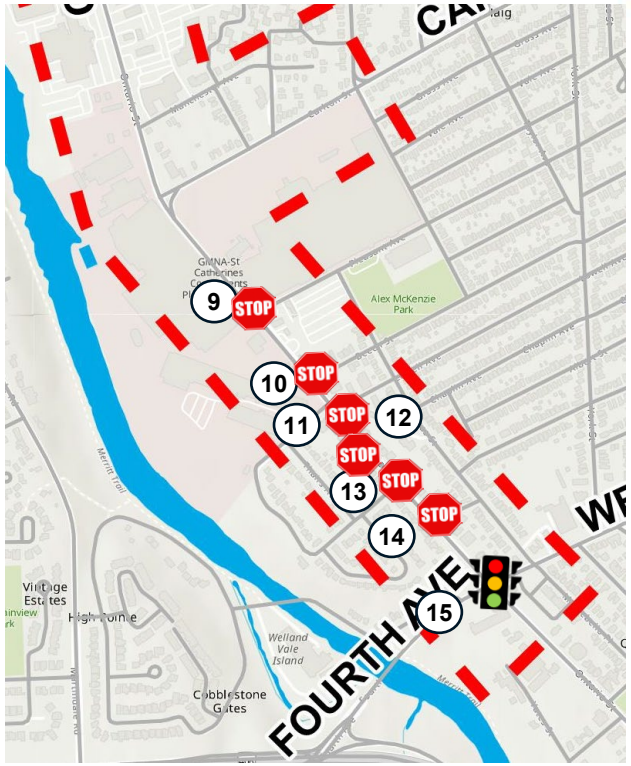
- **LOS A, B, C -** Free-flowing traffic with minimal delay.
- **LOS D -** Increasing delays.
- **LOS E -** Substantial delays.
- **LOS F -** Excessive delays where demand exceeds capacity and operations break down.



Niagara Region | Growing Better Together

Intersection Operations - Segment 3

#	Ontario St	Existing (2023)	Do Nothing (2031 / 2051)	2 Lanes (2031 / 2051)
9	Pleasant Ave	A	A / F	A / A
10	Beech St	A	A / D	A / A
11	Kensington Pl	A	A / B	A / A
12	Lowell Ave	A	A / A	A / A
13	Woodruff Ave	A	A / F	A / A
14	Adie Pl	A	A / F	A / A
15	Welland & Fourth Ave	D	E / F	E / F

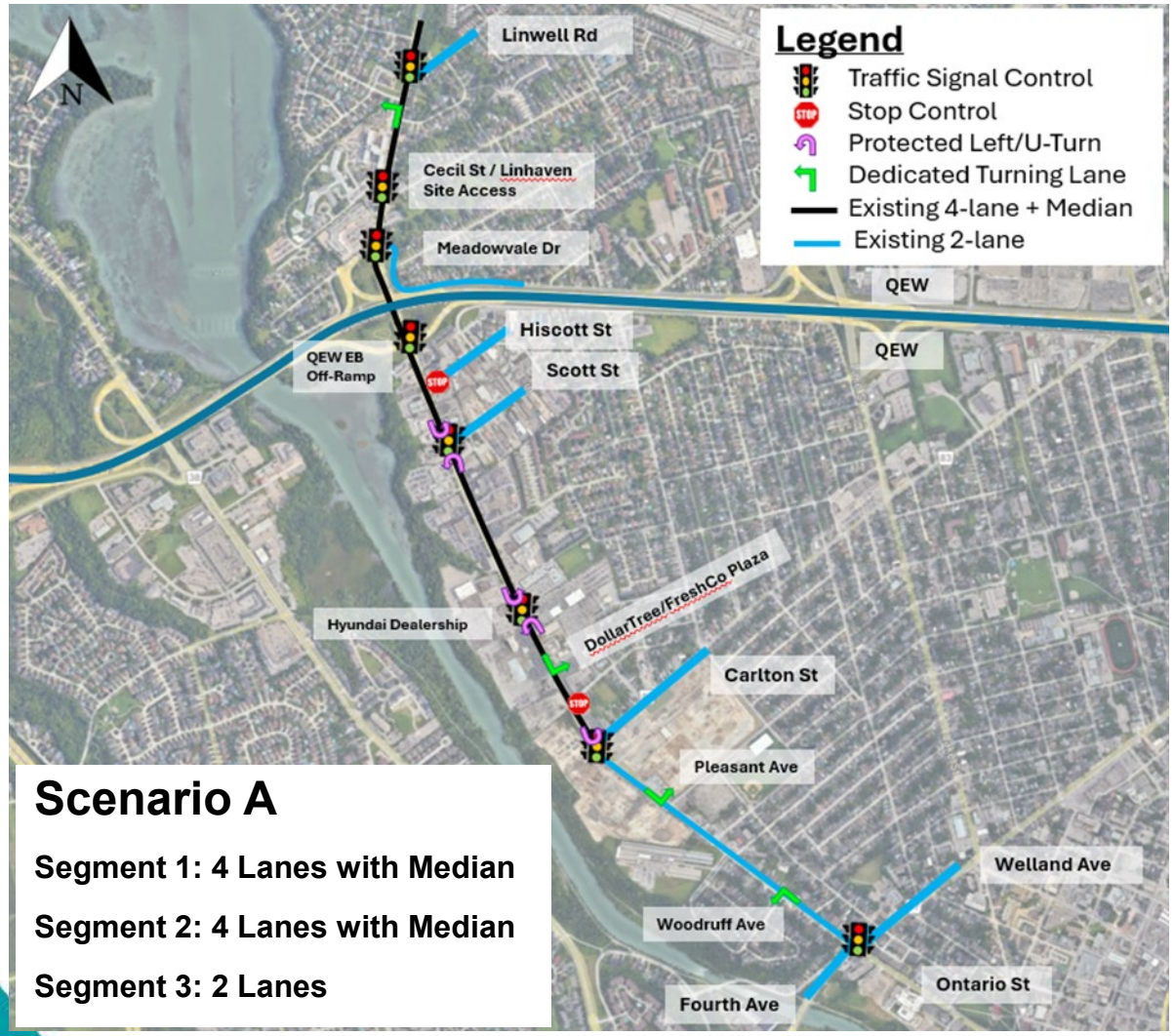


Level of Service

- **LOS A, B, C -** Free-flowing traffic with minimal delay.
- **LOS D -** Increasing delays.
- **LOS E -** Substantial delays.
- **LOS F -** Excessive delays where demand exceeds capacity and operations break down.

Niagara Region | Growing Better Together

Corridor Analysis

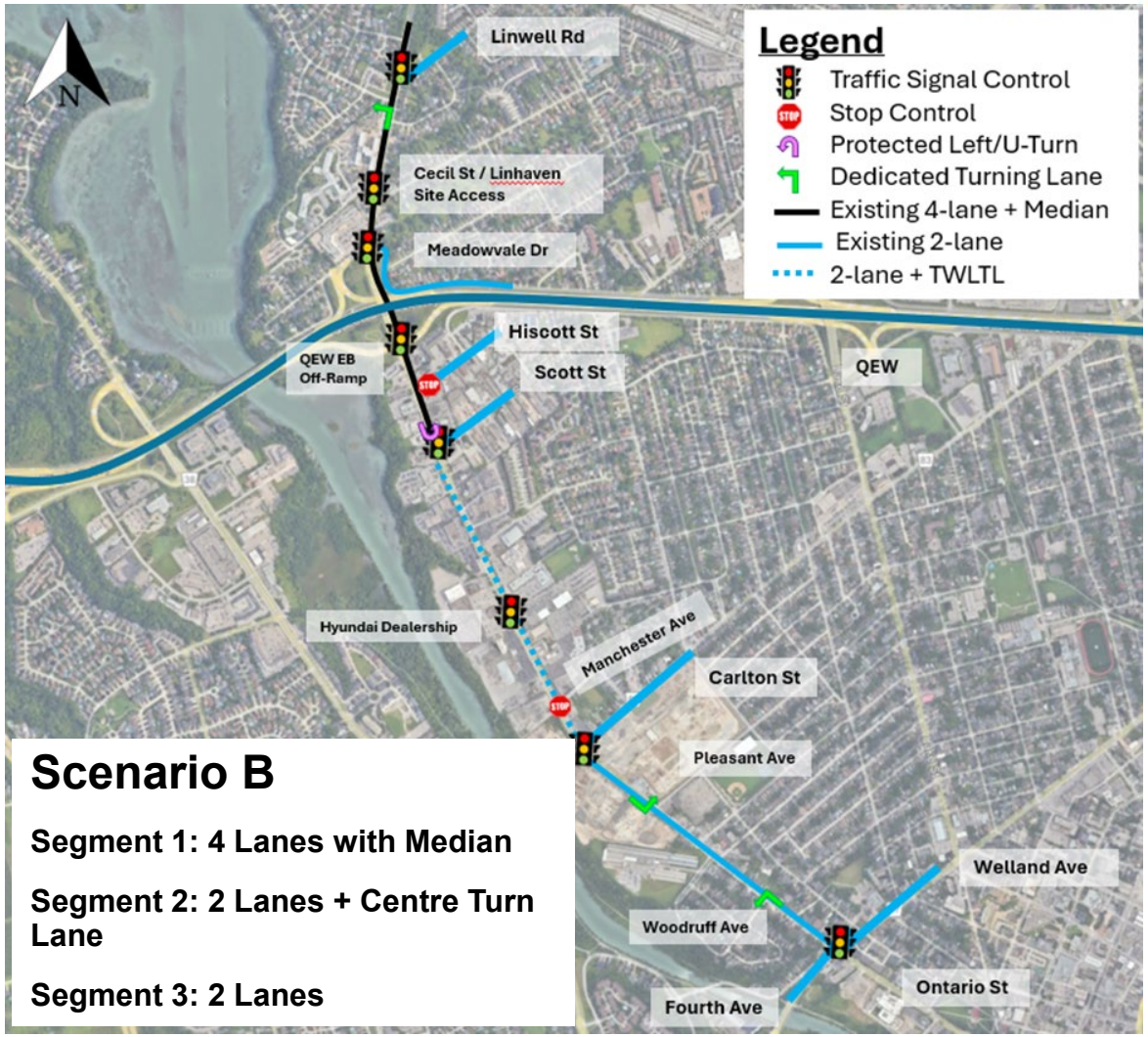


Scenario A

Segment 1: 4 Lanes with Median

Segment 2: 4 Lanes with Median

Segment 3: 2 Lanes



Scenario B

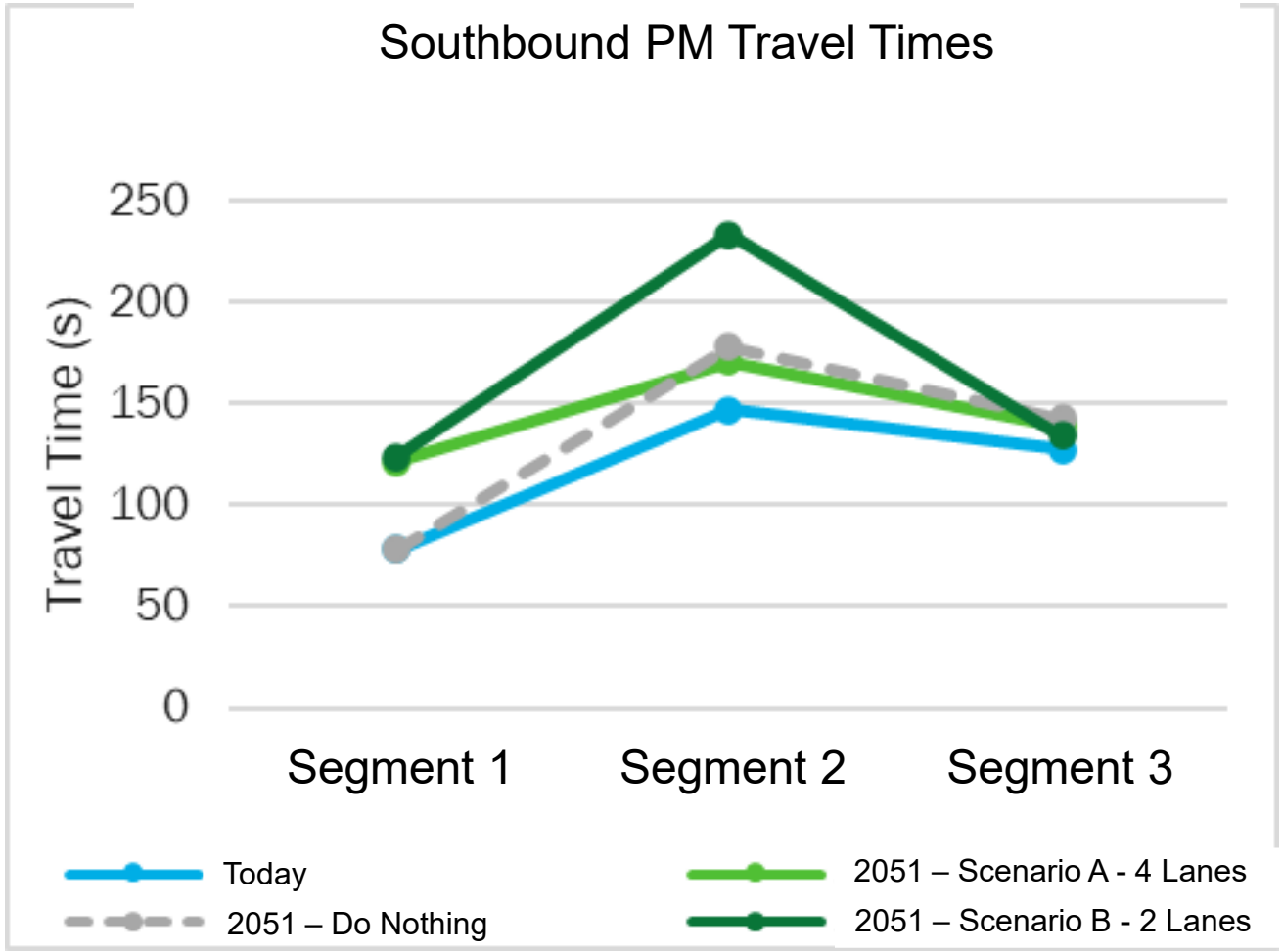
Segment 1: 4 Lanes with Median

Segment 2: 2 Lanes + Centre Turn Lane

Segment 3: 2 Lanes

Niagara Region | Growing Better Together

Corridor Analysis Cont'd



- Traffic is worst southbound in the afternoon
- Reductions to 1 SB lane would significantly lengthen travel time
- 2 mins 50 s → 3 mins 53s

Niagara Region | Growing Better Together

Transportation Assessment Findings

Segment 1

- Two lanes in each direction are required to accommodate future traffic demand.

Segment 2

- Two lanes in each direction are required to accommodate future traffic demand.
- Travel times increase if fewer lanes provided

Segment 3

- One lane in each direction will accommodate future traffic demand.
- Ontario Street at Welland Avenue / Fourth Avenue will be congested.

Evaluation Criteria

Transportation
- Complete Streets
- Safety
- Traffic Capacity/Operations

Natural Environment
- Natural Environment and Trees
- Climate Change

Socio-Economic Environment
- Local and Regional Planning Documents
- Supports Local Growth and Development
- Access
- Property
- Noise

Engineering
- Utilities
- Drainage
- QEW Structure
- Constructability

Cultural Environment
- Archaeology Resources
- Cultural Heritage & Built Heritage Resources

Costs
- Capital Costs
- Maintenance Costs

Segment 1 – Linwell to Scott

Today

- Four travel lanes plus additional lanes at most intersections.
- Primarily commercial with direct-access driveways – high collision frequency.

Concerns

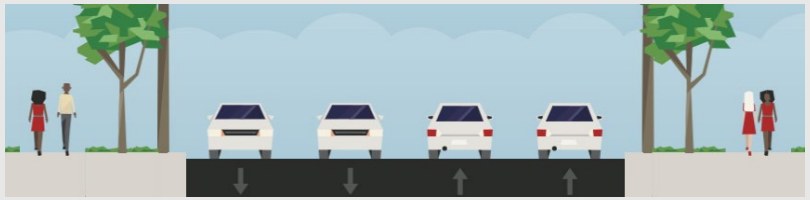
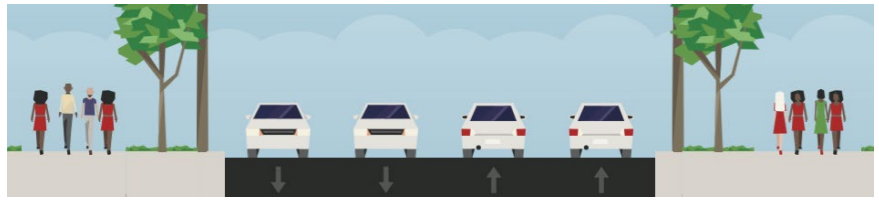
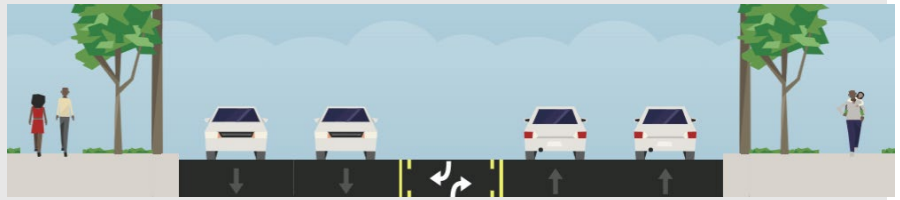
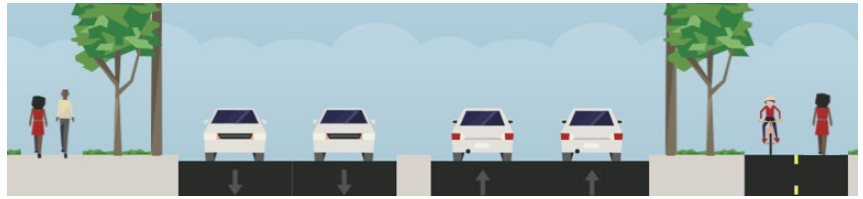
1. **Linhaven Development / Cecil St Access Conflict**
   - Need for dedicated left-turn lanes to serve both accesses.
   - Spacing offset of only 50m poses space constraints and safety concerns for offset intersection.
   - A traffic signal is proposed as part of the corridor analysis.

2. **Access Management the Plaza north of Henley Dr and Tim Hortons**
   - Long traffic queues are generated from these locations.
   - High collision rate within this area.

3. **Crossing QEW**
   - Limited existing bridge structure width to fit a cycling facility.

Niagara Region | Growing Better Together

Segment 1 – Alternative Planning Solutions

	Alternative	Description	Cross-Section Conceptual Schematic
1	Do Nothing	The existing road is not changed. This option serves as a baseline to compare other solutions.	
2	Local Improvements Only	Modify roadway and intersections to improve safety and operations (e.g. traffic signal timing, access consolidation). No cycling facility.	
3	4 Travel Lanes with Centre Turning Lane	Modify roadway and intersections to improve safety and traffic operations and provide better access to properties and side streets without disrupting through traffic. No cycling facility.	
4	4 Lanes with Centre Median	Two lanes in each direction separated by a raised median to improve safety by limiting left turns to designated areas and helps manage traffic flow more efficiently. Potential cycling facility.	

Segment 1 - Planning Solutions Evaluation

	1	2	3	4
Criteria	**Do Nothing**	**Local Improvements Only**	**4 Travel Lanes with Centre Turning Lane**	**4 Travel Lanes with Centre Median**
Meet Goals/ Address Problem Statement	✗	✗	✓	✓
Transportation	-	-	◕	●
Engineering/ Constructability	-	-	◔	○
Natural Environment	-	-	◕	◕
Cultural Environment	-	-	◑	◑
Socio-Economic Environment	-	-	◑	◑
Cost	-	-	◑	◔
Recommendation	**Not carried forward**	**Not carried forward**	**Carried forward**	**Carried forward**

○ Least Preferred ◔ Less Preferred ◑ Moderately Preferred ◕ Preferred ● Most Preferred

Niagara Region | Growing Better Together

Segment 2 – Scott to Carlton

Today

- Four travel lanes plus additional lanes at most intersections
- Primarily commercial with direct-access driveways – high collision frequency.

Concerns

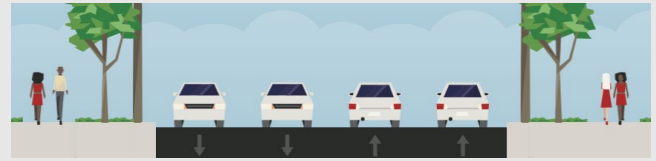
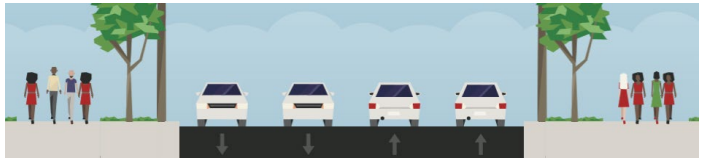
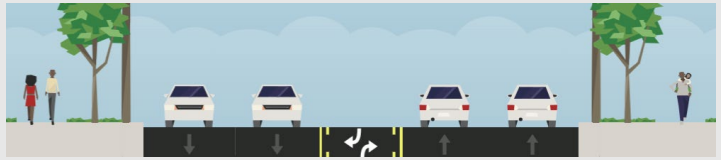
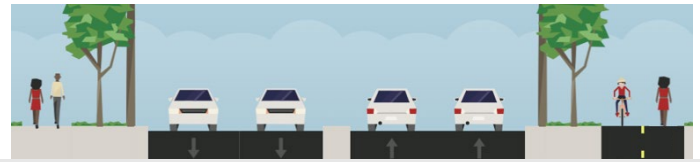
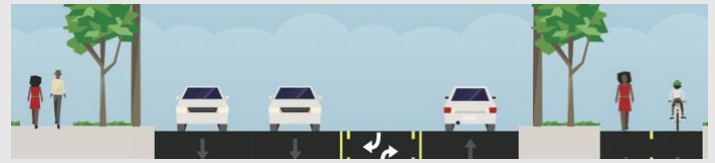
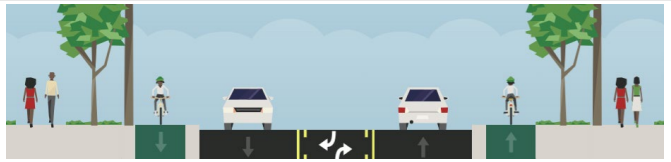
1. **Limited Right-of-Way (ROW)**
   - Corridor is constrained in several sections.
   - Business encroachment into ROW.

2. **Planning Alternative Priorities**
   With limited RoW, either we implement:
   a) A centre median with limited left-turns. Potential space for a cycling facility.
   b) A centre-turning lane to allow left-turns. Likely no space for a cycling facility.

2. **Access Management**
   - Extensive number of commercial accesses.
   - Need for proper access management to improve road safety and traffic operation.

Niagara Region | Growing Better Together

Segment 2 - Alternative Planning Solutions

	Alternative	Description	Cross-Section Conceptual Schematic
1	Do Nothing	The existing road is not changed. This option serves as a baseline to compare other solutions.	
2	Local Improvements Only	Modify roadway and intersections to improve safety and operations (e.g. traffic signal and timing, access consolidation, adding through and turn lanes). No cycling facility.	
3	4 Travel Lanes with Centre Turning Lane	Modify road cross-section to improve safety and enhancing access to properties and side streets without disrupting traffic flow. No cycling facility.	
4	4 Travel Lanes with Centre Median	Modify road cross-section to improve safety by limiting left turns to designated areas and helps manage traffic flow more efficiently. Potential cycling facility.	
5	3 Travel Lanes (2SB+1NB) with Centre Turning Lane	Three lanes, including two southbound lanes and one northbound lane, with a continuous center turning lane to improve traffic flow and safety. Includes cycling facility.	
6	2 Travel Lanes and Centre Turning Lane	Two travel lanes with a continuous center turning lane to improve traffic flow and safety for drivers. Includes cycling facility.	

Bill 60 | Keeping People Moving

Ontario is proposing measures that keep people moving by accelerating transit and infrastructure delivery, harmonizing road construction standards, restricting motor vehicle lane reductions and strengthening driver licensing requirements.

Initiative	Future State
Prohibiting Vehicle Lane Reductions for New Bicycle Lanes	• Fully prohibiting all municipalities from reducing the number of motor vehicle lanes when installing new bicycle lanes. • Regulation-making authority will also enable the Minister of Transportation to prescribe additional activities and provide exemptions.

Segment 2 - Planning Solutions Evaluation

	1	2	3	4	5	6
Criteria	**Do Nothing**	**Local Improvements Only**	**4 Travel Lanes with Centre Turning Lane**	**4 Travel Lanes with Centre Median**	**3 Travel Lanes (2SB+1NB) with Centre Turning Lane**	**2 Travel Lanes and Centre Turning Lane**
Meets Goals/Address Problem Statement	✗	✗	✓	✓	✓	✗
Bill 60 Compliant	✓	✓	✓	✓	✗	✗
Transportation	-	-	◕	◕	-	-
Engineering/ Constructability	-	-	◔	◔	-	-
Natural Environment	-	-	◕	◕	-	-
Cultural Environment	-	-	◑	◑	-	-
Socio-Economic Environment	-	-	◑	◑	-	-
Cost	-	-	◔	○	-	-
Recommendation	**Not carried forward**	**Not carried forward**	**Carried forward**	**Carried forward**	**Not carried forward**	**Not carried forward**

○ Least Preferred ◔ Less Preferred ◑ Moderately Preferred ◕ Preferred ● Most Preferred

Niagara Region | Growing Better Together

Segment 3 – Carlton to Welland

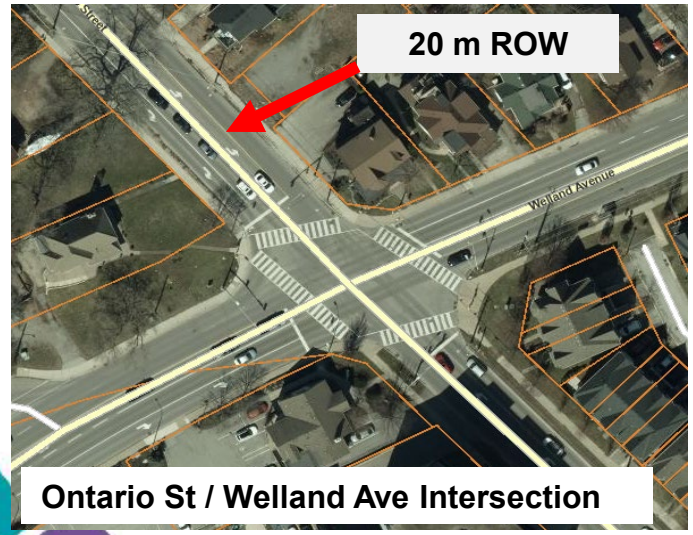
Today

- Two travel lanes with some on-street parking.
- Primarily residential with direct-access driveways.

Concerns

1. On-street Parking

- Currently permitted on west side between Lowell Ave and Woodruff Ave.
- Potential impacts to accommodate active transportation.



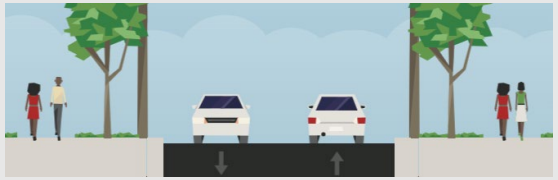
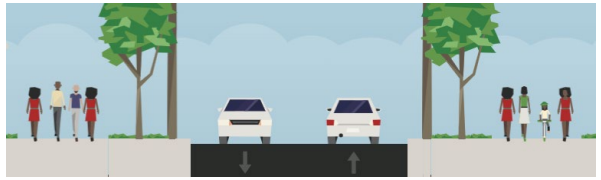
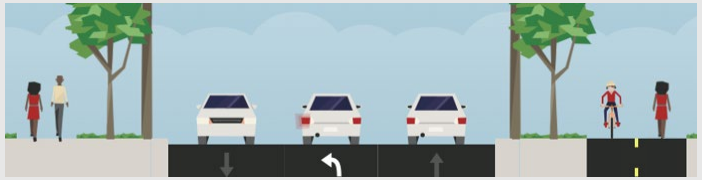
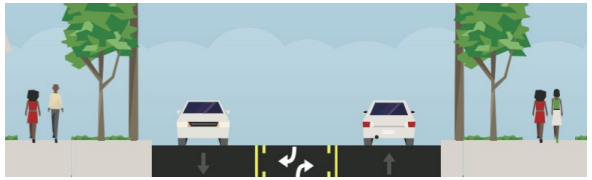
Ontario St / Welland Ave Intersection

2. Ontario St / Welland Ave Intersection

- Projected to be congested in future, especially for vehicles turning left from Fourth Avenue to go north on Ontario Street.
- Adding lanes would mean impacting properties.

Niagara Region | Growing Better Together

Segment 3 Alternative Planning Solutions – Conceptual Schematics

Alternative	Description	Cross-Section Conceptual Schematic
1 Do Nothing	The existing road is not changed. This option serves as a baseline to compare other solutions.	
2 Local Improvements Only	Modify roadway and intersections to improve safety and operations (e.g. traffic signal and timing, access consolidation, adding through and turn lanes). No cycling facility.	
3 2 Travel Lanes with Dedicated Left-turn Lanes	Two travel lanes with dedicated left-turn lanes to improve traffic flow and safety at intersections. Potential cycling facility.	
4 2 Travel Lanes with Centre Turning Lane	Two travel lanes and a continuous center turning lane to improve traffic flow and make turning safer for drivers. No cycling facility.	

Segment 3 - Planning Solutions Evaluation

	1	2	3	4
Criteria	**Do Nothing**	**Local Improvements Only**	**2 Travel Lanes with Dedicated Left-turn Lanes**	**2 Travel Lanes with Centre Turning Lane**
Meet Goals / Address Problem Statement	✗	✗	✓	✓
Transportation	-	-	◕	◑
Engineering/ Constructability	-	-	◔	◔
Natural Environment	-	-	◕	◕
Cultural Environment	-	-	◑	◑
Socio-Economic Environment	-	-	◑	◑
Cost	-	-	◔	◔
Recommendation	**Not carried forward**	**Not carried forward**	**Carried forward**	**Not carried forward**

○ Least Preferred ◔ Less Preferred ◑ Moderately Preferred ◕ Preferred ● Most Preferred

Niagara Region | Growing Better Together

Next Steps

- Receive comments from the public and stakeholders by **December 10, 2025**.
- Review PIC #2 comments and post PIC #2 Summary Report on project webpage.
- Select the preferred Alternative Solution.
- Proceed to MCEA Phase 3:
    - Identify, evaluate and select the Alternative Design Concepts.
    - Present the preliminary recommended Alternative Design Concept at PIC #3 (Spring 2026).

Looking south on Ontario Street at Carlton Street

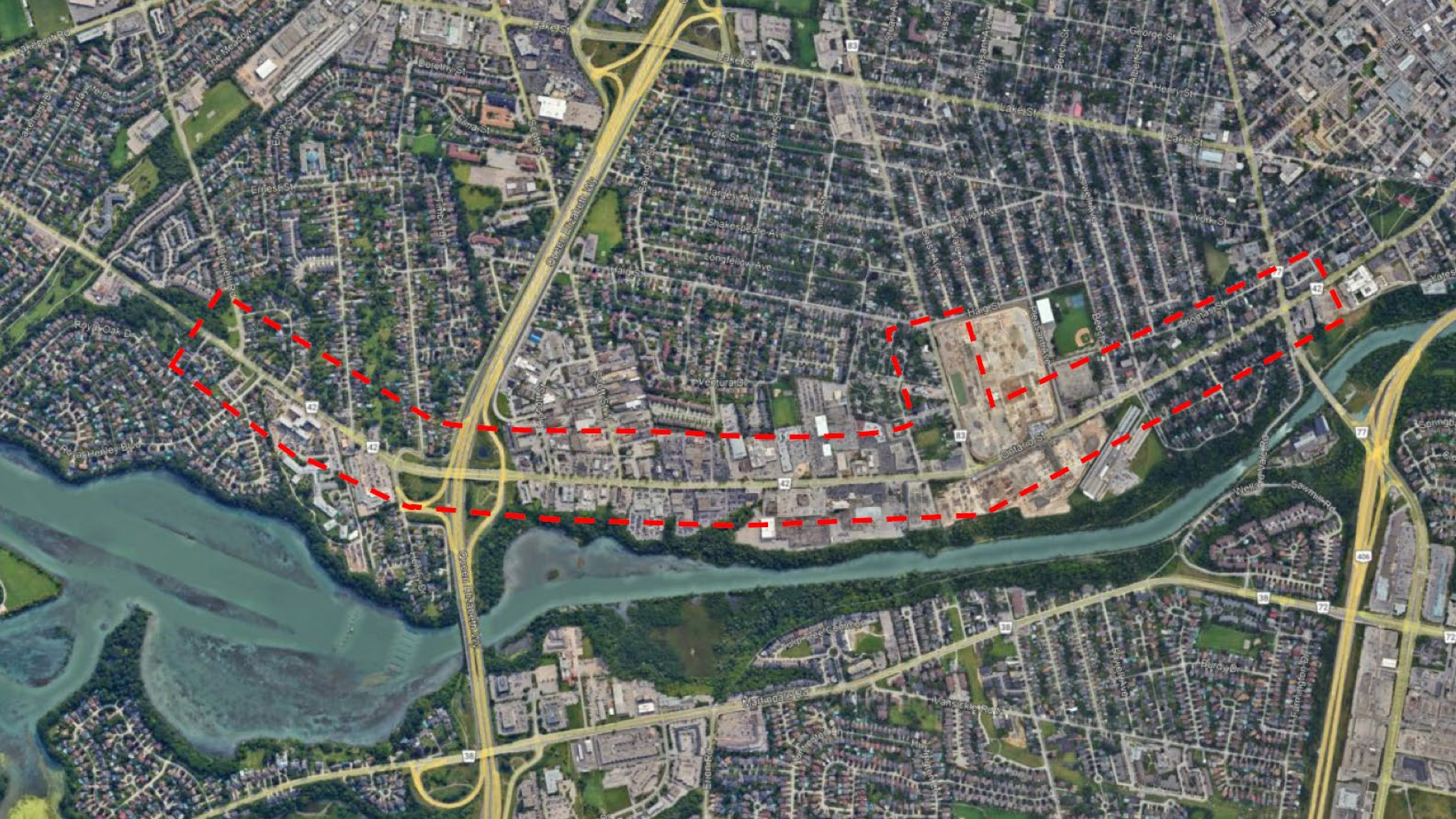
Key Team Member Contacts

Your comments are important. They will be reviewed as part of the study process. Please feel free to contact a Study Team Member, submit a comment sheet, or email/call us at:

Waad Siyam, M.Eng., C.E.T.
Project Manager, Transportation Planning
Niagara Region
Tel: 905-980-6000 ext. 3728
Email: Waad.Siyam@niagararegion.ca

Tauseef Shamsi, P.Eng.
Project Manager
Parsons Inc.
Tel: 905-569-4176
Email: Tauseef.Shamsi@parsons.com

Niagara Region | Growing Better Together


Lake St
York St
Margery Ave
Shakespeare Ave
Longfellow Ave
Haig St
Ventura Dr
Ontario St
Thomas St
Queen Elizabeth Wy
Martindale Rd
Royal Henley Blvd
Royal Oak Dr
Sawmill Rd
42
83
77
406
38
72