



ONTARIO STREET (REGIONAL ROAD 42) FROM LINWELL ROAD TO WELLAND AVENUE/ FOURTH AVENUE (REGIONAL ROAD 77) MUNICIPAL CLASS EA

Public Information Centre #2 Summary Report – June 11, 2026

1.0 Introduction

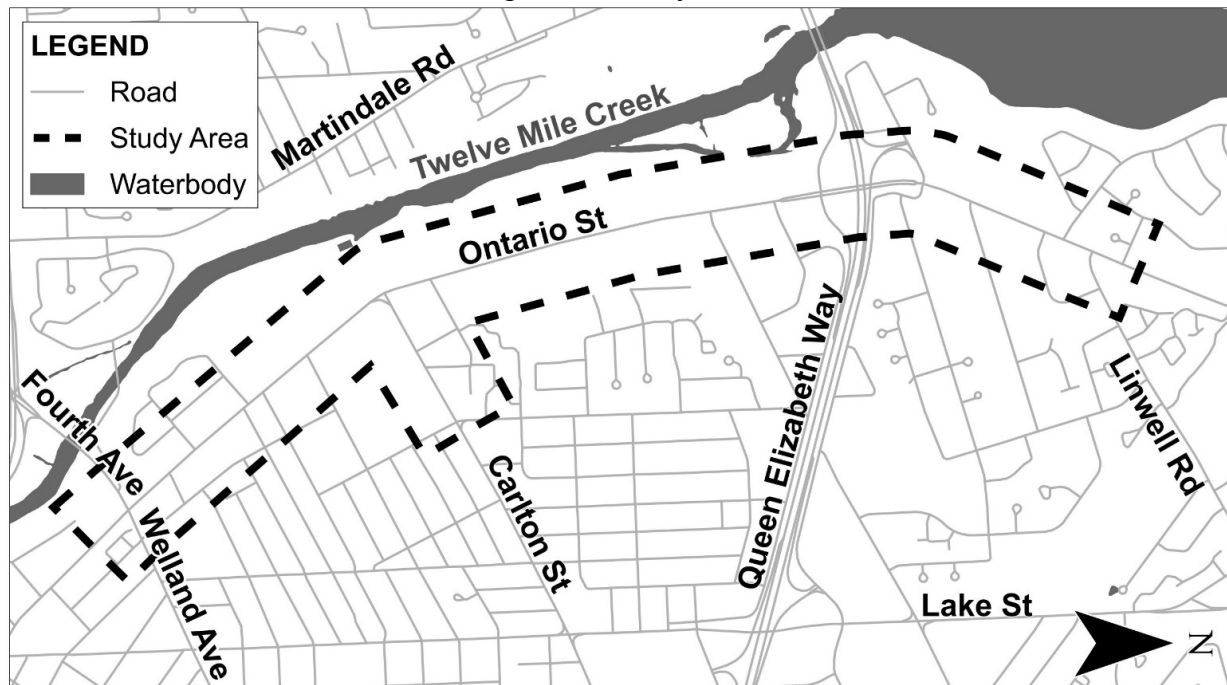
Niagara Region, through their consultant Parsons Inc., has initiated a Municipal Class Environmental Assessment Study to examine rehabilitation and improvement needs for Ontario Street (Regional Road 42), in the City of St. Catharines. The study will identify alternative solutions and design concepts in accordance with the Region's Transportation Master Plan and consider the City of St. Catharines' Ontario Street Corridor Secondary Plan Study. The corridor recommendations will consider traffic capacity and intersection improvements, road safety, pavement condition, access management and active transportation. The Study Area extends from Linwell Road to Welland Avenue/Fourth Avenue (Regional Road 77) as shown in Figure 1. This study is being conducted in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment (2023).

Niagara Region held its second Public Information Centre (PIC) ("PIC #2") for this study on Wednesday, November 26th, 2025. The PIC was held in-person at Immaculée-Conception (French) Catholic Elementary School in St. Catharines and was open to the public from 5:00 pm to 7:00 pm, with a presentation at 5:30pm followed by a time of question and answer (Q&A). The PIC display boards were set up for the public to review and key study team members were on hand to answer any questions in a drop-in style format.

PIC #2 was held to provide information on Phase 2 of the Municipal Class Environmental Assessment process, background information on the Study, a summary of feedback received from PIC #1 and the carried forward Alternative Planning Solutions. The PIC provided an opportunity for interested and/or potentially affected stakeholders to participate in the planning and decision-making process. The comments

received will assist in refining the project going forward and in the decision-making process for finalizing the technically Preferred Alternative Solution for the corridor.

Figure 1: Study Area



2.0 Notification

As per the MCEA requirements, multiple types of notifications were given to the public of the upcoming PIC. The following steps were taken to notify the public and interested stakeholders:

- Publications
 - Niagara This Week and St. Catharines Standard on November 15 and 22, 2025
- Via Mail on November 10, 2025
 - Property Owners within 300 m of the study area, approximately 544 notices
 - Impacted Property Owners received a separate notice on October 31, 2025
- Via Email on November 14, 2025, to those on the study contact list, including:
 - Technical Agencies
 - Indigenous Communities



- Stakeholders, including residents and businesses

The notification materials for PIC #2 can be found in **Appendix A**.

3.0 Display Materials

Display boards were used at PIC #2 to present the following information:

- Study Background
- Municipal Class Environmental Assessment Process and Timeline
- Summary of PIC #1 Feedback
- Goals and Objectives
- Challenges
- Completed Studies
- Transportation Analysis and Findings
- Planning Solutions, Evaluation, and Recommendations
 - Segment 1 – Linwell to Carlton
 - Segment 2 – Scott to Carlton
 - Segment 3 – Carlton to Welland/Fourth
- Next Steps
- Key Team Member Contacts

During the PIC, the display boards were placed around the room for the public to review. A large study area map was used as an additional resource to discuss the study area. The display boards were also made available electronically on the project website for viewing or download (<https://niagararegion.ca/projects/ontario-street-environmental-assessment/>).

4.0 Attendance and Summary of Comments

A sign-in sheet was available for those who attended, which asked for attendee's name, address, phone number and email address. The sign-in sheet and all information asked for were optional. In total, 21 people filled in the sign-in sheet, however, based on team member observations, not all attendees signed in.

At PIC #2, the study team hosted a presentation of the PIC #2 boards and held a Question and Answer (Q&A) period afterwards, where members of the public had an opportunity to ask questions and the study team could respond verbally. The key topics discussed during the Q&A include:

- Cecil Street/Linhaven Street “intersection” is a problem area due to the jog. The study team is reviewing this intersection to better manage safety and access, with the potential to realign the side streets and/or implement a signal.



- Buildout of the GM Lands were incorporated into the traffic modelling and analysis to inform future traffic conditions.
- All alternatives for Segments 1 and 2 have four lanes and the next step will be to evaluate what the road cross section looks like. It is anticipated that there will be property impacts associated with the alternatives, but how much and who will be impacted have yet to be determined / confirmed. The study team has reached out to some potentially impacted property owners already. The preferred cross section and property impacts will be presented at the next PIC.
- While the Region can look at improvements on other corridors to reduce impacts on Ontario Street, the current condition of Ontario Street and its vital function as a connection to the QEW warrants looking at improvements via this EA study.
- As there is little information on when or if the future Carlton Street crossing of Twelve Mile Creek will be implemented, it was decided that this extension will not be considered as part of this study.
- Safety concerns expressed for the portion of Ontario Street between Linwell Road and the QEW. The study team is looking at signalization and other safety improvements. There will also be a road safety audit conducted once a preliminary design has been developed.
- Interest in more greenspace within the right-of-way, as the recent road rehabilitation work had too much pavement. The Region noted that while additional plantings and greenspace provides numerous benefits, there are challenges in maintaining landscaping along Ontario Street, where the corridor is narrow and constrained.
- On-street parking on regional roads is generally not supported due to the function of the road. The study team will not be looking to add parking as part of this study.
- Issues with trucks backing up on Ontario Street was noted. This issue will be discussed with the property owners and businesses.
- Challenges of access to properties and side streets around the QEW interchange were discussed. The study team will be reviewing this in more detail to see what improvements can be made, however the challenge is the proximity to the QEW ramps and MTO jurisdiction around the interchange.

Comment forms were available at PIC #2 for attendees who wanted to submit written comments. The comment form asked for: areas of interest or concern (i.e., active transportation, traffic, and road safety, etc.), if they wanted a response to their comments, if they wanted to be added to the study contact list, and questions about alternative solutions carried forward and the evaluation process presented, specific feedback for Segment 2 (Scott Street to Carlton Street) and additional comments. In total, 11 comment forms were received at the PIC #2 event.



Attendees were able to take comment forms home and submit them at a later date. The comment form was also made available online on the project website – 10 responses were received on the online form. One (1) comment was received by email. Anyone interested in submitting comments was asked to do so by December 10, 2025. In total, 22 comments were received following PIC #2.

Table 1 provides a summary of the comments received grouped by key topics/themes and the study team's response. A copy of all the correspondence received as part of PIC #2 is included in **Appendix B**.



Table 1: Summary of Comments Received During the PIC #2 Comment Period

Topic	Comment Summary	Response
Active Transportation	Expressed support for cycling facilities, including protected bike lanes or separated bike lanes, and cohesive networks.	Noted.
	Concerns about unsafe cycling conditions on Ontario Street, especially when biking with children.	Noted. The Alternative Solutions consider whether a cycling facility could fit within the right-of-way. In the next phase, the study will look at alternative cross-sections based on the recommended Alternative Solutions carried forward and if / what type of cycling facility can be accommodated.
	Requests for cycling facilities north of Linwell to Lakeport Road and extending them throughout the project.	Noted. In the next phase, the study will look at alternative cross-sections based on the recommended Alternative Solutions carried forward and if / what type of cycling facility can be accommodated. The Region reconstructed Ontario Street between Linwell Road and Lakeport Road last year, including bike lanes.
	Suggested raised cycle tracks and protected intersections for safer cycling.	All possible options will be evaluated in the next phase of the EA.
	Highlighted importance of designing cycling infrastructure in alignment with the City of St. Catharines' Active Transportation Master Plan.	Noted. The study team is working closely with the City of St. Catharines on the project. Recommendations for cycling infrastructure will consider the City of St. Catharines' Active



Topic	Comment Summary	Response
		Transportation Master Plan as well as Niagara Region's Transportation Master Plan and design guidelines.
	Highlighted the need for cycling facilities to connect with grocery plazas and other businesses and specifically, implementing these facilities north of Linwell to Lakeport Road.	Noted. The study team understands the importance of connectivity of active transportation facilities. The carried-forward Planning Solutions include potential cycling facilities. The study team will evaluate the feasibility of implementing a cycling facility between Welland Avenue and Linwell Road to connect with the existing facility north of Linwell Road.
	Recommendations for building cycling infrastructure proactively rather than waiting for demand.	Noted. In the next phase, the study will look at alternative cross-sections based on the recommended Alternative Solutions carried forward and if / what type of cycling facility can be accommodated.
	Recommendations for incorporation of pedestrian crossings with PXO signals in residential areas.	Pedestrian crossings will be considered where appropriate and if safe to implement.
	Expressed that quality of life could improve with safe, equitable access to Jaycee Park and Port Dalhousie via active transportation, along with a need for an alternative design to connect downtown to Port Dalhousie.	Noted. The carried-forward Planning Solutions include potential cycling facilities. The study team will evaluate the feasibility of implementing a cycling facility between Welland Avenue and Linwell Road to connect with the existing facility north of Linwell



Topic	Comment Summary	Response
		Road, which provides connectivity further north to the park and Port Dalhousie.
	Expressed that pedestrian crossings at bus stops are dangerous, especially midblock crossings at night or during winter evenings.	Noted. Improvements to pedestrian crossings will be considered as part of this study.
	Expressed concerns about the challenging and limited space within the right-of-way to accommodate bike lanes.	Noted. The study team is aware of these challenges and the next step of the study is to look at what can fit within the constrained right-of-way.
Access off Ontario Street	Concerns were raised about centre medians restricting access to businesses like FreshCo and limiting left turns at locations such as McDonald's, with suggestions for centre turning lanes or adjusted traffic signals to improve access.	Due to the high collision rates observed along the corridor, centre medians were considered as a safety measure to fully reduce the conflict of left turns at the many entrances along Ontario Street. We recognize, however, the impact that a centre median can have on business access. If a centre median is selected in the next phase of the EA, multiple U-turn movements will be provided at signalized intersections to facilitate access to businesses. A centre two-way left turn lane was also considered as part of the Alternative Solutions. However, due to right-of-way limitations, a center turning lane alternative would not have enough width in the right-of-way to accommodate any cycling facilities. Nonetheless, both these alternatives are carried forward and will be further studied at a cross-section



Topic	Comment Summary	Response
		level. The impact to businesses / access is one of the criteria that is used to evaluate the various options.
	Considerations to improve business access at Enterprise Drive and Hyundai Dealership by relocating the existing traffic light or adding a new one at 318 Ontario Street.	Access management strategies and potential improvement measures are being evaluated as part of this study. The installation of traffic signals is determined based on a warrant analysis, which takes into account factors such as traffic volumes, safety, and other environmental considerations. We will consider this as part of the access management review.
Property Impacts	Concerns about road widening impacting residential areas and requests to protect residential properties through design considerations.	Given the right-of-way constraints along Ontario Street, improvements as a result of this study will likely result in impacts to the frontages of adjacent properties. As the study team reviews alternative cross-section options in the next phase of the study, consideration will be given to minimize impacts to residential properties where possible. Property impact is one of the criteria that is used to evaluate the various options. After a preferred cross-section is determined, property impacts will continue to be assessed as design is refined and minimized where possible.



Topic	Comment Summary	Response
Urban Design/ Landscaping	Recommendations for incorporating greening opportunities, narrower lane widths, wider sidewalks, and planters or trees in medians, while highlighting the importance of landscaping to enhance aesthetics and reduce winter heat island effects.	The Region is supportive of Complete Streets and the introduction of landscaping and aesthetic elements. The challenge for this study is the limited right-of-way, meaning there is less space to incorporate all the required components of a roadway. This will be further explored in the next phase of the study as the study team reviews cross section options.
Traffic / Road Safety / Design	Suggested reducing lanes to one in each direction, incorporating periodic turning lanes, bike lanes, trees in the centre median, and wider sidewalks, alongside advocacy for narrower lane widths to calm traffic speeds and enhance road safety.	A detailed Transportation Assessment was undertaken as part of this study to look at existing and future travel demands along Ontario Street. A reduction of lanes was studied, however the traffic analysis determined that two lanes in each direction are required for Segments 1 and 2, while one lane in each direction is required for Segment 3.
	Recommend centre medians to improve pedestrian safety at traffic lights, while emphasizing the need to balance these safety benefits with trade-offs in traffic operations.	The alternatives shown represent typical cross-sections in a mid-block scenario and not at intersections. It is expected that intersections will have centre medians as they are also required to house the traffic signal infrastructure. Pedestrian safety and crossings at intersections will be considered throughout the study / design.



Topic	Comment Summary	Response
	Highlighted prioritizing safety over travel time, particularly for vulnerable road users, and emphasized the importance of incorporating Vision Zero principles into the design to ensure the safety of cyclists and pedestrians.	Improving road safety is one of the goals and objectives of this study. The Alternative Solutions involve a trade-off between considering a median lane and a centre turning lane in Segments 1 and 2 to address the safety concerns from turning conflicts. Vision Zero principles will continue to be incorporated into the study and roadway design.
	Concerns on centre turning lanes being dangerous for Alternative 3 in Segment 2 and contribute to accidents and the need for crosswalks to improve pedestrian access to bus stops.	A centre turning lane offers safety improvements from existing conditions by allowing vehicles a safer place to wait to make a left turn. The study team acknowledges there are still safety concerns related to left turning movements given the many access points along Ontario Street. Alternative 4 in Segment 2 (i.e., a centre median) was evaluated as being a safer option as it fully restricts the left turn conflicts. In addition to the above alternatives, access management through consolidation of accesses will also be explored to improve safety along the corridor. Pedestrian safety and crossings will be considered throughout the study / design.
	Concerns about traffic traveling at high speeds from QEW North to Linwell Road.	Noted. This study will consider road safety and design speeds.



Topic	Comment Summary	Response
	Expressed interest in the implementation of a centre turning lane south of QEW to accommodate high traffic volumes.	Noted. This alternative is being carried forward to the next phase for further evaluation, in addition to the centre median alternative.
	Traffic hazard and access concerns at Tim Hortons locations in and around Ontario Street.	The study will be reviewing what improvements can be accommodated at challenging access points off Ontario Street, including the Tim Hortons locations. These will be presented at the next PIC.
GM Lands	Highlighted the need to account for the anticipated buildout of GM lands in traffic projections for 2051, to modernize road design to accommodate residential and commercial growth in the GM lands and recommending that the corridor redesign be aligned to support increased density and active transportation methods.	The detailed Transportation Assessment completed for this study considers future development of the GM lands to 2051. The traffic recommendations and roadway design consider the increased traffic demand and future use of these lands.
Intersection-Specific Concerns	Suggested roundabouts at Carlton Street and Scott Street to improve traffic flow and safety concerns.	A screening will be conducted to evaluate a roundabout at the Carlton Street intersection as it is the only intersection where a roundabout may be feasible, providing a transition from the four lanes to the north and the two lanes to the south. We note that roundabouts require more property than a standard signalized intersection, which is already a constraint on this corridor. Additionally, the traffic patterns on Ontario Street (high north-south volumes but low east-west volumes at intersections) may not



Topic	Comment Summary	Response
		be conducive for roundabouts. Costs will also be considered as part of the evaluation.
	Welland Avenue/ Fourth Avenue & Ontario Street: Concerns about unsafe conditions at Welland Avenue/ Fourth Avenue. Recommendations on incorporating bicycle lanes, traffic calming measures, and improved road surfacing.	The study team acknowledges that improvements are required at the Welland Avenue/Fourth Avenue & Ontario Street intersection. Through design, the study team will review and assess what opportunities exist to improve intersection traffic operations, while also considering the feasibility and potential operational impacts of the inclusion of improved pedestrian and cyclist facilities. It is noted that the intersection is located in a constrained location with many buildings in close proximity to the intersection itself, making it challenging to implement improvements.
	Adie Place & Ontario Street: Concerns expressed with drivers ignoring zebra crossing. Recommendations for activated crossings to improve pedestrian safety.	Pedestrian crossings, especially in this residential segment of Ontario Street, are important for pedestrian safety and connectivity. The study team will be reviewing locations for pedestrian crossings as well as the appropriate type of crossing facility to improve safety.
	QEW Connection: Concerns about lack of dedicated cycling facilities and improvements to current pedestrian facilities that pose safety concerns at the QEW & Ontario Street crossing. Recommendations to improve pedestrian	The consideration for active transportation facilities is a part of this study and have also been incorporated into the alternatives. The challenge is the constrained right-of-way and what facilities will fit. In the next phase, the study will look at alternative



Topic	Comment Summary	Response
	facilities and considers cycling facilities at this location.	cross-sections based on the recommended Alternative Solutions carried forward and if / what type of cycling facility can be accommodated.
	Woodruff Avenue & Kensington Place along Ontario Street: Concerns with pedestrian crossings at Woodruff and Kensington Place as it relates to access to trails, parks and local amenities.	The study team will be reviewing locations for pedestrian crossings as well as the appropriate type of crossing facility to improve safety, particularly along Segment 3, including potential crossings at the two local streets mentioned.
Other	Suggested designing Ontario Street to accommodate future bridging of Twelve Mile Creek between Carlton Street and Grapeview Drive.	Due to the lack of information pertaining to a future Carlton Street extension over Twelve Mile Creek at this time, it is not being considered as part of this study. However, the Region is currently in the process of updating the Transportation Master Plan, which encompasses an evaluation of the Twelve Mile Creek crossing.



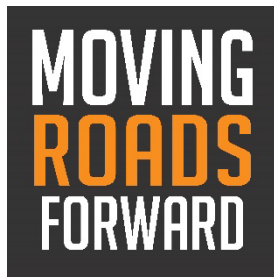
5.0 Conclusion

PIC #2 was held on Wednesday, November 26, 2025, from 5:00pm to 7:00pm to present the study background, a summary of feedback received from PIC #1 and the carried forward Alternative Planning Solutions. PIC #2 was attended by at least 24 stakeholders and 22 comments were received in total.

PIC #2 helped the study team become more aware of concerns, questions, and issues about the study area, including the following key issues: active transportation, traffic, safety, road design, urban design/landscaping, Vision Zero, residential property, intersection specific concerns, access off of Ontario Street, and the GM Lands.



APPENDIX A – PIC #2 Notification Materials



Public Works

1815 Sir Isaac Brock Way, PO Box 1042,

Thorold, ON L2V 4T7

Tel: 905-980-6000 Toll-free: 1-800-263-7215

Fax: 905-685-0013

niagararegion.ca

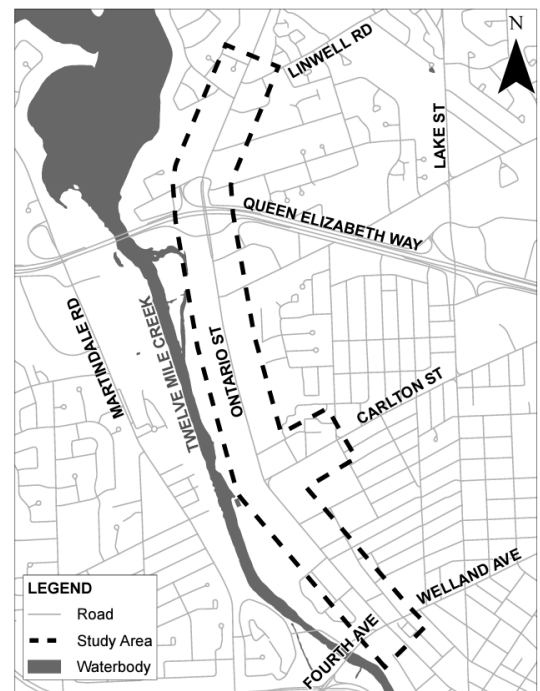
Notice of Public Information Centre #2

Schedule 'C' Municipal Class Environmental Assessment

Ontario Street (Regional Road 42) from Linwell Road to Welland Avenue/Fourth Avenue (Regional Road 77)

The Study

Niagara Region, through their consultant Parsons Inc., has initiated a Municipal Class Environmental Assessment Study (the Study) to examine rehabilitation and improvement needs for Ontario Street (Regional Road 42), in the City of St. Catharines. The study will identify alternative solutions and design concepts in accordance with the Region's Transportation Master Plan and consider the City of St. Catharines' updated Master Servicing Strategy. The corridor recommendations will consider traffic capacity and intersection improvements, road safety, pavement condition, access management and active transportation. The Study Area extends from Linwell Road to Welland Avenue/Fourth Avenue (Regional Road 77) and along Carlton Street (Regional Road 83) easterly to Haig Street, as shown in the key plan on the right.



The Process

Niagara Region has planned this project according to Ontario's *Environmental Assessment Act*, under Schedule 'C' of the Municipal Engineer's Association's Municipal Class Environmental Assessment (2023). The Study will address the requirements of Phases 1 to 4 of the Municipal Class Environmental Assessment process.

You Are Invited to Participate!

Consultation with the public, Indigenous Communities, regulatory agencies, and other interested parties is important to the Study. To facilitate this, three Public Information Centres (PICs) are planned to gather input on potential alternative solutions and designs and provide

an opportunity to discuss concerns and issues with the project team. PIC #1 was held on April 16, 2024.

PIC #2 is scheduled for:

Date: Wednesday, November 26, 2025
Time: 5:00 - 7:00 p.m.
Location: Immaculée-Conception (French) Catholic Elementary School, 153 Church St, St. Catharines, ON L2R 3E2
(Note: Parking is accessible from North Street)

PIC #2 will be held in-person and will provide information about Phase 2 of the Municipal Class Environmental Assessment process, background information on the Study, a summary of feedback received from PIC #1 and the carried forward Alternative Planning Solutions. There will be a **presentation at 5:30 p.m.**, but those interested may drop in anytime from **5 - 7 p.m.** PIC #2 materials will also be available on the project webpage.

Please note that this notice is separate from the *Pre-construction Notice* issued on October 29, 2025, regarding the scheduled resurfacing of Ontario Street from RR83 (Carlton Street) to the QEW, under Contract No. 2025-T-25, anticipated to begin in mid-November 2025.

Stay Connected!

As more information becomes available, it will be posted on the project webpage:

niagararegion.ca/projects/ontario-street-environmental-assessment/. For questions or comments regarding the study, or to be added to the email list, contact one of the project team members below. All comments submitted will become part of the study documentation.

Waad Siyam, M.Eng., C.E.T.

Project Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3728

Waad.Siyam@niagararegion.ca

Tauseef Shamsi, P.Eng., M.Sc.

Project Manager
Parsons Inc.
905-569-4176

Tauseef.Shamsi@parsons.com

If you require any accommodations for a disability in order to attend and participate in meetings or events, let us know in advance so that arrangements can be made in a timely manner. Please contact the **Accessibility Advisory Coordinator** at 905-980-6000 ext. 3252 or **accessibility@niagararegion.ca**.

All personal information included in your request such as name, address, telephone number and property location is collected under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. Any personal information submitted will be collected, used, and disclosed, where applicable, by members of Regional staff according to the **Municipal**

Freedom of Information and Protection of Privacy Act. Any information you share will only be used for the intended purpose for which it was provided. For questions or comments about privacy practices, or for more information about the administration of the **Municipal Freedom of Information and Protection of Privacy Act** in Niagara Region programs see niagararegion.ca/government/foi.

This notice was first issued during the week of November 10.



APPENDIX B – PIC #2 Submitted Comments and Responses

COMMENT FORM

Ontario Street (RR42) from Linwell Road to Welland Avenue/Fourth Avenue (RR77) Municipal Class Environmental Assessment

Public Information Centre #2 November 26, 2025

Please return comment form to:

To: Tauseef Shamsi, P.Eng., M.Sc., AIAM
Email: Tauseef.Shamsi@parsons.com
Mail: Parsons Inc., 1393 North Service Road East, Suite 103,
Oakville, ON, L6H 1A7

Niagara Region is undertaking a Schedule 'C' Municipal Class Environmental Assessment (MCEA) Study for Ontario Street (Regional Road 42) from Linwell Road to Welland Avenue/Fourth Avenue (Regional Road 77). The purpose of this Public Information Centre #2 is to present Phase 2 of the MCEA, which includes displays with background information on the project, a summary of feedback received back from PIC #1, and the evaluation of Alternative Solutions, including the identification of preliminary preferred alternatives.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **December 10, 2025**) to the contact noted above. Your input is greatly appreciated.

NAME: _____
ADDRESS: _____
TELEPHONE: _____
E-MAIL: _____

MOVING ROADS FORWARD

My property/interest is (please check all that apply):

- ☒ Traffic and Road Safety
- ☒ Active Transportation
- ☒ Access off Ontario Street
- ☐ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☐ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

I am very confused after having read all of the story boards and alternatives.

I would like an option that includes all of:

- 4 lanes

- a centre turn lane

- the median is a good idea to improve pedestrian safety at traffic lights

- bike and pedestrian paths (separated as shown from the active traffic lane)

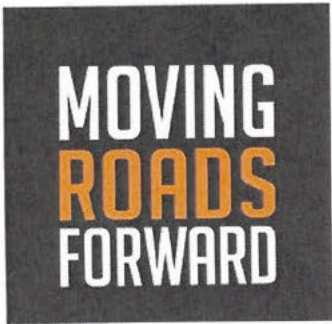
2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

3. Do you have any additional comments or questions?

- are design provisions being made to allow for a possible 'future' bridging of Twelve Mile Creek between Carlton Street and Grapeview Drive?

Best of Luck in your design decisions!
Please keep me posted. Thank you.

All personal information included in your request such as name, address, telephone number and property location is collected under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. Any personal information submitted will be collected, used, and disclosed, where applicable, by members of Regional staff according to the Municipal Freedom of Information and Protection of Privacy Act. Any information you share will only be used for the intended purpose for which it was provided. For questions or comments about privacy practices, or for more information about the administration of the Municipal Freedom of Information and Protection of Privacy Act in Niagara Region programs see niagararegion.ca/government/foi.



COMMENT FORM

**Ontario Street (RR42) from Linwell Road to
Welland Avenue/Fourth Avenue (RR77)
Municipal Class Environmental Assessment**

**Public Information Centre #2
November 26, 2025**

Please return comment form to:

To: Tauseef Shamsi, P.Eng., M.Sc., AIAM
Email: Tauseef.Shamsi@parsons.com
Mail: Parsons Inc., 1393 North Service Road East, Suite 103,
Oakville, ON, L6H 1A7

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Please take a few minutes to complete this comment sheet and return it by email or mail (by **December 10, 2025**) to the contact noted above. Your input is greatly appreciated.

NAME: _____

ADDRESS: _____

TELEPHONE: _____

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MOVING ROADS FORWARD

My property/interest is (please check all that apply):

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- ☒ Access off Ontario Street
- ☐ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☒ Yes ☒ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

(agree)
I continue to support all of the comments summarized on the chart (Feedback PIC #1 Summary)
As a motorist, pedestrian and cyclist the current design of Ontario St. is dangerous, unimproving and unacceptable. It's a warzone out there with speeding and bad behavior.
My preference, in an ideal world, is for the design recently constructed by the Region for Ontario St. north of Linwell to Lakeport Rd.
There needs to be an alternative design to get people from the downtown → Pt. Dalhousie
I would accept a design that includes a raised cycle track, preferably on both sides of the road. A centre median probably is necessary - roadway lanes should be narrowed to force slower speeds.
Finally, a protected intersection design is paramount for 4th Ave / Ont. St intersection

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

The proposed redesign in the study has merit
all modes of transportation should be accommodated
Cyclists should not be pushed to nearby streets
Cyclists need to access the same businesses that motorists do

3. Do you have any additional comments or questions?

With the coming redevelopment of the G M lands this is
an opportunity to improve the corridor for all...
something to be proud of... something that no longer
is a speedway, unattractive
Landscaping is important to assist with the urban
heat island effect.
This corridor is one of the most unattractive corridors
in the City.

All personal information included in your request such as name, address, telephone number and property location is collected under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. Any personal information submitted will be collected, used, and disclosed, where applicable, by members of Regional staff according to the Municipal Freedom of Information and Protection of Privacy Act. Any information you share will only be used for the intended purpose for which it was provided. For questions or comments about privacy practices, or for more information about the administration of the Municipal Freedom of Information and Protection of Privacy Act in Niagara Region programs see niagararegion.ca/government/foi.

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Please take a few minutes to complete this comment sheet and return it by email or mail (by **December 10, 2025**) to the contact noted above. Your input is greatly appreciated.

NAME: _____
ADDRESS: _____
TELEPHONE: _____
E-MAIL: _____

My property/interest is (please check all that apply):

- ☒ Traffic and Road Safety
- ☐ Active Transportation
- ☐ Access off Ontario Street
- ☒ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: Beautiful environment)

I would like to be added to the Study mailing list to receive future project updates:

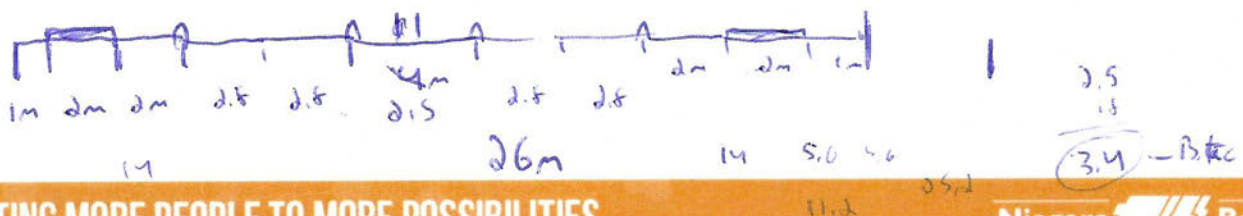
- ☒ **Yes** ☐ **No**

I would like a response to my comments:

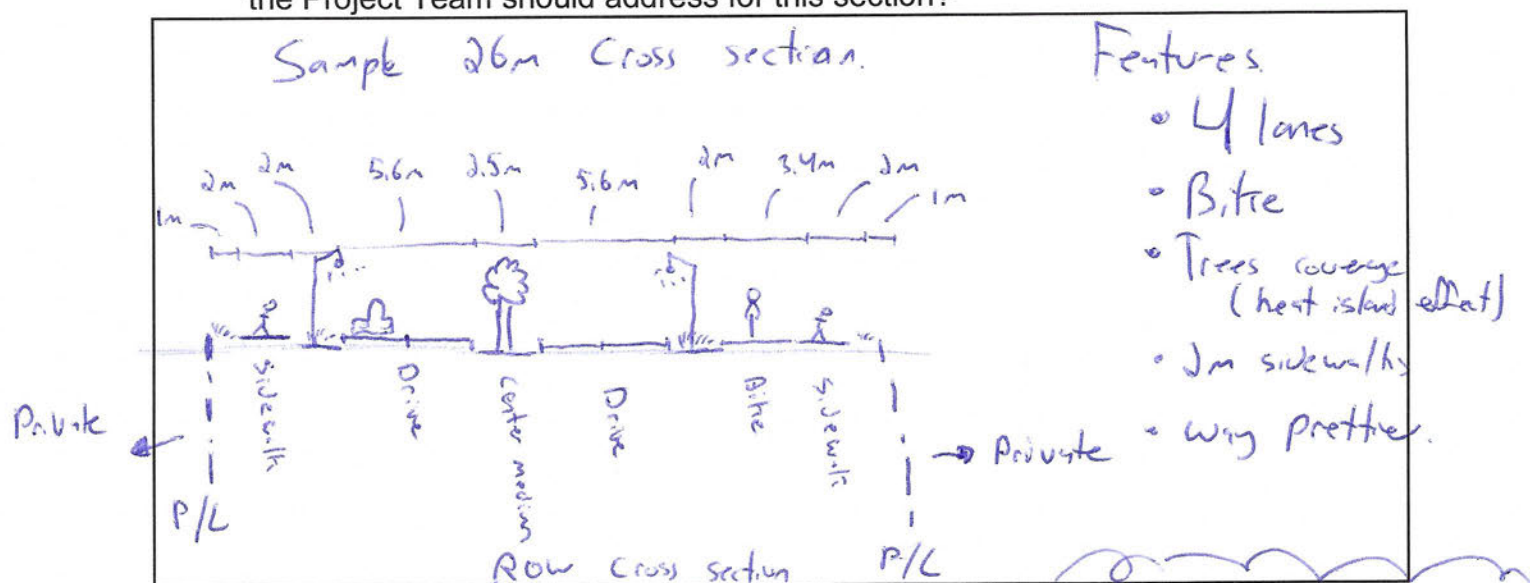
- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

1. Potential for Roundabouts at Carlton + Ontario and Scott + Ontario, plus median all the way through.
2. Reduce to 1 lane each way + a periodic turning lane.
3. Bike lanes, trees in Bkls. middle median + wider sidewalks.
4. Goals → easier to walk, safer to walk.
 - more beautiful
 - safer to drive, reduces T-Bone collisions
 - forces right turns only. No left turns.



2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?



3. Do you have any additional comments or questions?

* Consider LRT if Province supports. Loop around St. Paul + Ontario + Fourth ave + Lake street + Welland ave.



* Residential Areas should be protected from road widening.

* Plz Scan this and send to me.

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COMMENT FORM

Ontario Street (RR42) from Linwell Road to Welland Avenue/Fourth Avenue (RR77) Municipal Class Environmental Assessment

Public Information Centre #2 November 26, 2025

Please return comment form to:

To: Tauseef Shamsi, P.Eng., M.Sc., AIAM
Email: Tauseef.Shamsi@parsons.com
Mail: Parsons Inc., 1393 North Service Road East, Suite 103,
Oakville, ON, L6H 1A7

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- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☒ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

Traffic From QEW North to Linwell
travel at at high rate of speed.

Traffic South of QEW need
Centre turning Lane to accomodate
Huge traffic volumes on that
section. Bike Lanes would be
nice but there is No Room.

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

3. Do you have any additional comments or questions?

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MOVING ROADS FORWARD

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- ☐ Commercial / Industrial Property
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I would like to be added to the Study mailing list to receive future project updates:

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1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

I am very encouraged to see that the solutions put forward include "potential" for cycling infrastructure. However this "potential" is concerning to me. I truly hope and encourage the region to move forward with cycling facilities. If we do not create a cohesive network of cycling facilities people who feel it is unsafe will not cycle because of the "one unsafe section". We need to build it and they will come approach rather than wait until we have the numbers to build this infrastructure.

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

along all segments I want to see the 2 lane w/ center median and cycling facilities. While I understand the concern of businesses not all traffic comes from cars. Multiple studies show dedicated bike lanes increase business activity as cyclists are more likely to stop than someone driving a car.

3. Do you have any additional comments or questions?

I want the region to take Vision Zero as seriously as they take changing a drive time by a ~~minute~~ minute. I want a network where my 5 month old son could get around the region safely in 10 years w/o me having to worry if he will make it home safely. We also need to create protected intersections for the cycling facilities so that people riding their ~~toys~~ bikes are safe at high conflict points. as well as how we connect the bike facilities north of Linwell.

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- ☐ Access off Ontario Street
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- ☐ Commercial / Industrial Property
- ☒ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☐ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

Please prioritize active transport. ^{especially multi-stop} ^{high traffic} ^{food service} ^{drives + e vehicles}
 This can actually reduce traffic, letting people bike and use ^{isn't} e-vehicles more comfortably. If the possibility to be safe and comfortable isn't there, demand won't grow. Kids growing up with safe places to bike and their parents feeling it is safe will cycle as adults and if not, they won't likely.

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

please prioritize active transport - it also improves safety for everyone.
people in depressed areas residentially as a lot of this street is - quality of life could improve if they can easily, equitably access Joycee park, port dalhousie beach area safely with active transport

3. Do you have any additional comments or questions?

I see it as a marginal area business wise and it could be much better.
Please think ahead to what will help it to become more pedestrian friendly and successful.
As a note Tim Hortons are traffic hazards in many locations, very disappointing to have it accessed on a major corner.

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Welland Avenue/Fourth Avenue (RR77)
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My property/interest is (please check all that apply):

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- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☐ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☒ Other (Please Identify: BETTER URBAN DESIGN)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

- PEDESTRIAN CROSSING PRO SIGNALS AT ONTARIO STREET IN RESIDENTIAL AREAS, FOR SAFETY OF PEDESTRIANS & CYCLISTS CROSSING THE STREET.
- BETTER WALKING ENVI. BY GREENING OPPORTUNITIES. (LANDSCAPING) - PAVEMENTS & ASPHALT DOES NOT PROMOTE A SAFE/WALKABLE ENVIRONMENT.
- OUR STREETS ARE WIDER THAN NECESSARY IN A LOT OF PLACES. IS THERE AN OPPORTUNITY TO REDUCE LANE WIDTHS (CARRIAGE LANES?).

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

3. Do you have any additional comments or questions?

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MOVING ROADS FORWARD

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- ☐ Active Transportation
- ☐ Access off Ontario Street
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- ☒ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ **Yes** ☐ **No**

I would like a response to my comments:

- ☒ **Yes** ☐ **No**

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

I AM THE OWNER OF THE FRESCO RANCHES
HAVING A CENTER MEDIAN WOULD
IMPACT BUSINESS FORCING MY CUSTOMERS
TO MAKE A RIGHT TURN OR NOT
GETTING ACCESS TO TURN INTO MY
BUSINESS. I WOULD RECOMMEND
~~IN 4 LANE WITH CENTER TURN LANE~~
ACCESS FOR CONSIDERATION

3. Do you have any additional comments or questions?

OR POSSIBLY ADDING A TRAFFIC
LIGHT AT 318 ONTARIO ST
OR MOVING EXISTING LIGHT AT
HYANDON DELIVERY TO MY
ENTRANCE IF TRAFFIC STUDIES
WARRANT CHANGE. THANK YOU

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This notice was first issued during the week of November 10.

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- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☐ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☒ Other (Please Identify: Vision zero)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No (I think I am on it)

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

-the evaluation process seemed well thought out and careful; I have never seen a plan that didn't carry forward the "do nothing" option and I think it is commendable that the option was dropped because it is not acceptable to have that many collisions. *RT*

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

- re: prohibiting/limiting left turns from businesses due to the median
↳ I already feel so unsafe turning left that I find a route to turn right eg from McDonalds, gas stations, Freshco, enterprise, etc.
- if it is possible to continue a bike lane/mup even slightly in past carlton to help get to the grocery plaza would be very impactful to the bike + pedestrian traffic
- crossings to bus stops, many are mid block and crossing is dangerous at night (or 5pm in the winter)

3. Do you have any additional comments or questions?

- I love the bike lane in segment 3, (AND I love the one on ONTARIO from Linell to Lakeshore)
how the access to the bike lane begins and ends will be so important for it's use and safety! access from Wellandvale, Welland, Fourth, and 1st ONT, carlton are all important
- is there space for transit stop bays on seg 2?
↳ crosswalks to bus stops (especially on segment 2)
- ^{keep} Safety as TOP, well above travel times as a priority

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MOVING ROADS FORWARD

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- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☒ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify: Vision Zero)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

I appreciate the attention to active transportation & safety in this domain. I fear it is not prioritized as important enough in comparison to increase in travel time (Segments 2 & 3) of a few seconds.

- For Segment 1, it will be critical to consider the access points of the active transportation facility. No one will use a lane that they can't get on. Protected ways to traverse the Welland/Ontario intersection from all directions will be critical. Consider how active transportation users coming from Wellandvale may be able to access the facility.

- Thank you for recognizing the priorities that smoking has to change in the safety for all in the area, and recognizing that "do nothing" isn't viable.

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

- If the question is between a solution that has a median + safe active transportation but may increase travel time slightly or require business patrons to travel +100m to 200m to get into the business,

OR
a plan that maintains current access, ~~decreases~~ but does less to address safety risks for vehicle users & cyclists, and pedestrians, then I'm firmly for the first. Vision zero doesn't worry about +30s travel and continues risks,

3. Do you have any additional comments or questions?

= ~~the~~ Crosswalks please

- A bike lane to atleast the grocery store may be valuable to consider. Connecting the residents of the area to necessary service. It is highly travelled to by bike even in current conditions, and increasing access & safety is important.

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Municipal Class Environmental Assessment

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- ☐ General Interests
- ☐ Other (Please Identify: _____)

I would like to be added to the Study mailing list to receive future project updates:

- ☒ Yes ☐ No

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you have any comments about the alternative solutions carried forward and/or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?

My concerns would be
Seg 1 - Scott St - Linwell: Slowing down traffic,
centre turning lane + cross walk for Linhaven
residents
Seg 2: Centre turning lane to access business
sidewalks (better shape) for walking.

2. Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?

Center turning lane to promote access to business is in my opinion the best option

3. Do you have any additional comments or questions?

Linwell to Lakeport is great! Would love to see more of that throughout the project.

All personal information included in your request such as name, address, telephone number and property location is collected under the authority of section 30 of the Environmental Assessment Act and is collected and maintained for the purpose of creating a record that is available to the general public. Any personal information submitted will be collected, used, and disclosed, where applicable, by members of Regional staff according to the Municipal Freedom of Information and Protection of Privacy Act. Any information you share will only be used for the intended purpose for which it was provided. For questions or comments about privacy practices, or for more information about the administration of the Municipal Freedom of Information and Protection of Privacy Act in Niagara Region programs see niagararegion.ca/government/foi.

My property/ interest is..	Would you like to be added to the study mailing list to receive future project updates?	Would like a response to comments	Comment #1 - Do you have any comments about the alternative solutions carried forward and/ or the evaluation process presented? Are there any other concerns, or issues that the Project Team should be aware of or consider?	Comment #2 - Do you have any feedback/preference on the alternative solutions for Segment 2 (Scott Street to Carlton Street)? Are there specific features or concerns you think the Project Team should address for this section?	Comment #3 - Do you have any additional comments or questions?
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street	Yes	No	Walking and cycling. There are very few safe corridors to cycle from the downtown to north end and Ontario Street is a warzone for travel by all users.	In my view, the only effective way to skew traffic and make it safer for all users (i.e., pedestrians, cyclists, vehicles, trucks, buses) is through "road design". The roadway needs to be narrowed from Carlton Street to Linwell Road to a 3 lane cross section with centre turn lanes, bike lanes (on road) and wider sidewalks with landscaping to give the perception of narrowness. The Ontario Street/ Welland Avenue intersection is extremely dangerous especially for vulnerable road users. A "protected intersection" design should be explored using design manuals. Existing WSP consultants have much experience on this.	N/A
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street	Yes	Yes	Biking and walking. Would bike and walk more if infrastructure was improved (e.e., seperated bike lanes, wider sidewalks, road diet).	Ontario Street would be a great connector between downtown and the beach if active transportation infrastructure was better. Bike lanes especially.	N/A
1. Traffic and road safety 2. Residential Property 3. Other: Beautiful environment	Yes	Yes	Yes, cycling is my primary mode of transport, although I also use the bus and car. I avoid Ontario Street as much as possible because it is so dangerous.	Any active transit infrastructure must be built to a AAA standard (All Ages and Abilities). Kids and less confident cyclists and pedestrians must be able to use the infrastructure.	The GM lands and connection with Port Dalhousie make this into a very important corridor for transportation and our sense of place. Walking and biking here must be safe and comfortable. This corridors deterioration represents our city's deterioration. Like wise, it can represent our revitalization.
1. Traffic and road safety 2. Active Transportation 3. Residential Property	Yes	Yes	Walk	How will this proceed if the GM remains in limbo? What is the likelihood a bridge linking Carlton to Martindale.	Once construction starts, should it go ahead, what will the access be off Ontario Street into Woodruff / Kensington. What is the realistic anticipated length once construction starts?
1. Active Transportation	Yes	Yes	Yes, I am an active user of cycling and walking infrastructure. I primarily use cycling as a major part of my transportation and want to see meaningful change towards more policies and infrastructure for separated cycling lanes throughout all regional roads.	I would really like to see more information on cycling infrastructure lifespan respectively to our infrastructure. Improving infrastructure and safety will increase ridership and engagement.	Appreciate this time to talk with and gain information on more regional roads and planning.
1. Traffic and road safety 2. Active Transportation 3. General Interests	Yes	N/A	No, because it is dangerous!	Bike lanes - Separate from road and sidewalk. 12 mile creek - need waterfront trail on both sides of creek. Need multiple trail access points along Ontario Street and Port Dalhousie.	Current Ontario Street development lacks a human component. GM property must consider active transport. Why was this not printed on two sided?
1. Traffic and road safety 2. Active Transportation 3. Other: Better Urban Design	Yes	Yes	Yes, needs better sidewalks comfortable access for pedestrians and bike routes. Too much activity in the intersection of Ontario Street and Welland Street. Sewage needs repair as we smell it off gasing in our storm drains and over driveway.	More pedestrian walkway for safety as there are many people that walk. Safe bike routes. Less noisy traffic such as big commerical rigs (18 wheeler).	Fix the merrit trail to go all the way around Port Dalhousie and back to downtown.
1. Commercial/ Industrial Property	Yes	Yes	Yes, walk and cycle. My workplace is on Ontario Street and my grocery store, pet store etc. I usually take back streets to these places because Ontario Street is so unsafe, noisy, ugly and uninteresting to spend time there.	Yes, (1) the GM site is a deeply ingrained site of history for this community. Although there is an ugliness to it, there is beauty in it too. It may not be on the heritage registry but the place holds our story. The planning of this area is an opportunity to create a new story, with a postivie vision for our future. (2) "Road capacity" is not a problem if we build alternatives in. Not just bike lanes, not just protected bike lanes. A street section that is tree lined, safe, and slows cars as they approach downtown. Also it doesn't appear that this has been studied yet to be deemed a problem. It's only a problem if we want to continue with status quo.	We want alternatives to get around our city! We want to get from downtown to Port Dalhousie by foot, bike, scooter, bus or light rail! Also - pedestrian and bike only bridge connecting Carlton to Martindale.
1. Traffic and road safety 2. Active Transportation 3. Other: Vision Zero	Yes	Yes	1. Walk (toddler, teen, adults) 2. Cycle (Teen, adults) 3. Car/ drive	While development affects the residential/ houses will that impact be compensated.	While replacing aged water/sewage connections will that affect the residential connection with old water connections.
1. Traffic and road safety 2. Active Transportation 3. Residential Property 4. Other: Vision Zero	Yes	Yes	I will sometimes cycle from my home 504 Ontario Street heading North. Most time I will either continue to travel east on Linwell or turn west onto Regatta Drive. I take these detours as I don't feel safe riding my bike anywhere on Ontario Street. I would prefer bike lanes. I also work downtown St. Catharines and would love to one day be able to cycle to work.	My greatest concern that I believe should be considered is a crosswalk at Linhaven Long Term Care home (403 Ontario Street) that would stretch across Ontario Street to the transit stop that is located at the end of our driveway (504 Ontario Street). Currently family members go to visit their loved ones and we watch them try to cross the road. The sheer speed of cars and the amount of cars on Ontario Street makes this very difficult to do so safely. Often those crossing are older and tend to be slower crossing. I believe that a crosswalk would be very helpful to many people.	The crosswalk would also be beneficial to the residents of Linhaven if they wanted to go over to Tim Horton's to enjoy a coffee. There is a crosswalk at Ontario/ Service Road as well as Ontario/ Linwell - however, these intersections are a distance for the elderly to travel. Having a crosswalk right at the bus stop at 504 Ontario Street in my opinion is the best/ shortest travel option. It must also consider weather conditions when asking elderly to walk/ travel by wheelchair.
1. Traffic and road safety 2. Active Transportation	Yes	Yes	No, because it is not safe. We find alternative routes to get to the downtown area. If there was a fully seperated active transportation corridor we would use it.	The collision data presented in the PIC boards doesn't take into account "collision data" from active transportation users. There is currently no bike lanes, curb fencing sidewalks active users are in significantly more danger than cars unless there is a protected corridor.	We are disappointed in the use of space in the adjacent Ontario Street project (i.e., 3 car lanes and no protected active transportation corridor). We hope a fuly seperated lane for active transportation is priortized in this project over additional traffic lanes.
1. Active Transportation	Yes	No	Walk and bike from 504 Ontario to 383 Lake Street Monday to Friday. Bike lanes and centre turning lanes would improve safety. Vehicles drive fast from QEW to Linwell Road.	Yes - Linhaven home has no crosswalk to access the bus route. People have a difficult time crossing four lanes with mobility devices.	
1. Traffic and road safety 2. Active Transportation	No	No	2 wheeled vehicles - both motor and non motor driven. i.e. bicycles and motorcycles	The Region over the years has shoehorned a 4/5 lane road without requiring road widening dedications, thus leading directly to the problem today. I question why Alectra has to use such tall poles (70-75' at Linwell to Lakeport). In regards to bike lanes - a bylaw is needed to stop delivery parking in bike lanes - Right now, Ontario Street from Carlton to QEW is regularly (everyday) blocked by semi-trucks, offloading cars to dealer (although in almost all cases - there is room for this on the carlot). In addition, the Region should institute a way to have traffic lights change when a bicycle/ e-bike/ motorcycle, approaches the intersection. The Region in a lot of cases has "demand only" not "timed" traffic lights, which do not pickup 2 wheelers.	Caution: There is a tunnel on Ontario Street that runs from one side to the other at the GM property - the hydro duct ... there - runs over the tunnel (just under sidewalk) should be checked. Re, there was high voltage cables in the duct - still exist? But the tunnel is still there.

1. Traffic and road safety 2. Active Transportation 3. General Interests	Yes	No	I regularly cycle on Ontario Street as it is part of my daily commute. It is also ideally a great path connecting to parks on the north end. However, due to safety concerns, I ride Ontario Street as little as possible. Usually, just from Welland Avenue to Addie Place. The parallel street, Thomas, is not ideal as a north south corridor due to parking and intersections, and it does not extend far north. So, I would love to use Ontario Street as a cyclist, but I avoid it as much as possible and encourage less experienced rider to stay away.	I appreciate the comments about there being an opportunity for better active transportation. In the statement, I noticed it referred to improvements for people who use the road. In response, I would encourage to also consider who would use the active transportation facilities if they existed. I'm sure you are already but it is a point I want to highlight for emphasis. The design will affect who feels safe enough to use it.	If considering that bikes should take a parallel path, I would add from experience that there is not really available parallel paths in my opinion e.g., left turns onto Thomas Street from Welland are disallowed and dangerous and Thomas Street itself involves risks of being doored by park cars and aggressive drivers do not make space in remaining 1.5 lanes or yield right of way.
1. Active Transportation	Yes	Yes	Yes, I used to regularly walk on Ontario Street from Welland to a plaza south of Linwell. I have also liked this route. I was struck by: - lack of greenery or trees to provide shade on hot days - how narrow the sidewalk is, and the lack of easement/ space between the sidewalk and the road - the poor condition of the pavement - the speed of drivers - the scale of the businesses north of Carlton - signage, parking lots etc., were designated for drivers, not walkers.	I would live there to be a stronger focus on active transportation and public transportation instead of cars. I understand that the city will experience a population growth, but there simply isn't more room for more cars. We need a bold change - bike lanes, widen the sidewalks, a dedicated lane for buses. I worry that urban planning in this city privileges the needs of drivers instead of pedestrians etc.	I would like to know if there are any plans to improve the aesthetics of the street with public art. I would love to see a "destination" attraction that would bring more people to the street. Right now the street feels like a highway/thoroughfare - I wonder if making this is a destination would improve the street.
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street 4. General Interests	Yes	N/A	I am very confused after having read all of the story boards and alternatives. I would like an option that includes all of: - 4 lanes - A centre turn lane - The median is a good idea to improve pedestrian safety at traffic lights bike and pedestrian paths (separated as shown from the active traffic lane)		Are design provisions being made to allow for a possible 'future' bridging of Twelve Mile Creek between Carlton Street and Grapeview Drive? Best of luck in your design deviations ! Please keep me posted. Thank you.
1. Traffic and road safety 2. Active Transportation	No	No	I continue to support (agree) all of the comments summarized on the chart (First deck PIC #1 Summary). As a motorist, pedestrian and cyclist the current design of Ontario St is dangerous, irritating and unacceptable: it's a war zone out there with speeding and bad behaviour. my preference, in an ideal world, is for the design to be constructed by the Region for Ontario St. north of Linwell to Lakeport Rd. There needs to be an alternative design to get people from the downtown -> Pt. Dalhousie. I would accept a design that includes a raised cycle track preferably on side of the road. A centre median preferably is necessary - roadway lanes should be narrowed to force CONFIRM WORDING. Finally, a protected intersection design is paramount for 4th Ave/ Ont St intersection.	The proposed redesign in the study has merit all modes of transportation should be accommodated. Cyclists should not be pushed to nearby streets. Cyclists need to access the same roads that motorists do.	With the coming redevelopment of the GM lands this is an to improve the corridor for all...something to be proud of... something that no longer is a speedway, unattractive. Landscaping is important to assist with the winter heat island effect. This corridor is one of the most unattractive corridors in the city.
1. Traffic and road safety 2. Active Transportation	Yes	No	1. Potential for Roundabouts at Carlton + Ontario and Scott + Ontario, plus median all the way through. 2. Reduce to 1 lane each way + a periodic turning lane. 3. Bike lanes, trees in middle median + wider sidewalk. 4. Goals -> easier to walk, safer to walk. -> more beautiful -> safer to drive, reduces T-Bone collisions -> forces right turns only. No left turns.	Sample 26 m cross section [drew an image of the cross section]. Features - 4 lanes - Bike - Trees coverage (heat island effect) - 2m sidewalks - way prettier	Consider LR if province supports. Loop around St. Paul + Ontario + fourth ave + Lake Street + Welland Ave. [drew an image of a train] Residential Areas should be protected from road widening.
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street 4. Residential Property	Yes	No	Traffic from QEW North to Linwell travel at at high rate of speed. Traffic south of QEW need centre turning lane to accommodate Huge traffic volumes on that section. Bike lanes would be nice but there is No Room.		
1. Traffic and road safety 2. Active Transportation	No	No	I am very encouraged to see that the solutions put forward include "potential" for cycling infrastructure. However this "potential" is concerning to me. I truly hope and encourage the region to move forward with cycling facilities. If we do not create a cohesive network of cycling facilities people who feel it is unsafe will not cycle because of the "one unsafe section". We need a build it and they will come approach rather than a wait until we have the numbers to build this infrastructure.	Along all segments I want to see the 2 lane w/ centre median and cycling facilities. While I understand the concern of businesses not all traffic comes from cars. Multiple studies show dedicated bike lanes increase business activity & cyclists are more likely to stop than someone driving a car.	I want the region to take Vision Zero as seriously as they take changing a drive time by a minute. I want a network where my 5 month old can get can would get around the region safely in 10 years w/o me having to worry if he will make it home safely. We also need to create protected intersections for the cycling facilities so that people riding their bikes are safe at high conflict points. as well as how we connect the bike facilities north of linwell.
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street	Yes	Yes	Please prioritize active transport. This can actually reduce traffic, letting people (especially multi-stop high traffic + food service drivers + e vehicles) bike and use e-vehicles more comfortably. If the possibility to be safe and comfortable isn't there, demand won't grow. Kids growing up with safe places to bike and their parents feeling it is safe will cycle as adults and if not, they won't likely.	Please prioritize active transport. It also improves safety for everyone. People in depressed areas residentially as a lot of this street is. Quality of life could improve if they can easily, equitably access Jaycee Park, port dalhousie beach area safely with active transport.	I see it as a marginal area business wise and it could be much better. Please think ahead to what will help it become more pedestrian friendly and successful. As a note Tim Hortons are traffic hazards in many locations, very disappointing to have it access on a major corner.
			• Pedestrian crossing PXO signals at Ontario street in residential areas, for safety of pedestrians & cyclists crossing the street. • Better walking environment by greening opportunities (landscaping) - pavements & asphalt does not promote a safe/ walkable environment • Our streets are wider than necessary in a lot of places. Is there an opportunity to reduce lane widths (carriage lanes?).		
1. Traffic and road safety 2. Active Transportation 3. Other: Better Urban Design	Yes	Yes		I am the owner of the FreshCo franchise. Having a centre median would impact businesses forcing my customers to make a right turn or not getting access to turn into my business. I would recommend 4 lane with centre turning lane access for consideration.	Or possibly adding a traffic light at 318 Ontario St or moving existing light at Hyundai Dealership to my entrance if traffic studies warrant change. Thank you.

1. Commercial/ Industrial Property	Yes	Yes	The evaluation process seemed well thought out and careful; I have never seen a plan that didn't carry forward the "do nothing" option and I think it is commendable that the option was dropped because it is NOT acceptable to have that many collisions.	- re:prohibiting/limiting left turns from businesses due to the median. I already feel so unsafe turning left that I find a route to turn right eg. McDonalds, gas stations, Frechco, enterprise, etc. - if it is possible to continue a bike lane/mup even slightly in past carlton to help get to the grocery plaza would be very impactful to the bike + pedestrian traffic. - crossings to bus stop, many are midblock and crossing is dangerous at night (or 5 pm in the winter).	- I love the bike lane in segment 3, (and I love the on on Ontario from Linwell to Lakeport) how the access to the bike lane begins and ends will be so important for it's use and safety! Access from Wellandvale, Welland, Fourth, ONT, Carlton ave all important - is there space for transit stop bays on seg 2? cross walks to bus stops (especially on segment 2) - keep safety as top, well above travel times as a priority
1. Traffic and road safety 2. Active Transportation 3. Other: Vision Zero	Yes	Yes	I appreciate the attention to active transportation & safety in that domain. I fear it is not prioritized as important enough in comparison to increase in travel time (segments 2 &3). Of a few seconds. or Segment 1, it will be critical to consider the access points of the active transportation facility. No one will use a lane that they can't get on. Protected ways to traverse the Welland/ Ontario intersection from all directions will be critical to consider how active transportation users coming from wellandvale may be able to access the facility. Thank you for recognizing the priorities that something has to change in the safety for all in the area and recognizing that "do nothing" isn't viable.	If the question is between a solution that has a median + safe active transportation but may increase travel time slightly or require business patrons to travel + 100 m to 300 m to get into the business. OR a plan that maintains current access, but does less to address safety risks for vehicle users cyclists, and pedestrians, than i'm firmly for the first, Visions Zero doesn't worry about increase 30s travel and continues risks.	- Crosswalks please - A bike lane to at least the grocery store may be valuable to consider. Connecting the residents .. The are to necessary service, It is high travelled to by bike even in current conditions, and increasing access & safety is important.
1. Traffic and road safety 2. Active Transportation 3. Residential Property 4. Other: Vision Zero	Yes	Yes	My concerns would be Seg 1 - Scott St-Linwell: Slowing down traffic, centre turning lane + cross walk for Linhaven residents Seg 2: Centre turning lane to access business sidewalks (better shape) for walking.	Center turning lane to promote access to business is in my option the best option.	Linwell to Lakeport is great! Would love to see more of that throughout the project.
1. Traffic and road safety 2. Active Transportation	Yes	Yes	Would like to see more cycling facilities including secure bike lanes up Ontario. Strong preference toward a center median along Ontario Street.	Safer access for cyclists would be important to me. This area having better cycling safety would help shift commuters options to more active and healthy choices.	N/A
1. Active Transportation	Yes	No	N/A	I regularly bike down Ontario with my 7 year old daughter to get to port Dalhousie. Every time we are biking down this street, I feel unsafe for her. Adding better biking infrastructure to Ontario St (and all of st. Catharines) is a an important improvement!	N/A
1. Traffic and road safety 2. Active Transportation	No	No	While it is disappointing to see Bill 60 as a part of our now provincial legislation, I am pleased to see the region is still considering improving active transportation. I would strongly advocate for any alternatives that help prioritize narrowing of lanes to calm traffic speeds, and improve road safety. Creating better cycling infrastructure is a requirement in my opinion. Given the options on the table, I believe the alternative with 2-way traffic both ways, the median, and considerations for cycling infrastructure would be the best course of action.	As per comment about - the project team should prioritize safety of all users - vehicles (minimizing speeds), and additional active transportation (cycling lanes).	N/A
1. Traffic and road safety 2. Active Transportation 3. General Interests	Yes	No	When referring to cycling facilities, please do not talk in terms of "potential." Cycling infrastructure is a MUST. Please work very closely with the City of St. Catharines to ensure that the city's Active Transportation Master Plan is actioned in lockstep with the Ontario St. project, especially with regards to the rapid implementation items set out in the plan. The rapid implementation of the Lake St. spine route (before any further work on Ontario St.) would give cyclists a safe north-south route that would alleviate car-cyclist and pedestrian-cyclist conflicts along the Ontario St. corridor.	N/A	N/A
1. Active Transportation	Yes	Yes	Segment 1 - I prefer Alternative 4. There are currently no dedicated cyclist facilities crossing the QEW in St. Catharines. Pedestrian facilities at the crossings are also dangerous and inhospitable. An alternative design of the Ontario Street QEW crossing that provides relief for vulnerable road users on Ontario Street would create a much-needed corridor to cross the QEW safely. It would also connect well with the new cycling facilities that have just been built starting at Linwell Road. Segment 3 - I prefer Alternative 3. I use this intersection as a cyclist or pedestrian on a daily basis. About once every week, I have a close call with a vehicle while approaching the intersection on my bicycle or crossing at the crosswalk on foot. I've witnessed similar encounters with other vulnerable road users as well. Dedicated/upgraded facilities to accommodate all road users are very much needed in this area. I would also add that an activated crossing would be well-used at Adie Place. The zebra crossing at that intersection is almost universally ignored by drivers. Additionally, use of the activated crossing could help break up blocks of vehicles from becoming backed up at the Welland/Ontario intersection.	My preference for Segment 2 is Alternative 5. However, I also understand the limitations the project team faces from Doug Ford's lovely Bill 60. My next preference is for Alternative 4. The added control that drivers will need to exercise when making left turns is needed in this area. I have seen many close calls where pedestrians have been nearly hit by left turning vehicles who take the turn far too abruptly. As I've mentioned in regards to other segments of the project area, alternative transport modes must be prioritized in this area. Pedestrians and cyclists need access to the businesses on this stretch of Ontario Street just as much as the drivers of vehicles who currently enjoy preferential use of these road facilities. As Alternative 4 is the only version that offers increased protections for cyclists and pedestrians, it is the preferred option to safely accommodate all road users	As a project with an outlook as far ahead as 2051, the reconstruction of Ontario Street must prioritize vulnerable road users and transit operations. By 2051, the use of private vehicles could be eclipsed by alternate forms of transportation, especially in a rapidly densifying city such as St. Catharines. Such a shift would align with the Region's commitments to environmental and social equity for its population. But that transition can only occur in a manner that accommodates all road users if the proper facilities exist to facilitate it. As a St. Catharines resident living near the project area, I hope to see this environmentally and socially just transition take place, and Ontario Street is a perfect place for it to begin.
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street 4. General Interests	Yes	N/A	I like the proposal of medians and cycling facility. Ontario St is a major channel for the city and its current lack of cycling safety and infrastructure pose an issue to encouraging active transportation.	Bicycle lanes, traffic calming measures, improved road surfacing. A shared pedestrian/bicycle path would make this area much more accessible considering the numerous amenities it hosts. Safer and more convenient street crossing should also be a priority - currently people cross this segment not at lights and it's a large distance to cross.	N/A
1. Traffic and road safety 2. Active Transportation	No	No	I believe that adding bike lanes to Ontario street would be a must have part of this project. As someone who cycles from the Haig neighbourhood towards north end St. Catharines, I currently have to avoid Ontario street and take Haig Street northbound as Ontario St is far too dangerous. Creating designated cycling lanes similar to Martindale would be ideal in my opinion.	Bike lanes are a must have.	Thanks for your hard work on this project. The portion of Ontario St north of Lindwell looks great.
1. Traffic and road safety 2. Active Transportation	Yes	No	I implore the region to include bicycle facilities in the alternative solutions. Living in the Haig, it is notoriously hostile towards bikes and pedestrians. This will help me feel safer in my community, be healthier with active transportation and boost my patronage to Ontario Street businesses.	It is imperative that bicycle facilities be installed in Segment 2. This will greatly improve the experience of active transportation in the area. I personally will bike a lot more and have a more enjoyable experience if bicycle facilities are included. As a young resident, I really want to see the region make future-informed decisions. Please build for the future active transportation users instead of the current car population.	N/A
1. Traffic and road safety 2. Active Transportation 3. Access off Ontario Street 4. Residential Property	Yes	No	N/A	N/A	It is very unsafe to bike on Ontario Street. My primary concern is implementing safe, protected bike lanes. Painted lines are not enough.

1. Traffic and road safety 2. Active Transportation	No	No	Alternative Planning Solutions 4 please. We have a middle turning lane like the one suggested in alternative 3 in the commercial section of Ontario Street. The middle turning lane for both directions is dangerous and not helpful. When driving I often end up having to reverse in the lane as other cars turning the other way attempt to use it. It is noted in the report that this street has many accidents and keeping/expanding this turning lane will continue this trend. Pedestrians and cyclists are being hit all over the Region it is time to modernize and make our roads safer. The area will become more dense and residential if the GM lands ever get developed, furthering the need for active transportation methods.	Doug Ford is in a war against cyclists but it is objectively misinformed as his own studies and many others show that providing more alternative means of transit aside from cars creates less congestion, less pollution, and is safer for everyone. Many other cities across Canada provide examples of a better way forward. I witnessed a transformation of Waterloo Region that prioritized mixed-use urban areas, density, and active transportation before moving to St. Catharines, and felt like I was stepping back in time coming here. It is very upsetting to read about all of the people injured or killed in traffic accidents. It is so frustrating walking to an intersection like Geneva and Westchester, having 5 different signals for cars, but no walkway! We have a chance to improve things and I hope the Region makes an informed choice rather than one out of a fear of change or a disregard for the safety of our neighbours	Many of the jobs in the region do not pay well, including tourist, call centre, and agriculture jobs. Most of my friends here make minimum wage or close to it with no benefits. Journalists have highlighted the poor conditions that migrant farm workers live in. Most of them ride bikes or walk. Having a personal car has been a standard for older generations, but as our region moves away from high-paying, unionized factory jobs to tourism and farming, it is important to provide active transportation methods so lower income residents are not fearing for their lives going to Freshco or Tim Horton's. The car-centric transportation networks we have created is a benefit to the corporations that abandoned this city.
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[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 2, 2025 6:32 AM
To: [REDACTED]
Subject: Re: Ontario Street, from Linwell Rd. to Welland Ave.

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

Regarding the on going Regional Planning review of the Ontario Street vehicle corridor, St. Catharines, I have two comments to add to the scope of the study:

1- [REDACTED] directions. Residents on the east side of Ontario Street cross to access the trail from Woodruff down to the 12-mile Creek trail system. Residents on the west side cross to access the parks and public amenities in the neighbourhood on the east side of Ontario Street. The existing crosswalk consists only of faded painted lines, no signage, no lights, and is not recognized by drivers as a legitimate pedestrian crossing. We are looking for improvements for safer pedestrian crossing at either Kensington or Woodruff.

2- From a City planning perspective, the experience driving into StC from QEW distinctively changes at the Carlton Street intersection. To the north are car lots and shopping plazas, from QEW to Carlton. To the south the building typology changes to older buildings (former houses) set closer to the street with more residential uses. As a nodal point along Ontario street, a rotary at the Carlton street intersection would highlight this distinct change in building form and use and serve orient drivers at a significant intersection as a 'way-finding' element in the City's traffic pattern. As a main vehicular entry point to Downtown, this rotary would mark the transition from heavy commercial/retail land use to the 'up-town' qualities of the land use and building typology south of Carlton Street. Also, a rotary at the Carlton street intersection could be the future access to the former GM site, once it is developed. Ontario street needs some visual relief from the long straight run into the City and a well considered and landscaped rotary at Carlton street would be a significant improvement.

Regards,
[REDACTED]

Sent from my mobile.