

Vansickle Road and St. Paul Street West Intersection Transportation Study

Public Information Centre Presentation

Feb 04, 2026

Welcome to Public Information Centre for Vansickle Road and St. Paul Street West Intersection Transportation Study



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.
Presentation
at 6:00 pm.



Meet with
Study Team
Members.



Please fill out a
comment sheet
and return it to
the comment
box or email
your comments
by February
25th.

Project Vision

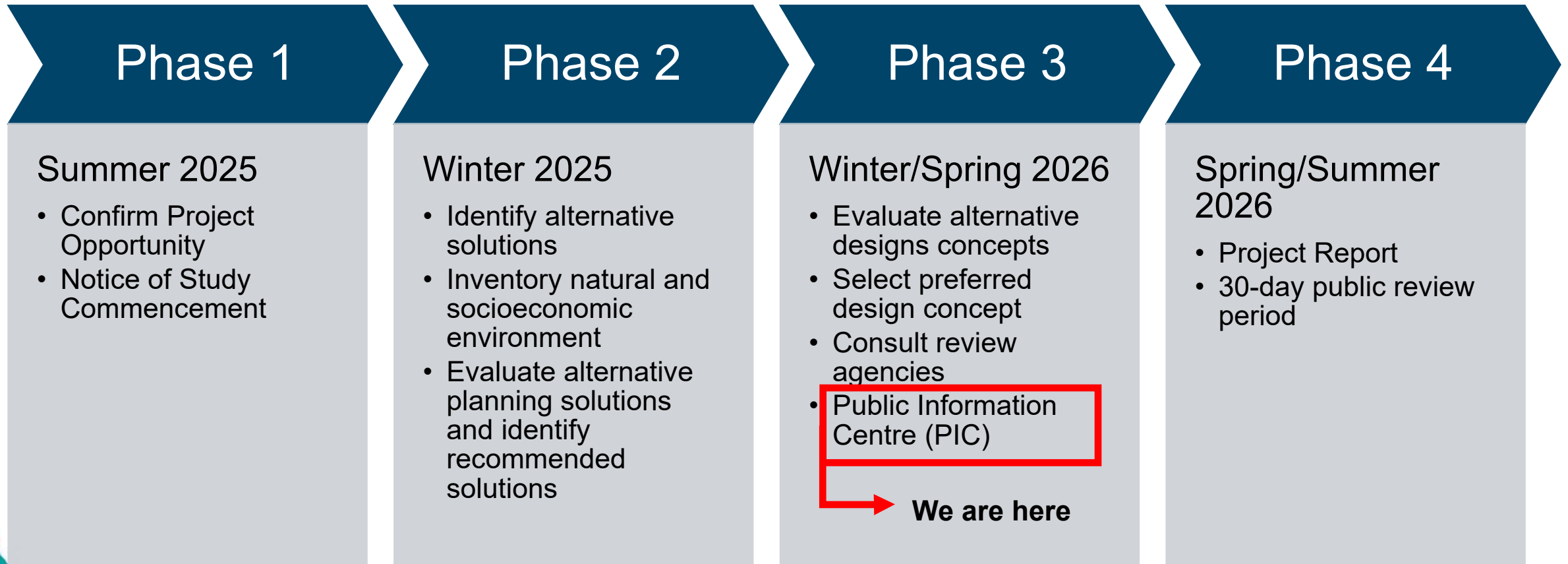
The project will review intersection improvements to address:

- Traffic operations
- Road safety concerns
- Accommodate the needs of all the corridor users.



Study Process

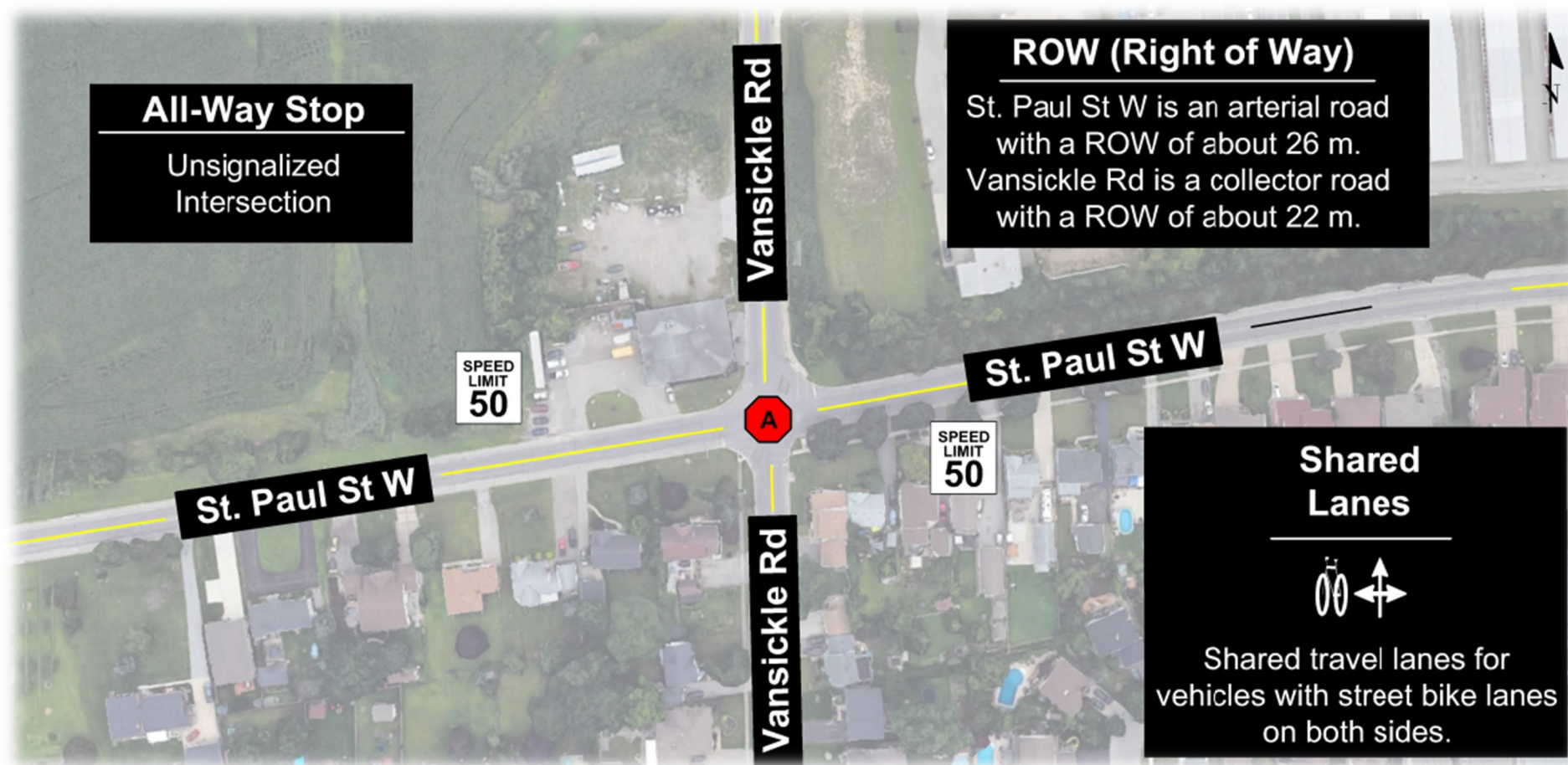
The Study is being carried out in “EA like” process. Upon completion of the Study, a Report will be prepared and made available for public review and comment.



EA Like Process

- The project was initiated as a Schedule B project, as outlined in the Municipal Class Environmental Assessment (MCEA)
- As the Study progressed to Phase 2 of the process with the preferred alternative solution, it was determined the Study would be Exempt and proceed as a Transportation Study
- While the project will now proceed outside of the MCEA process, the Study will continue to engage residents and other interested parties on the project

Vansickle Road and St. Paul Street West



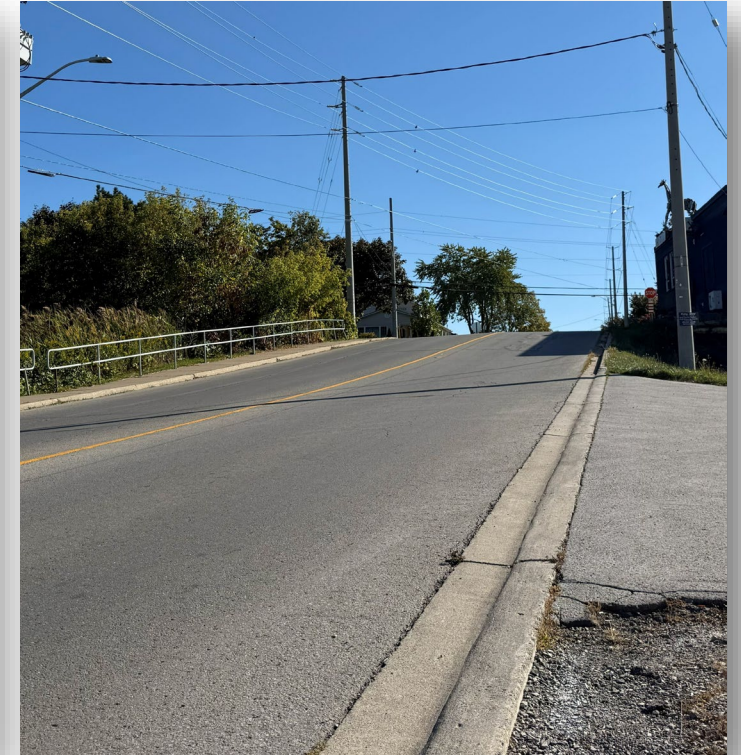
Road Geometry & Sightline Deficiency



Poor visibility at the intersection going eastbound.



Poor visibility at the intersection going northbound.



Poor visibility due to the significant slope going southbound.

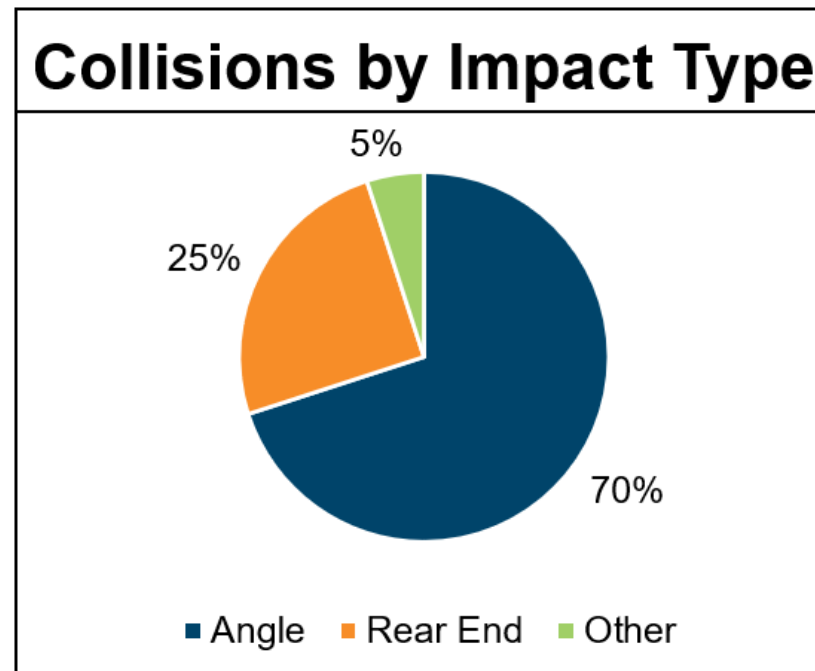
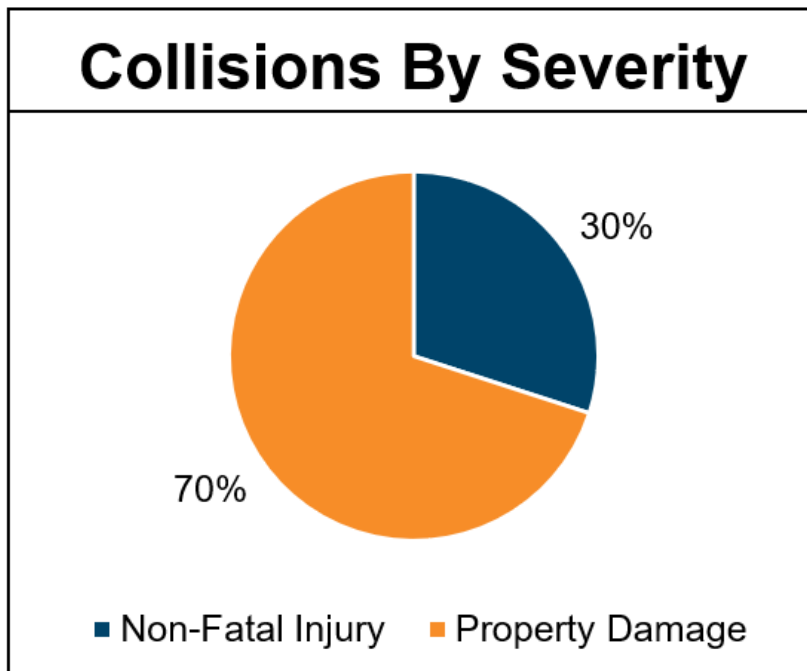
Traffic Operations

- Under existing conditions, all movements operate within capacity.
- Under future conditions, some movements are expected to exceed capacity.
- A traffic signal is warranted at the intersection.
- Under future conditions with the signalization of the intersection, all movements are expected to operate within capacity.



Collision Data Assessment

- A total of 25 collisions were reported over a five-year period, with a high proportion resulting in injuries.
- Non-compliance with traffic control was identified as a major contributing factor.



Cultural Heritage Report

- One potential Built Heritage Resource (BHR) and one potential Cultural Heritage Landscape (CHL) were identified.
- BHR 1: The building at 326 St. Paul Street with the large scrap-metal giraffe may have cultural heritage value for its early twentieth-century industrial design.
- CHL 1: An intact row of six post-World War II “Victory Houses” that may have cultural heritage value for their post-war design.



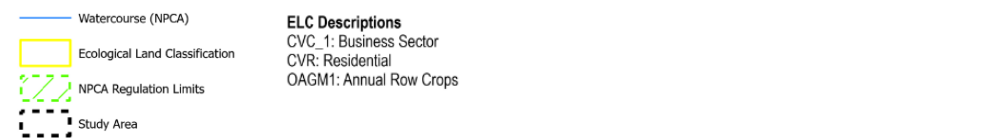
- STUDY AREA
- POTENTIAL B.H.R. - IDENTIFIED DURING BACKGROUND RESEARCH AND FIELD REVIEW
- PHOTO LOCATION AND DIRECTION
- POTENTIAL C.H.L. - IDENTIFIED DURING BACKGROUND RESEARCH AND FIELD REVIEW
- PROPERTY PARCEL

Stage 1 Archaeological Study

- The majority of the Study Area does not retain archaeological potential.
- Parts of the Study Area shown in green in the figure exhibit archaeological potential.
- If these lands will be disturbed as identified in detail design, a Stage 2 Archaeological Assessment is to be completed prior to any construction.



- 



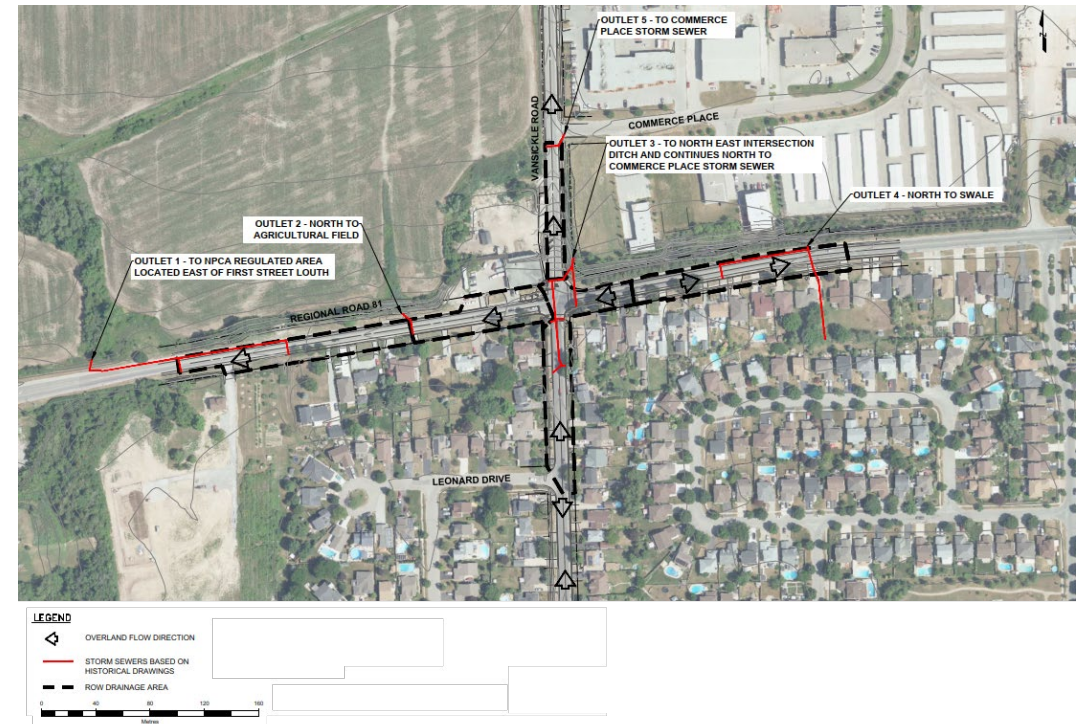
Tree Inventory



- There are 7 trees along south side and 24 trees on the north side of St Paul Street West, east of the intersection.
- Trees on the south side have conflict with overhead hydro lines. Ongoing trimming has affected the structure of these trees.
- Trees on the north side provide screening for the industrial development north of St Paul Street.
- The trees along south side represent a constraint; the removal and replacement of south side trees is proposed.

Stormwater Management

- Existing drainage is conveyed through storm sewer, curb and gutter, curb outlets, and culverts, and ultimately drains to the Twelve Mile Creek.
- There are five (5) existing outlets as shown in the figure with no forms of stormwater management control within the Study Area.
- Existing storm sewers have sufficient capacity and are to be maintained where feasible based on condition.



Evaluation Criteria

Natural



- Vegetation
- SAR
- Water and Drainage
- Climate

Technical



- Collisions
- Active Transportation
- Design Constraints
- Traffic Operations

Socio-Cultural



- Archaeology and Cultural Heritage
- Residence and Business Impacts
- Agency Policy
- Connectivity

Financial

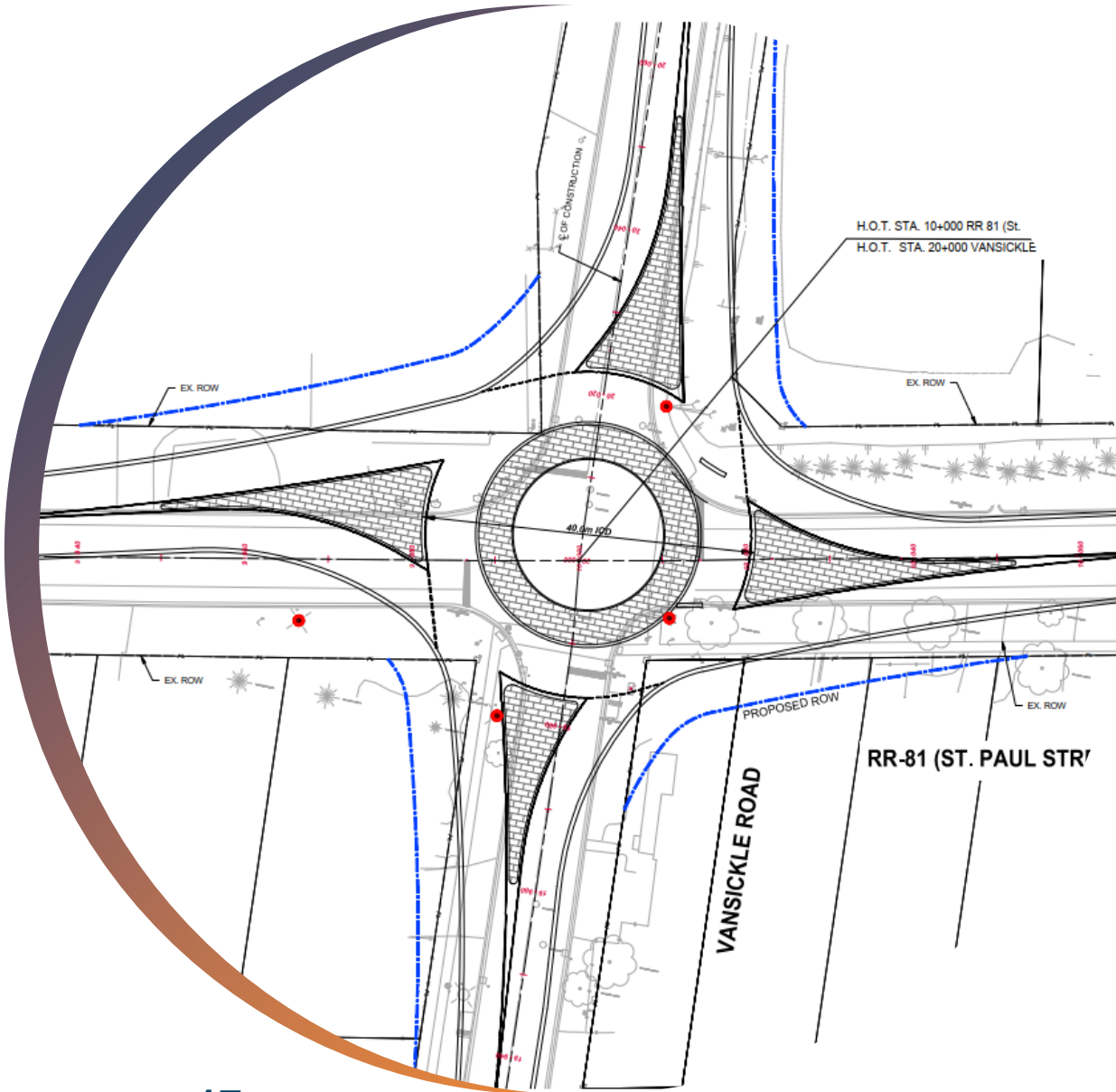


- Capital
- Operations & Maintenance
- Property

Alternative Planning Solution B

Roundabout

- Single-lane Roundabout
- Accommodation of active transportation facilities
- Significant impact to properties particularly to the business northwest of the intersection



Evaluation of Alternatives Planning Solutions

Evaluation Criteria	Do Nothing	Alternative A: Signal	Alternative B: Roundabout
Natural Environment			
Socio-Cultural Environment			
Financial Factors			
Technical Factors			
Problem Statement	Does not meet POS	Meets POS	Meets POS
Overall Summary			

Preferred

Legend

Lowest negative impacts or greatest benefits



Lower negative impacts or greater benefits



Moderate negative impacts and benefits



Higher negative impacts or lower benefits

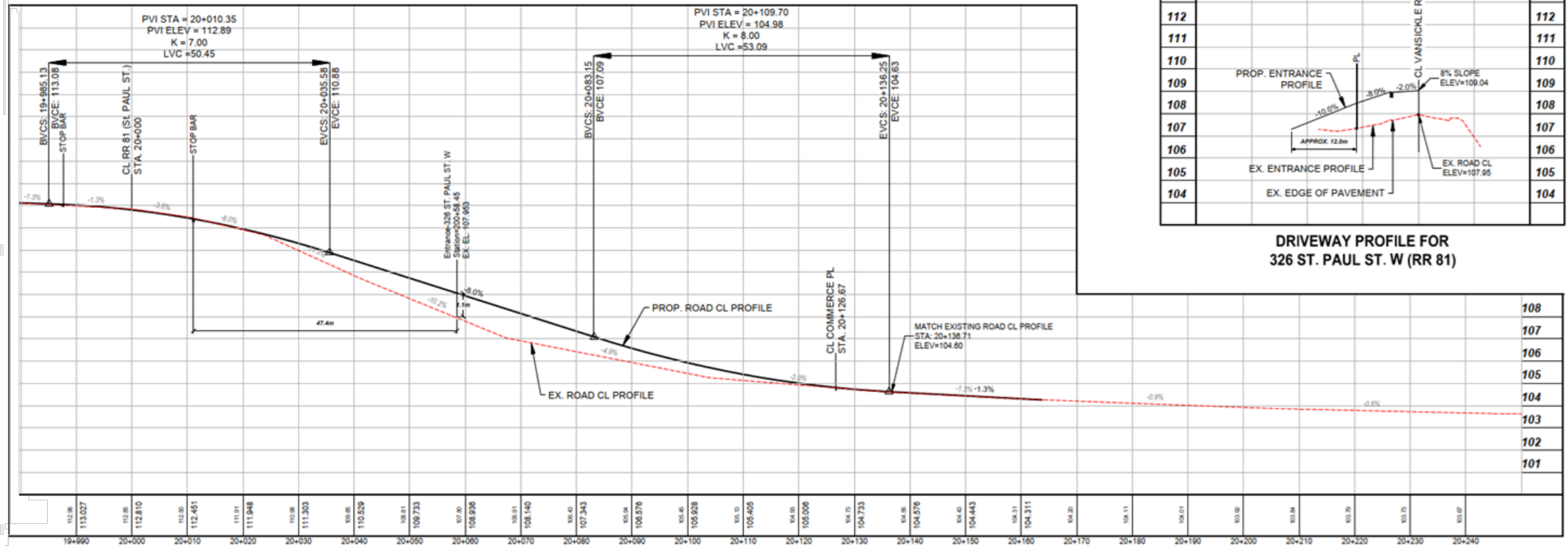


Highest negative impacts or lowest benefits



Mitigation for Preferred Planning Solution

Profile Improvement with 8% Slope

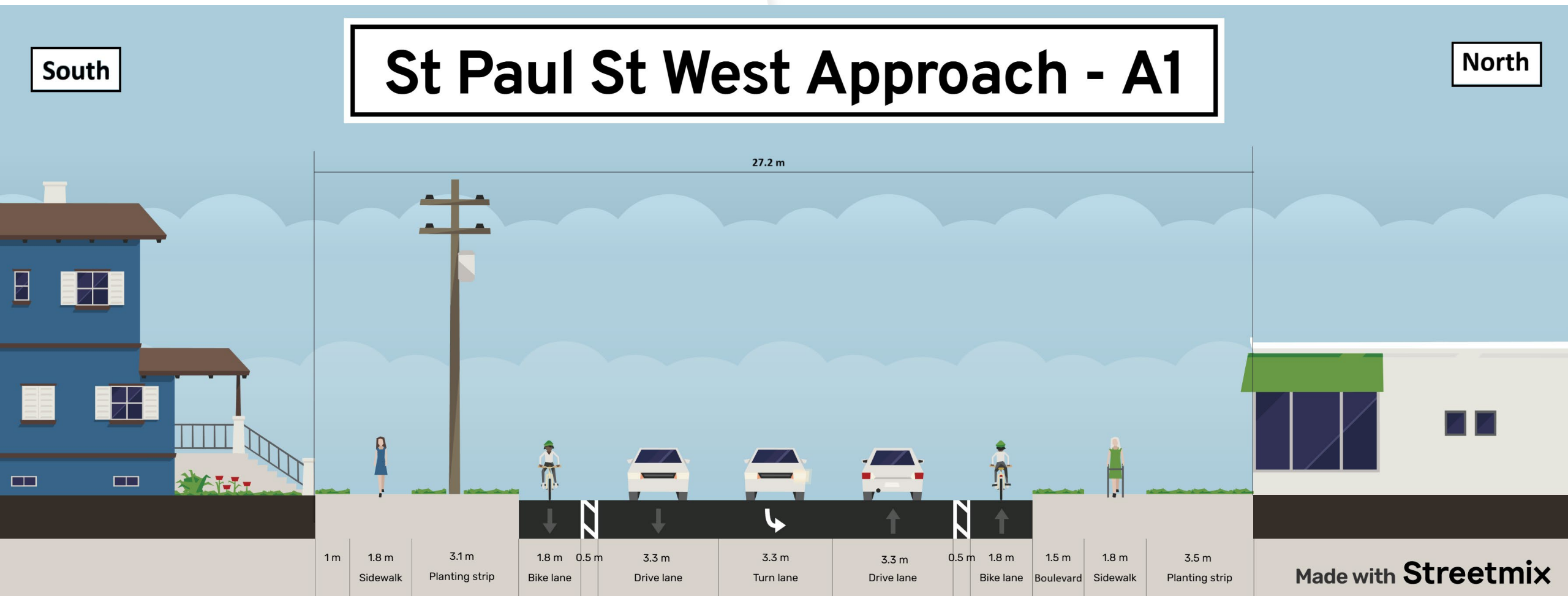


Alternate Design

Concept A1:

Signalized Intersection with On-Road Bike Lanes

- Dedicated left-turn lanes
- 1.8-meter buffered bicycle lanes on both sides
- Protection for 1.8-meter sidewalk on both side of St Paul Street West
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters

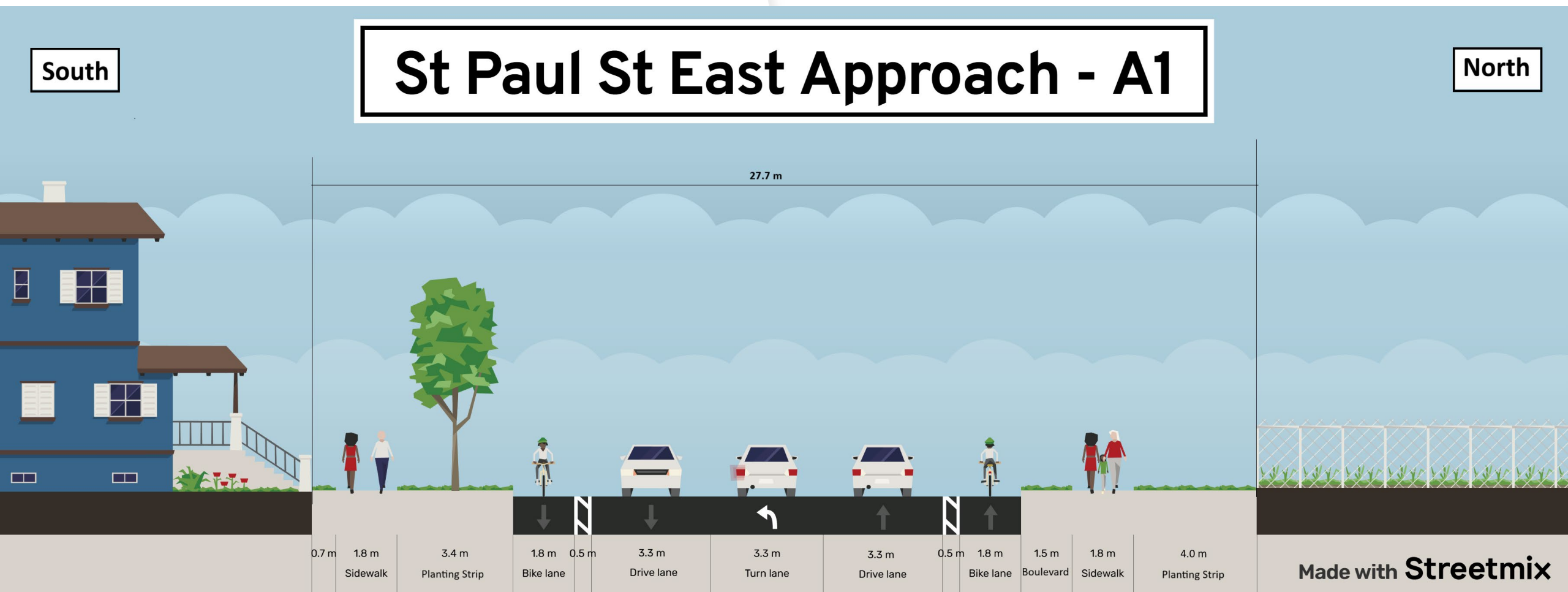


Alternate Design

Concept A1:

Signalized Intersection with On-Road Bike Lanes

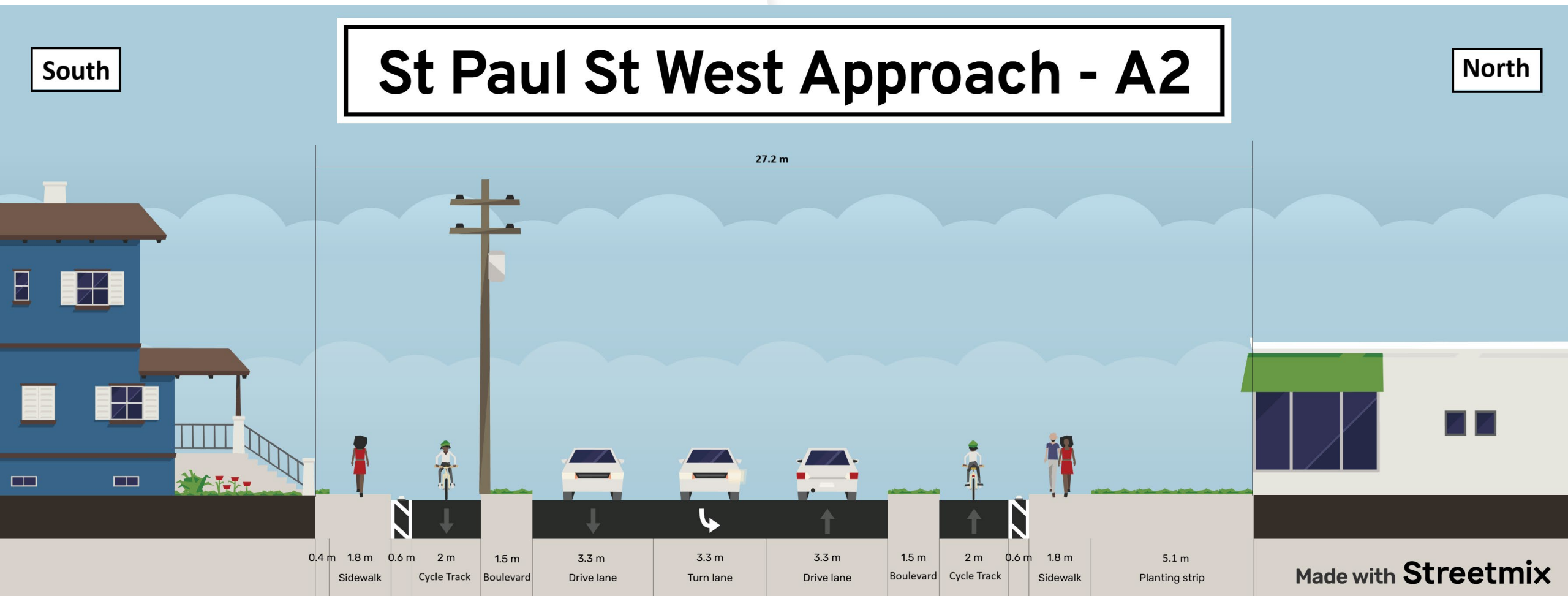
- Dedicated left-turn lanes
- 1.8-meter buffered bicycle lanes on both sides
- Protection for 1.8-meter sidewalk on both side of St Paul Street West
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



Alternate Design Concept A2:

Signalized Intersection with In-Boulevard Cycle Tracks

- Dedicated left-turn lanes
- 2.0-meter Cycle tracks physically separated with a >1.5-meter grass boulevard
- 1.8-meter sidewalk on both side of St Paul Street West
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



Alternate Design Concept A2:

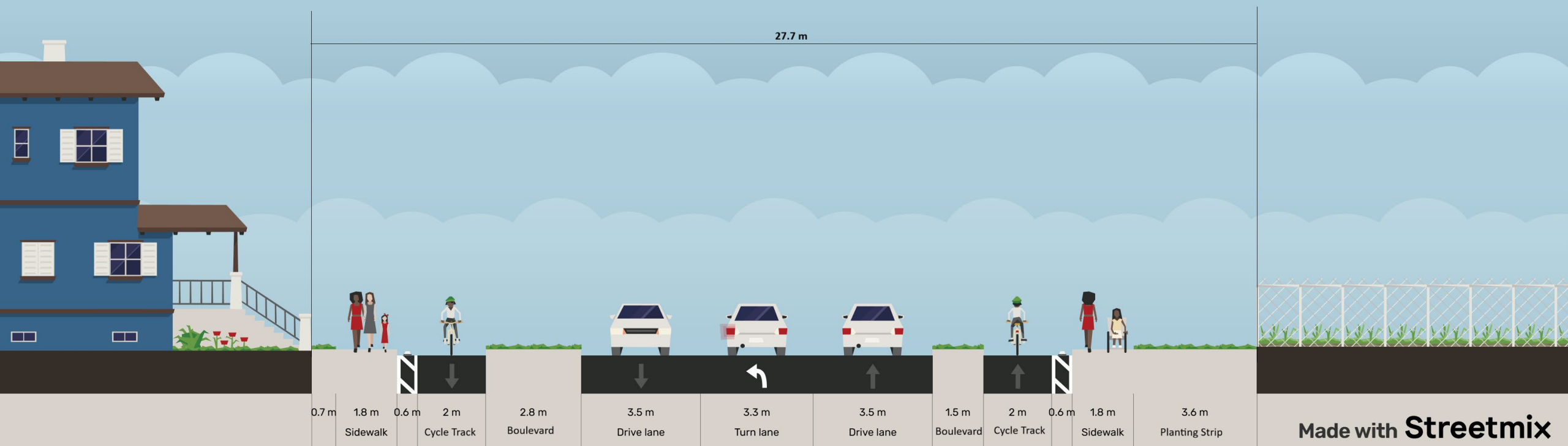
Signalized Intersection with In-Boulevard Cycle Tracks

- Dedicated left-turn lanes
- 2.0-meter Cycle tracks physically separated with a >1.5-meter grass boulevard
- 1.8-meter sidewalk on both side of St Paul Street West
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters

South

St Paul St East Approach - A2

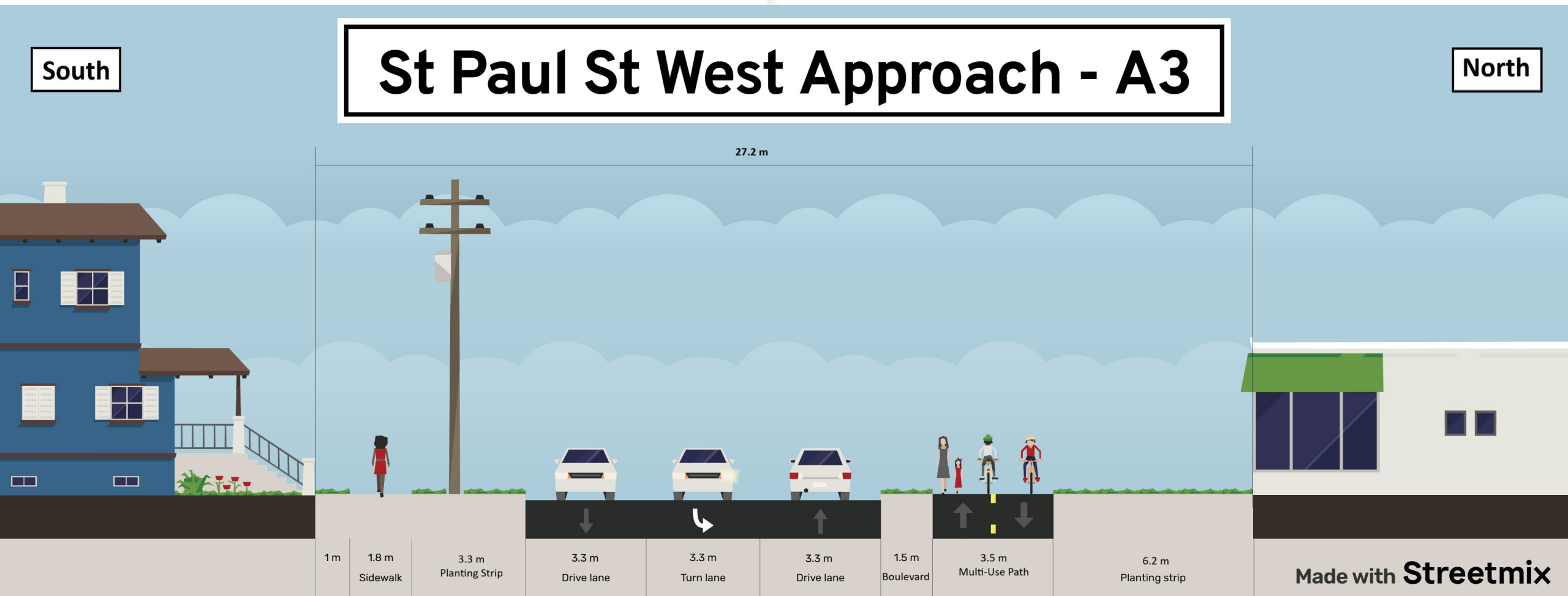
North



Alternate Design Concept A3:

Signalized Intersection with In-Boulevard Multi-Use Path (MUP)

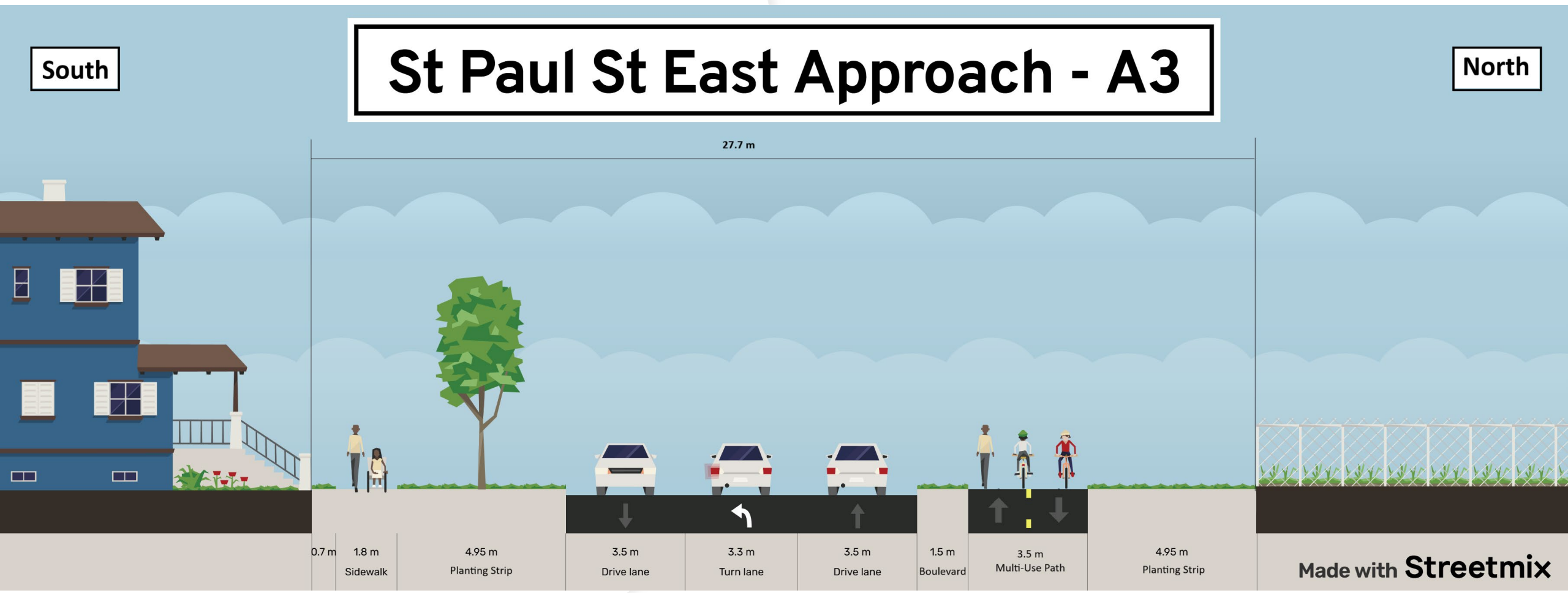
- Dedicated left-turn lanes
- 3.5-meter MUP physically separated with a 1.5-meter grass buffer
- 1.8-meter sidewalk along the south side of St Paul Street West west of the intersection
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



Alternate Design Concept A3:

Signalized Intersection with In-Boulevard Multi-Use Path (MUP)

- Dedicated left-turn lanes
- 3.5-meter MUP physically separated with a 1.5-meter grass buffer
- 1.8-meter sidewalk along the south side of St Paul Street West west of the intersection
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



Evaluation of Alternatives Design Concepts

Evaluation Criteria	Signal with On-Road Bike Lanes	Signal with In-Boulevard Cycle Tracks	Signal with In-Boulevard Multi-Use Path
Natural Environment			
Socio-Cultural Environment			
Financial Factors			
Technical Factors			
Problem Statement	Meets POS	Meets POS	Meets POS
Overall Summary			

Legend

Lowest negative impacts or greatest benefits	
Lower negative impacts or greater benefits	
Moderate negative impacts and benefits	
Higher negative impacts or lower benefits	
Highest negative impacts or lowest benefits	

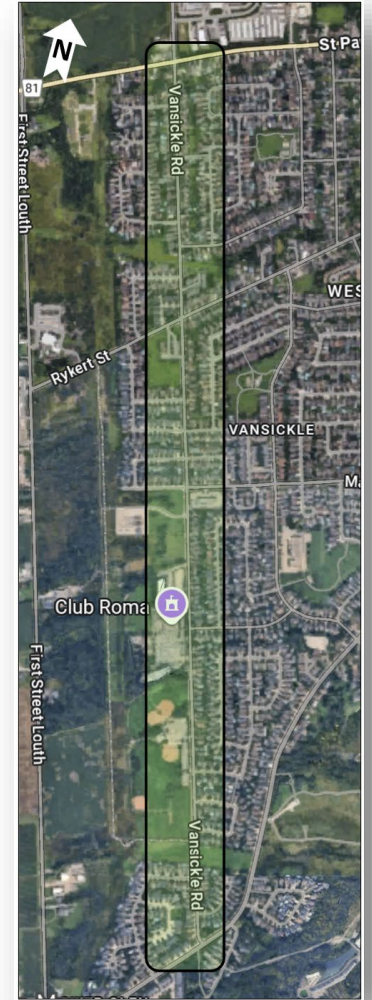
Preferred

Preferred Design Concept

- Installing a signal with dedicated left turn lanes.
- Right-turn-on-red may need to be prohibited for eastbound-right movement.
- 1.8-meter buffered bicycle lanes on both sides with 0.5-meter buffers.
- Widen the existing sidewalk to 1.8 meters.
- Vansickle Road profile improvement.
- Some trees on the south side of St Paul Street West east of the intersection may need to be removed to accommodate the bicycle lane.
- Some hydro poles may need to be relocated.

Vansickle Road Active Transportation Study

- City of St. Catharines Project from St. Paul St West to Pelham Rd.
- A total of five (5) design alternatives have been developed.
- **Short-Term (Immediately)**
 1. Resurfacing, traffic calming and on-street parking.
 2. Resurfacing, painted on-street bike lanes and **no** on-street parking.
- **Long-Term (20 years from now)**
 3. Full reconstruction, improve sidewalk continuity, on-street protected bike lanes (flexible delineators + buffer zone), and **no** on-street parking.
 4. Full reconstruction, improve sidewalk continuity, multi-use path along the west side of the corridor, traffic calming and on-street parking.
 5. Full reconstruction, improve sidewalk continuity, multi-use path along the west side of the corridor, traffic calming and **no** on-street parking.



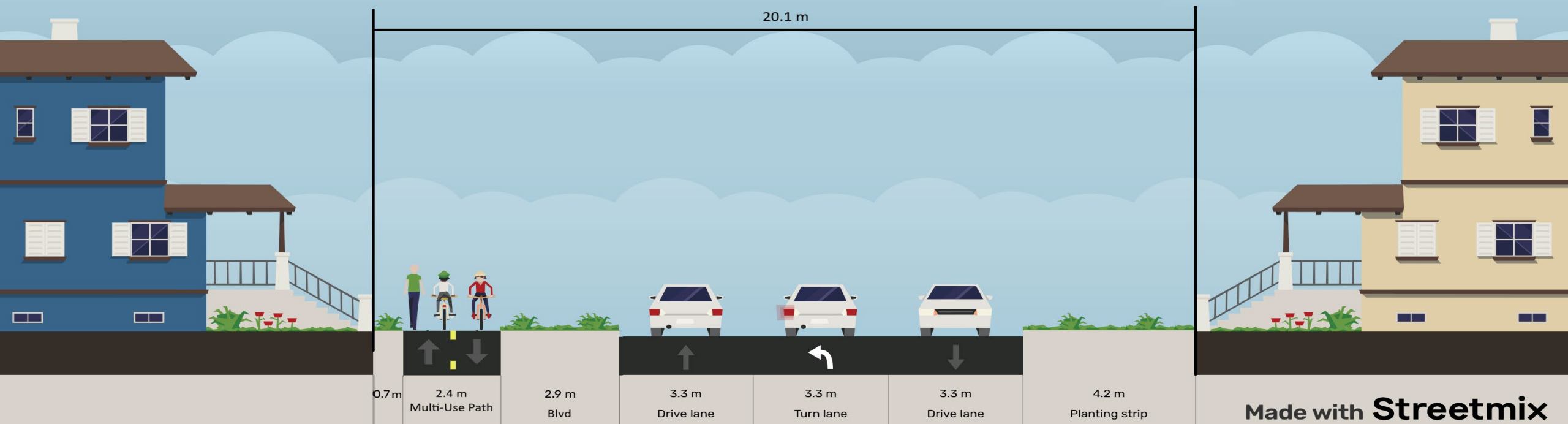
Long Term Design Concept Vansickle Rd:

Signalized intersection, dedicated left turn lane and with in-boulevard Multi-Use Path (MUP)

West

Vansickle Rd South Approach - MUP

East



Next Steps

**Winter
2026**

- Public Information Centre (today)

**Spring
2026**

- Refine design concepts based on public comments
- Finalize and confirm preferred design concept

**Summer
2026**

- Finalize Project Report
- 30-day Public Review Period

We want to hear from you!

Invitation for Participation

You are invited to join the project contact list and provide comments by completing a comment sheet and submitting it to the comment box today or emailing one of the Project Team members below by February 25, 2025.

Mohammad Halakoo, Ph.D.
Project Manager, Transportation Planning
Niagara Region
1815 Sir Isaac Brock Way
Thorold ON L2V 4T7
Tel: 905-980-6000 ext. 3757
Mohammad.Halakoo@niagararegion.ca

Ray Bacquie, P.Eng., MBA
Project Manager
R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20
Guelph ON N1H 1C4
Tel: 905-821-5891
Ray.Bacquie@rjburnside.com

Visit the webpage for more details: <https://www.niagararegion.ca/projects/stpaul-vansickle/default.aspx/>

The display boards will be available on the project webpage after the PIC.