



BURNSIDE

**Intersection Improvements – St. Paul
Street West (Regional Road 81) at
Vansickle Road in the City of St.
Catharines – Transportation Study**

PIC Summary



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Street West (Regional Road 81) at
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Catharines – Transportation Study**

PIC Summary

**R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4 CANADA**

**June 2026
300059713.0000**

Niagara Region
June 2026

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Record of Revisions

Revision	Date	Description
0	April 2026	Draft Report
1	June 2026	Final Report

R.J. Burnside & Associates Limited

Report Prepared By:



Mishaal Rizwan
Environmental Planner
MR/RB:af/tm

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Ray Bacquie
Project Manager

Niagara Region
June 2026

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Niagara Region
June 2026

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Niagara Region
June 2026

1.0 Introduction and Background

Niagara Region has initiated a study to evaluate options for intersection improvements at St. Paul Street West (Regional Road 81) and Vansickle Road in the city of St. Catharines to address traffic and safety concerns. The site location and approximate study area are shown on the map. The project extends along Vansickle Road approximately 270 m north to Ridley Road and 280 m south to Meteor Street, and along St. Paul Street West, approximately 250 m east and 250 m west.

2.0 Method of Notification

The Notice of Public Information Centre (PIC) was advertised in the News Now on January 22, 2026. A distribution list for property owners with direct access through the intersection study area was prepared and used for the mail out. Property owners identified on this list were hand delivered the Notice of PIC.

The Notice was either emailed or mailed to agencies and municipalities. Indigenous communities with a potential interest in the study are being engaged as part of the study process. A copy of the advertisements are provided in Attachment A.

3.0 Public Meeting Format

The PIC was hosted at West St. Catharines Senior Citizens Centre (117 Chetwood Street, St. Catharines) on February 4, 2026, from 5:30 p.m. to 7:30 p.m. The PIC was held in an open-house format whereby attendees could review the display boards and ask questions of the study team. A presentation was also held at 6:00 p.m. to walk through the slides. A copy of the display boards is provided in Attachment B.

32 attendees signed in for the PIC; however, some additional attendees came in during the presentation and did not wish to sign in. Eight comment sheets were submitted during the PIC. Following the PIC, six sets of comments were received by the project team through the webpage and additional three sets of comments came by email. A copy of the comments is provided in Attachment C. All comments received are summarized in Section 4.0 along with study team responses.

Several opportunities to provide feedback were provided during the PIC comment period. These included:

- Online comment sheets were made available on the project website (<https://www.niagararegion.ca/projects/stpaul-vansickle/default.aspx/>).
- Project email address.

The PIC comment period was from February 4, 2026 to February 25, 2026.

Niagara Region
June 2026

4.0 Summary of Comments Received and Study Team Responses

Comments Received	Study Team Responses
Operation of the intersection is important to residents with driveways near the intersection.	The study team acknowledges your concerns. Based on the traffic analysis, it is not anticipated that there will be impacts to the operations of residential driveways.
Concern that traffic lights would increase traffic and that they have not observed any traffic issues. Concern about using 2051 as a timeline.	Based on our traffic analysis, it is not anticipated that the implementation of a traffic control signal will result in increased traffic levels. Traffic growth is anticipated due to population and employment growth planned by Niagara Region and the City of St. Catharines. Traffic levels analysed warrant a traffic control signal; furthermore, it is anticipated that traffic levels will exceed demand without a traffic control signal in the longer term.
Concern that signals will increase the number of accidents and result in speeding / drivers running yellow lights. Concern that not enough studies have been completed; there needs to be a digital study of the traffic here.	The type and severity of recent collisions indicate an existing problem and suggest that non-compliance of the existing all-way-stop control is a contributing factor. The existing 2025 traffic counts for the study intersections were collected on the following dates: St. Paul Street West / Vansickle Road (Region) on Wednesday, May 7, 2025. Commerce Place / Vansickle Road (Pyramid) on Wednesday, July 9, 2025. Ridley Road / Vansickle Road (Pyramid) on Wednesday, July 9, 2025.
This process should be completed in steps, first increase the grade of the road.	An incremental approach to improvements would increase costs and nuisance impacts to those who use this intersection and would not address the existing safety concerns associated with the intersection.
I would prefer a roundabout. Cost was referenced as a reason against a roundabout.	The Niagara Region roundabout screening tool was completed for this intersection. Cost is one of several factors considered in the Region's tool. Other factors include rather extensive property impacts to both residences and existing businesses.
I would like a camera and electronic traffic strips.	Speed cameras are not permitted in Ontario following provincial legislation banning them. Electronic traffic strips are not being considered at this time for the intersection.
What compensation will be available if property value will go down for residents.	It is not anticipated that there will be any change to the property value of adjacent residences either positively or negatively. There is no definitive evidence of residential property value impacts occur as a result of the implementation of traffic control signals.
How does the Region prioritize projects.	The Niagara Region budget outlines spending and is guided by the Council Strategic Priorities.
Desire for a light so children can cross the road.	Signalization will allow traffic control for pedestrians of all ages to cross the intersection.

Niagara Region
June 2026

Comments Received	Study Team Responses
Concerns regarding the City of St. Catharine's Active Transportation Study.	Please note that while two display boards for the City's Active Transportation Study were brought to the PIC, this is a separate study. The City of St. Catharines should be contacted for any comments on their study.
Concerns regarding exemption from the Municipal Class Environmental Assessment (MCEA) process.	This study was initiated as a Schedule B MCEA as presented in the project notice of commencement. Through the early phases of the project alternative solutions were identified to the problem and opportunity statement. The preferred solution, which includes signalization of the Regional Road 81 / Vansickle Road intersection was determined to be feasible for implementation without property requirements. Given that the project is an intersection improvement without property acquisition requirement, the project is Exempt and the MCEA process does not allow this project to be undertaken as an environmental assessment.
Sight-line constraints at the intersection and the potential relationship to the traffic collision history including severity.	The type and severity of recent collisions indicate an existing problem and suggest that non-compliance of the existing all-way-stop control is a contributing factor.
The appropriateness of traffic control signals at intersections that meet traffic signal warrants within the context of potential for collisions or delays.	We acknowledged that Niagara Region, as the road authority responsible for the intersection, has the discretion to determine whether warranted traffic signals are appropriate for implementation. In this instance it is the Region's position that traffic control signals are appropriate given the warrant analysis, the recent traffic collision history and within the context of the study area.
Consideration related to improving clear sight triangles at intersections as recommended by the Ministry of Transportation as it relates to this site and proposed design.	Niagara Region through this study has considered the opportunities and costs associated with expanding clear sight triangles. The acquisition of the property and removal building and related business would represent a significant impact to the property and cost to implement. It is recognized that with planned rezoning of lands northwest of the intersection, that the building will likely be removed and the Site redeveloped allowing for improved sight triangles in the future.
Concern regarding the appropriateness of right-turn-on-red prohibitions and potential for violations and related collisions.	We note that the Region will consider the appropriateness of right-turn-on-red prohibitions for this intersection as a short and medium term, with necessary signage and public awareness.
Question related to the proposed vertical profile changes on Vansickle Road construction impacts and safety of turning vehicles at the 326 St. Paul Street / Vansickle Road driveway.	With respect to the construction impact for profile improvements to Vansickle Road as part of the north leg of the St. Paul Street intersection and the geometric details of driveways, required mitigation will be considered as part of the detailed design.
Concerns related to impacts of construction and servicing impacts associated with the gas supply to 326 St. Paul Street.	We acknowledge that there are utilities on the east side of the building on 326 St. Paul Street. The preliminary design does not encroach on these utilities and detailed design will confirm any necessary accommodation. There is no indication that maintenance of these utilities, if any, will impact traffic operations.
Questions regarding potential and benefits of acquiring 326 St. Paul Street.	As noted, property maybe acquired through the development process in the future.

Niagara Region
June 2026

5.0 Next Steps

The project webpage will be maintained and updated with additional information as the study progresses.

In spring 2026, the project report will be prepared and circulated to agencies who have requested a copy for review.

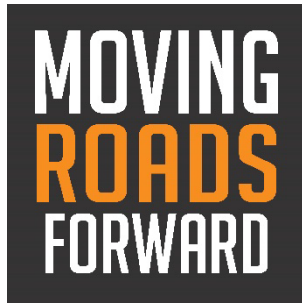


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Attachment A

Notice of PIC

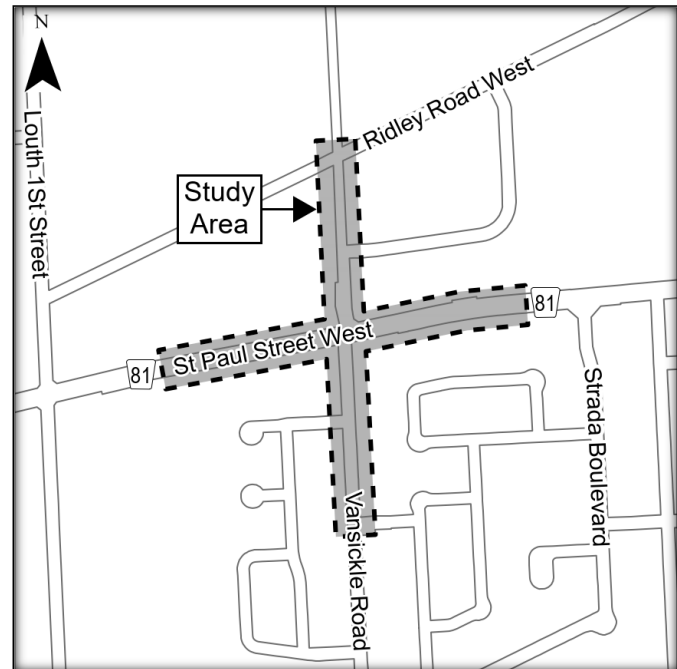


Notice of Public Information Centre

Intersection Improvements – St. Paul Street West (Regional Road 81) at Vansickle Road in the City of St. Catharines – Transportation Study

The Study

Niagara Region has initiated a Study to evaluate options for intersection improvements at St. Paul Street West (Regional Road 81) and Vansickle Road in the City of St. Catharines to address traffic and safety concerns. The site location and approximate Study Area are shown on the map. The project extends along Vansickle Road approximately 270 metres north to Ridley Road and 280 metres south to Meteor Street, and along St. Paul Street West, approximately 250 metres east and 250 metres west.



The Study Process

The project was initiated as a Schedule B project, as outlined in the Municipal Class Environmental Assessment (February 2024) which is approved under the *Ontario Environmental Assessment Act*. As the Study progressed to Phase 2 of the process, the Schedule under the Municipal Class Environmental Assessment (MCEA) process was confirmed and 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, including through an upcoming Public Information Centre. Upon completion, the Study findings will be documented in a project report and will be available for a 30-day public review at the completion of the project.

You Are Invited to Participate!

Consultation is important for this Study. Niagara Region would like to ensure that anyone interested in this Study has the opportunity to provide input into the planning and design of the project. The Public Information Centre will be held **in person** in a 'drop-in' format. Materials about the Study will be on display and members of the Study team will be on hand to answer questions. There will be a presentation starting at **6:00 p.m.** to provide an overview of the project. In addition, the materials related to the Public Information Centre will be available on the Region's project webpage starting **Feb. 5, 2026**, and comments will be received until end of business day on **Feb. 19, 2026**.

Public Information Centre

- **Date:** Wednesday February 4, 2026
- **Time:** 5:30 p.m. – 7:30 p.m. *Presentation at 6:00 p.m.*
- **Location:** West St. Catharines Senior Citizens Centre
- **Address:** 117 Chetwood St, St. Catharines ON L2S 2B1

Stay Connected!

As the Study progresses and more information becomes available, it will be posted on the project webpage: <https://www.niagararegion.ca/projects/stpaul-vansickle/default.aspx>. To provide comment, or to receive future notices about this project, please contact either of the following Project Team members:

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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](https://www.niagararegion.ca/government/foi).

If you require any accommodations for a disability to attend and participate in meetings or events, please 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.

This notice was first issued in the newspaper on the week of January 19, 2026.



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Attachment B

PIC Display Boards

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

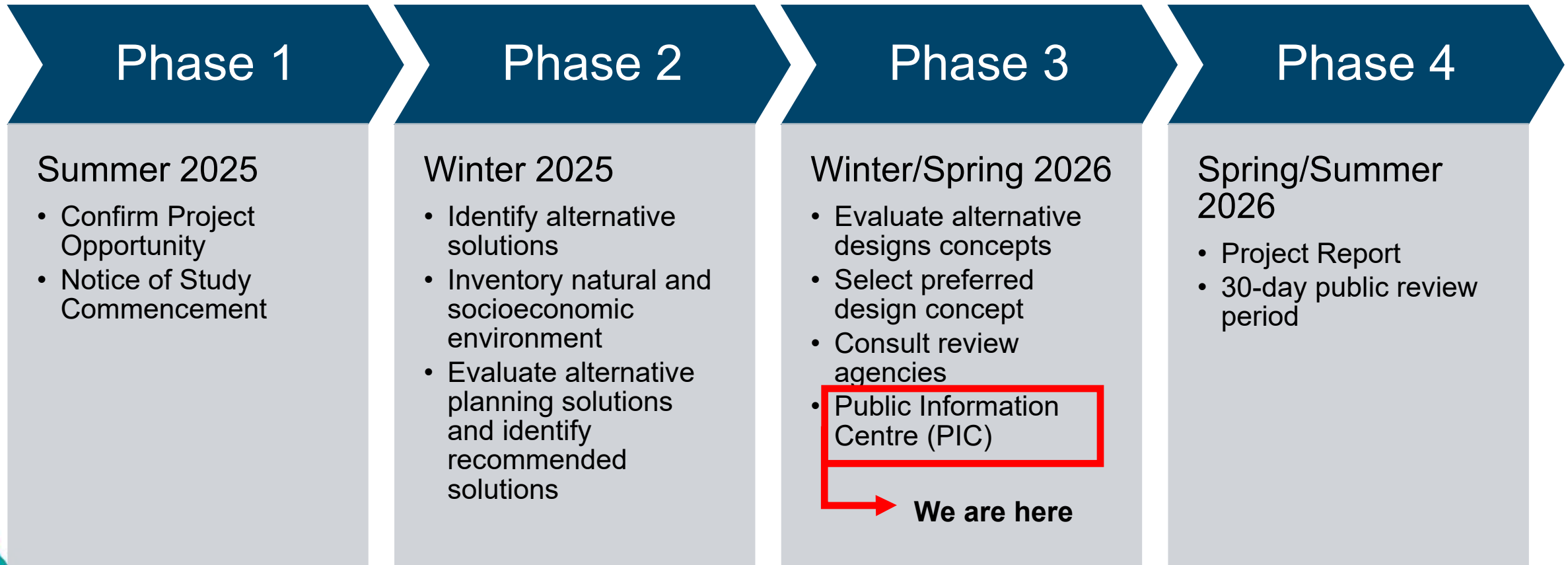
The project will review intersection improvements to address:

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



Study Process

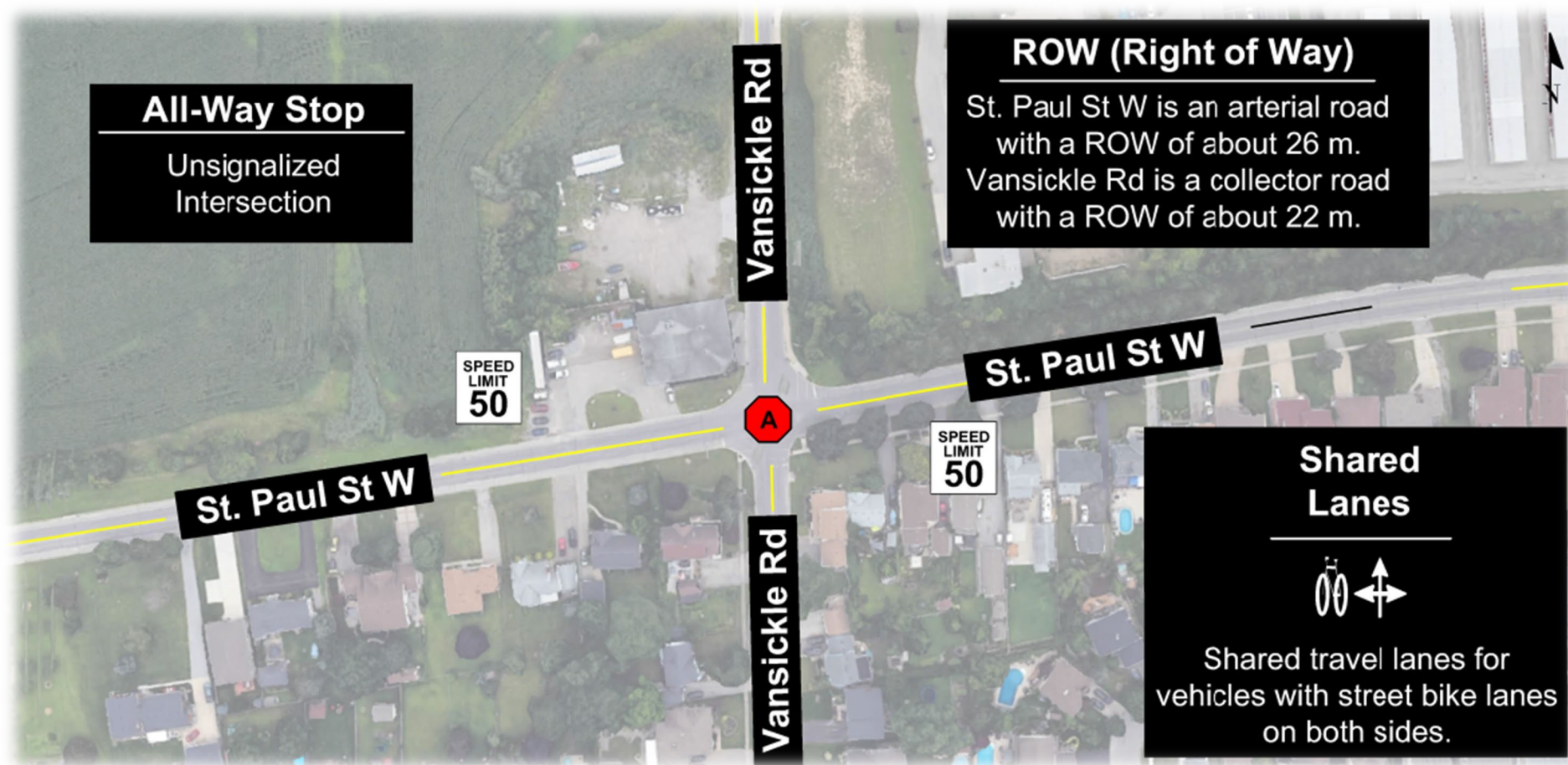
The Study is being carried out in “EA like” process. Upon completion of the Study, a Report will be prepared and made available for public review and comment.



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



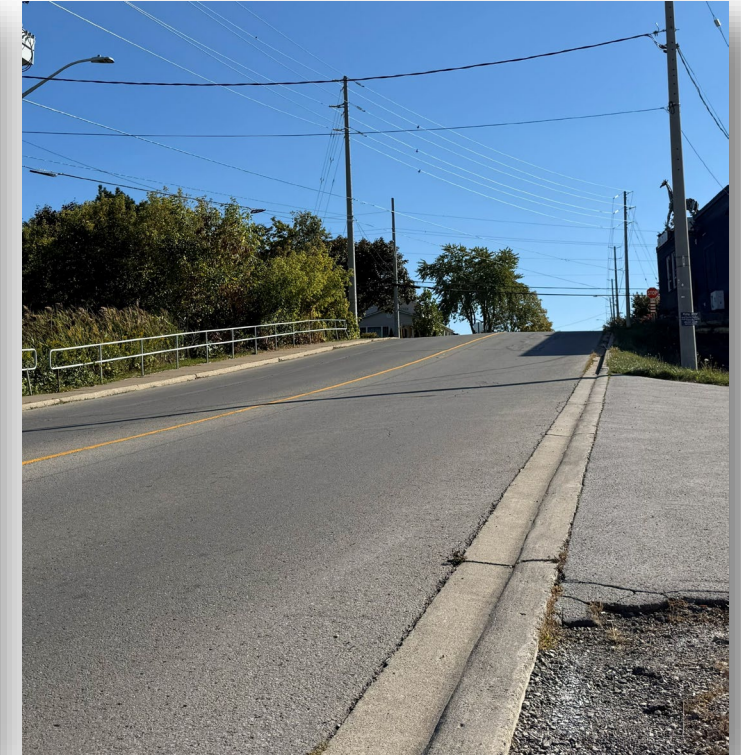
Road Geometry & Sightline Deficiency



Poor visibility at the intersection going eastbound.



Poor visibility at the intersection going northbound.



Poor visibility due to the significant slope going southbound.

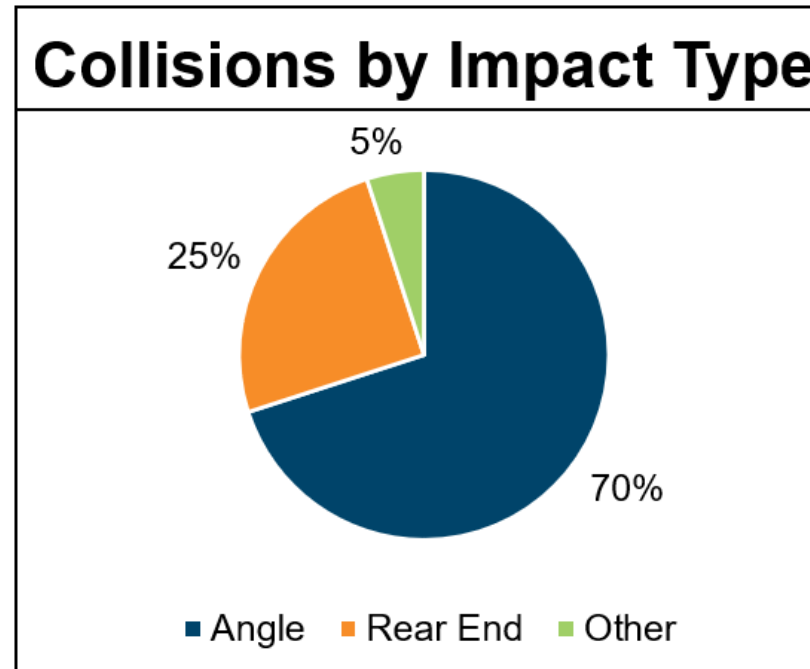
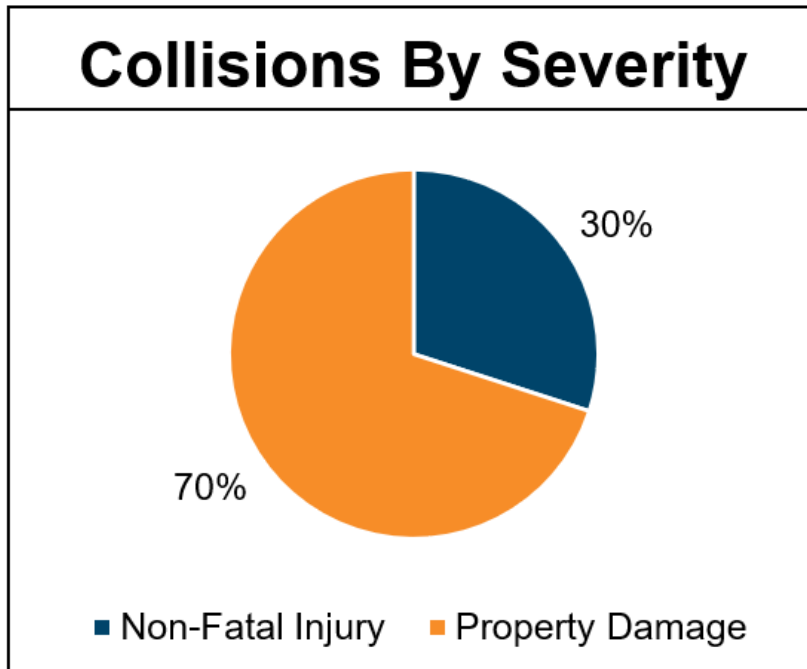
Traffic Operations

- 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

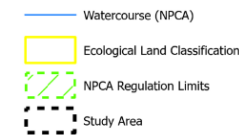
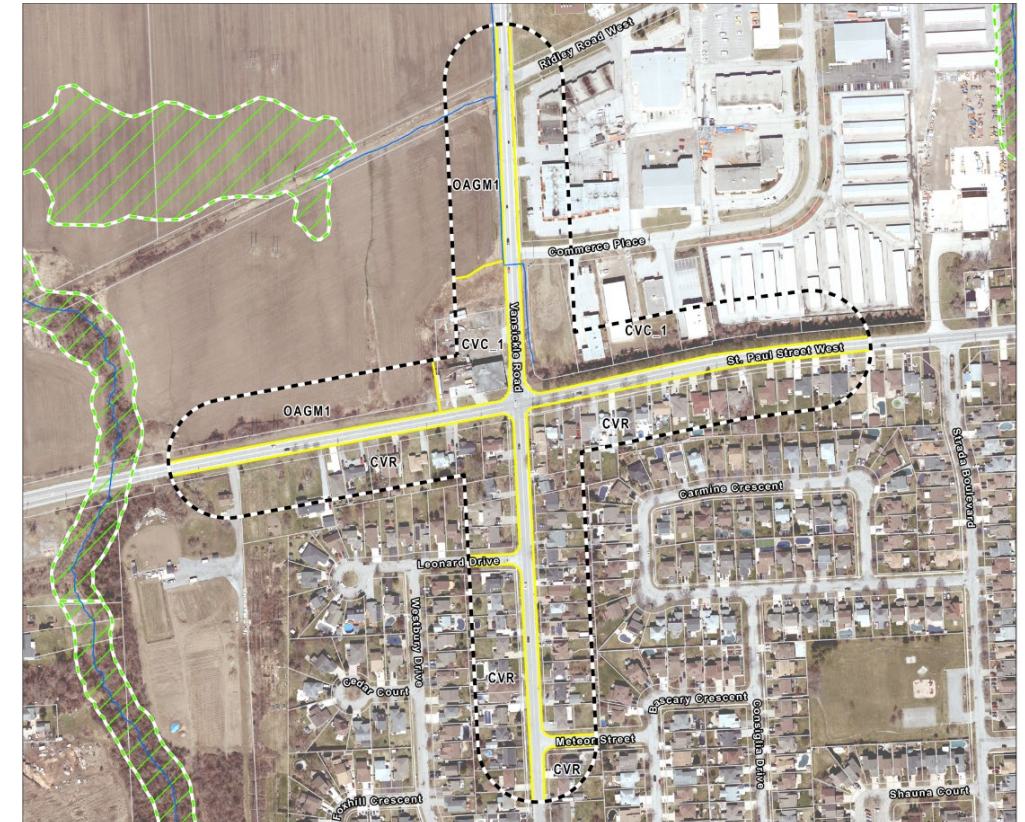
Stage 1 Archaeological Study

- 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.



Natural Heritage Report

- A total of three ecological communities were documented and are shown on the map. The communities observed included both constructed and agricultural ecosites.
- A watercourse was mapped by the Niagara Peninsula Conservation Authority as a non-regulated ditch.
- Greenbelt Plan Area – Protected Countryside designation ends just west of the study area.



ELC Descriptions
CVC-1: Business Sector
CVR: Residential
OAGM1: Annual Row Crops

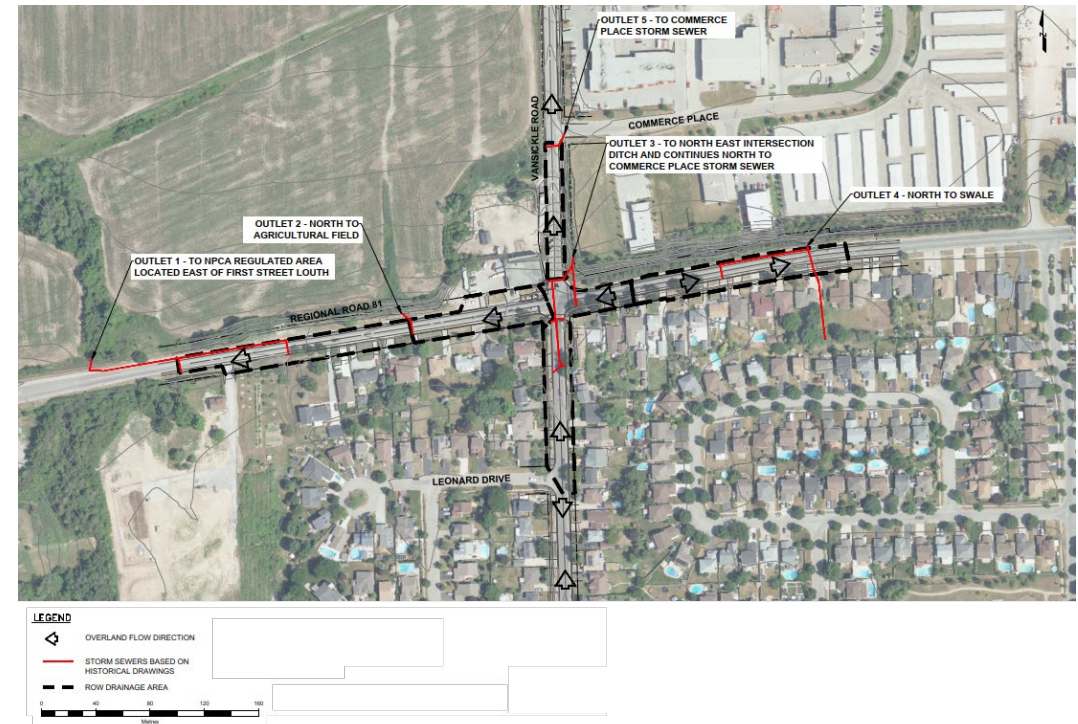
Tree Inventory



- 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

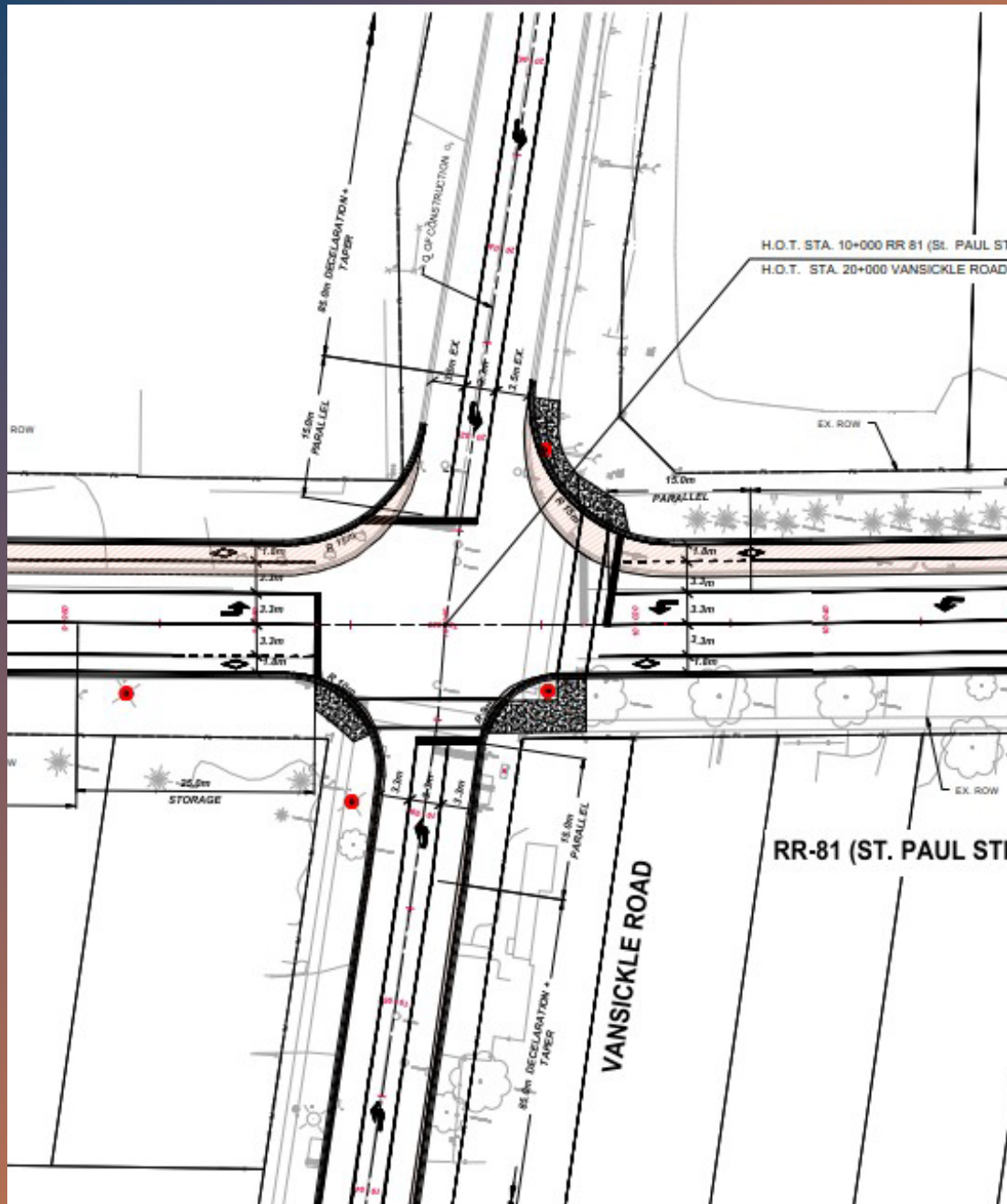


- Archaeology and Cultural Heritage
- Residence and Business Impacts
- Agency Policy
- Connectivity

Financial



- Capital
- Operations & Maintenance
- Property



Alternative Planning Solution A

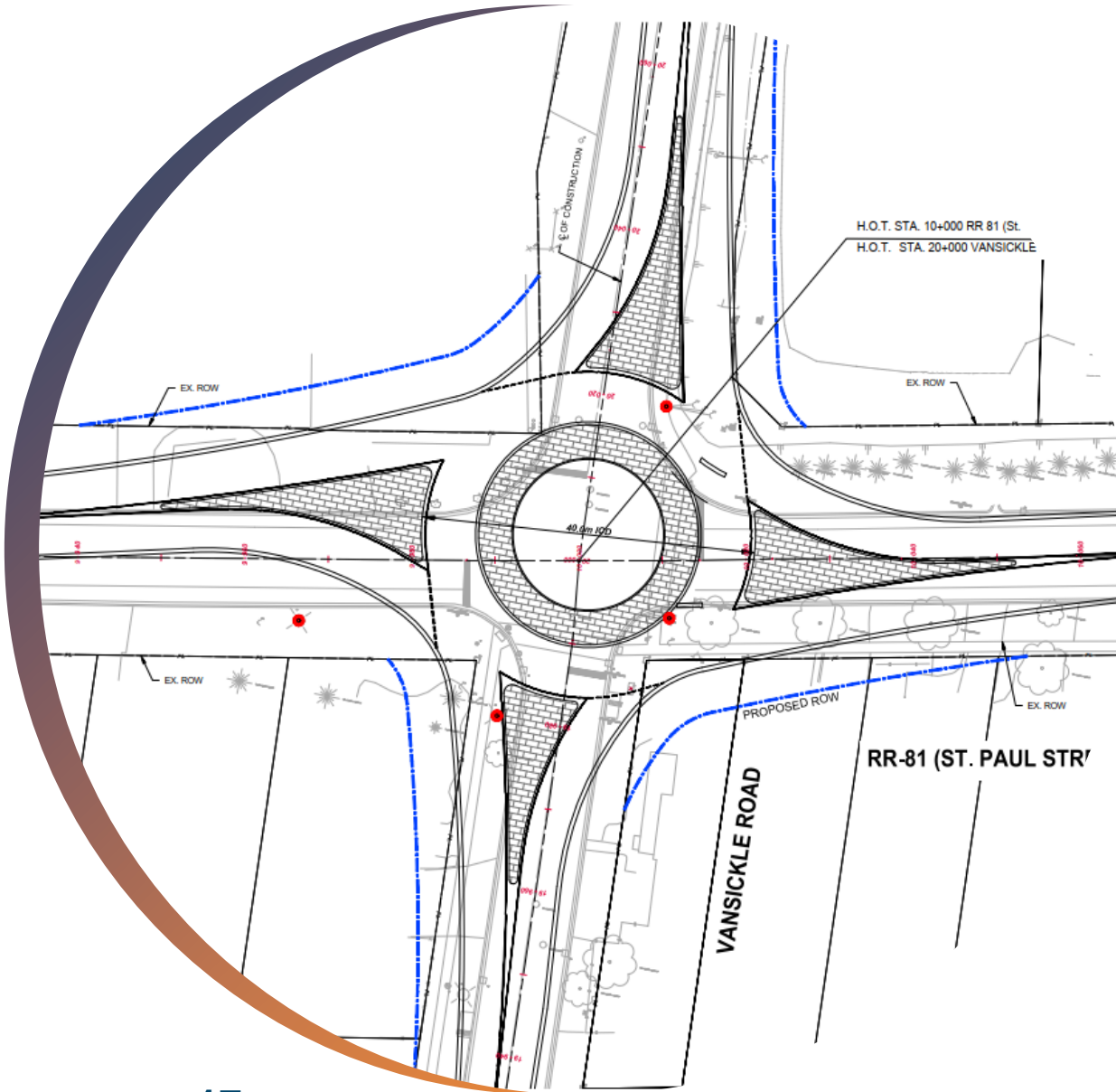
Traffic Signal

- Signalization
- Dedicated left-turn lanes on all approaches
- Accommodation of active transportation facilities
- Additional property not required
- It may require removal of some parking spaces **within the road Right-of-Way** at 326 St. Paul Street West
 - Currently used for parking

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			

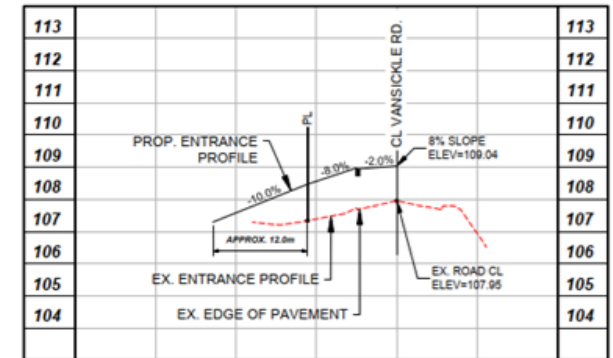
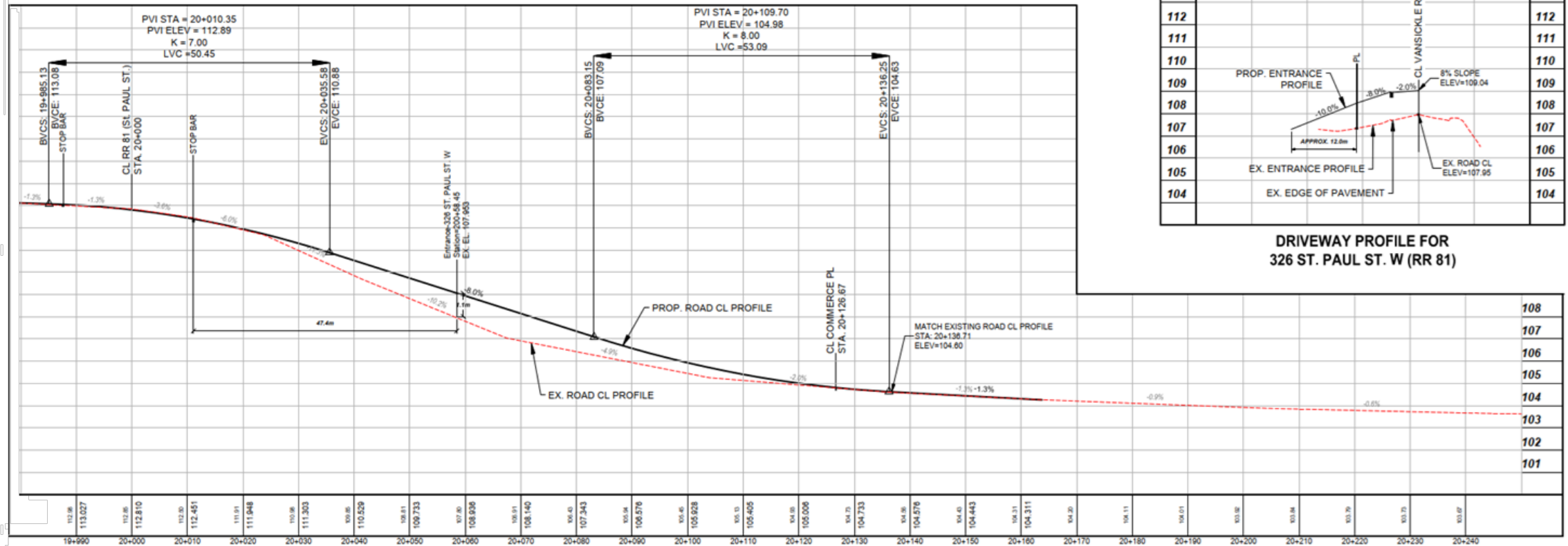
Preferred

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



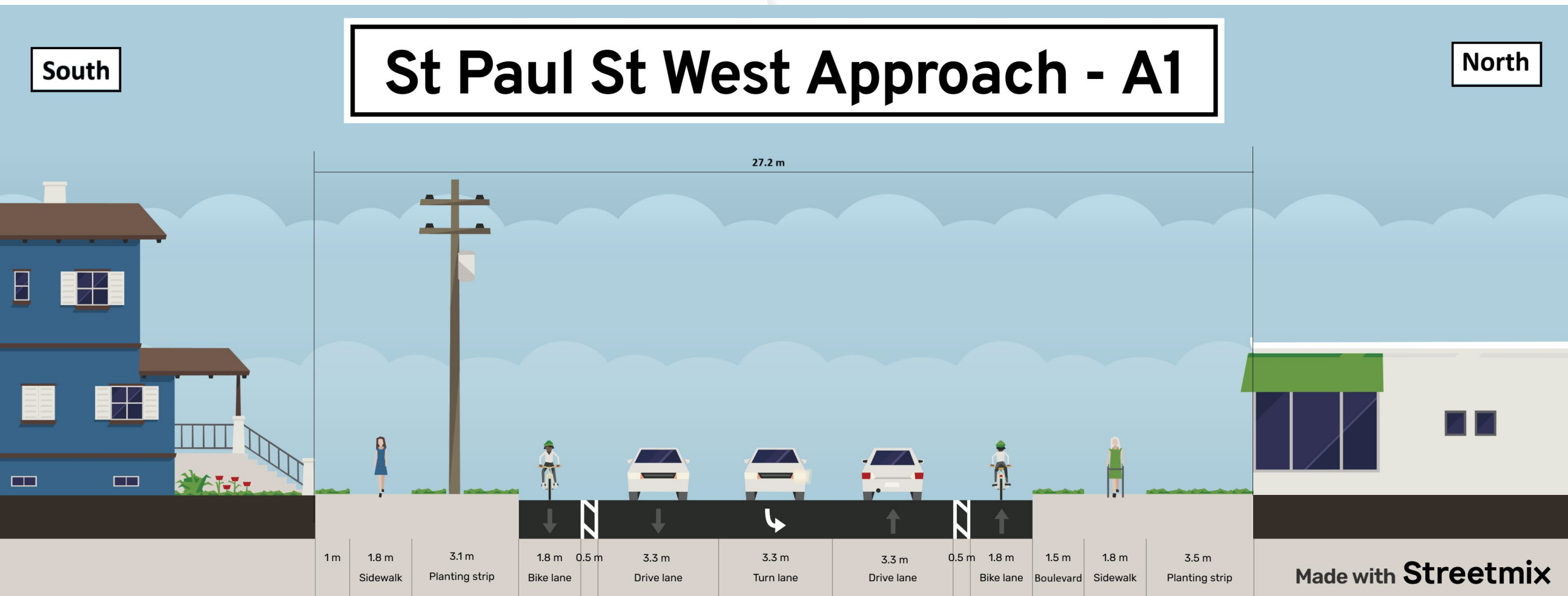
DRIVEWAY PROFILE FOR
326 ST. PAUL ST. W (RR 81)

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

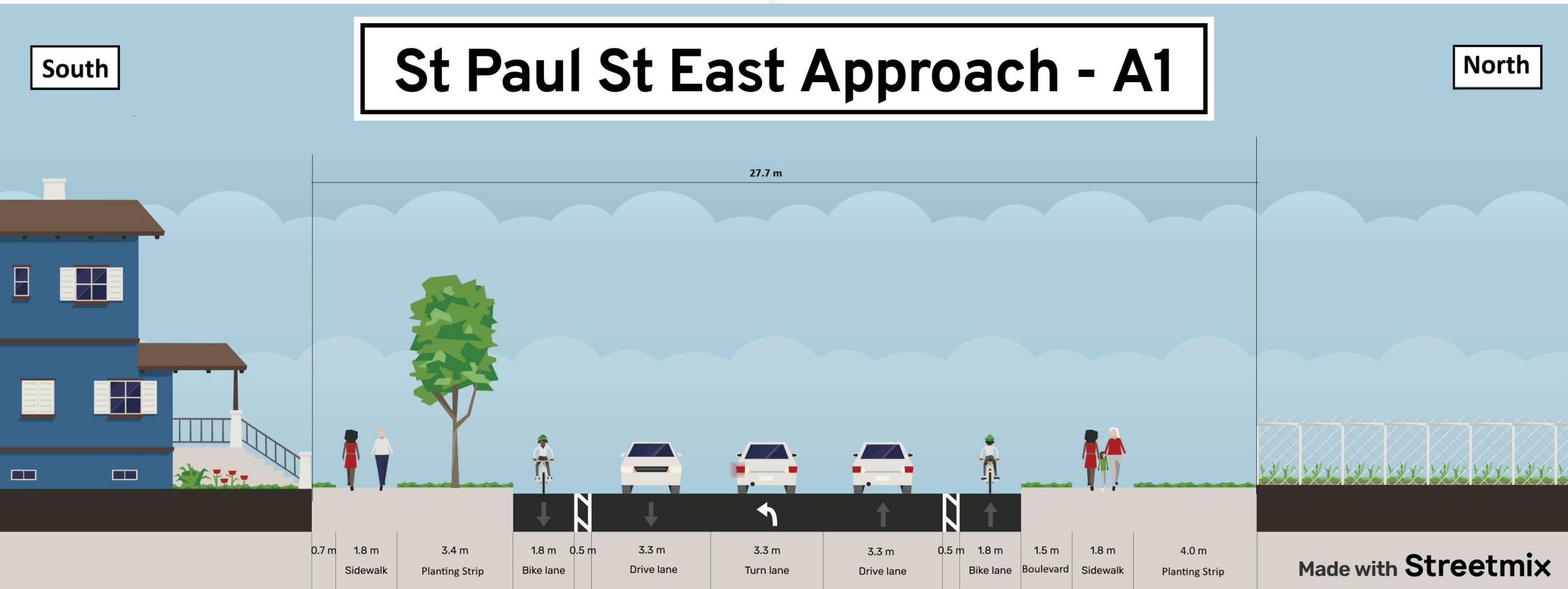


Alternate Design

Concept A1:

Signalized Intersection with On-Road Bike Lanes

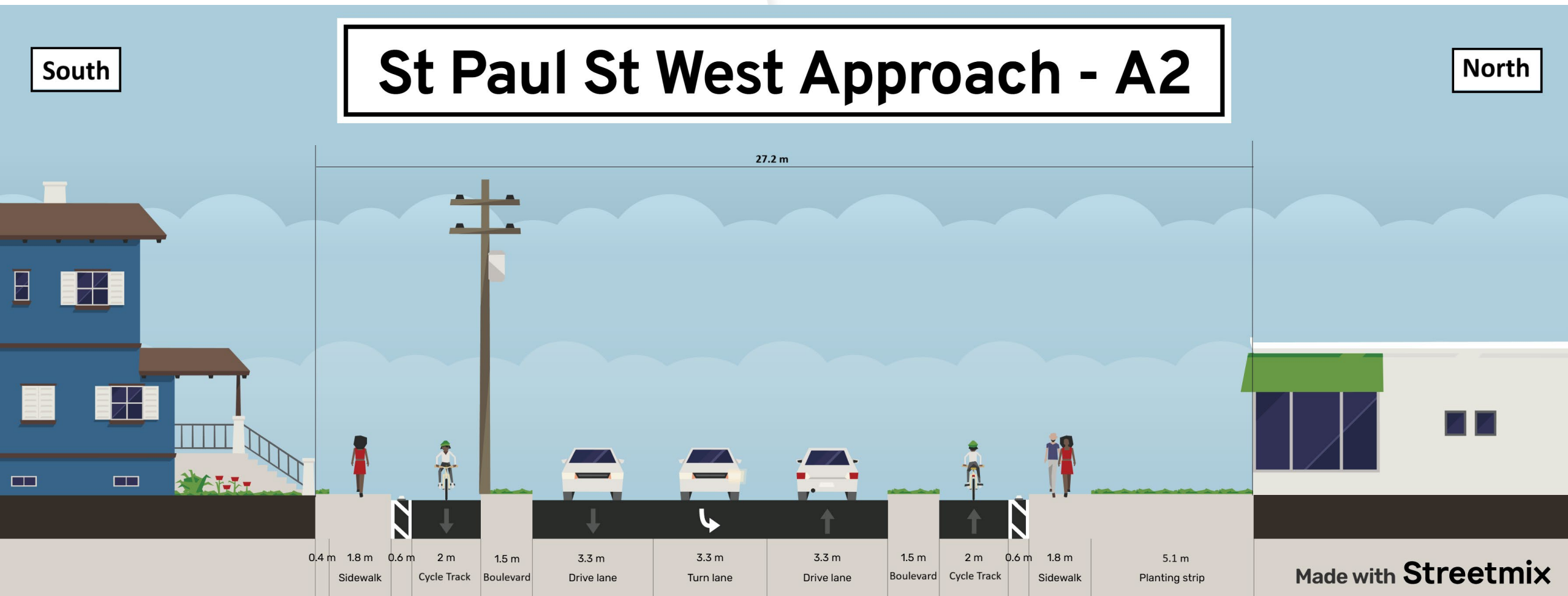
- Dedicated left-turn lanes
- 1.8-meter buffered bicycle lanes on both sides
- Protection for 1.8-meter sidewalk on both side of St Paul Street West
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



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:

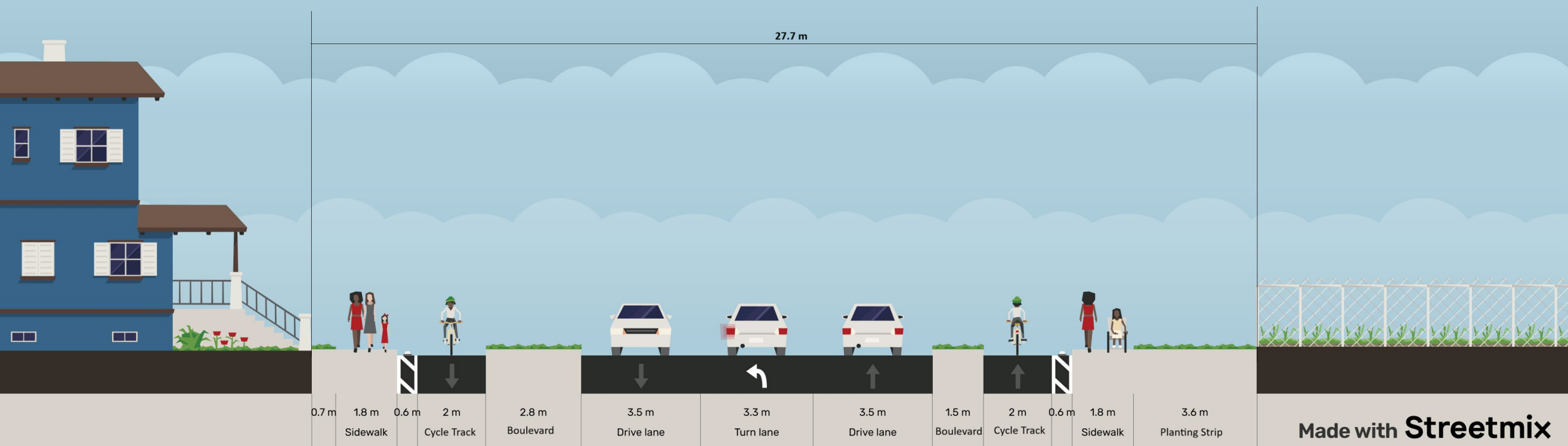
Signalized Intersection with In-Boulevard Cycle Tracks

- 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

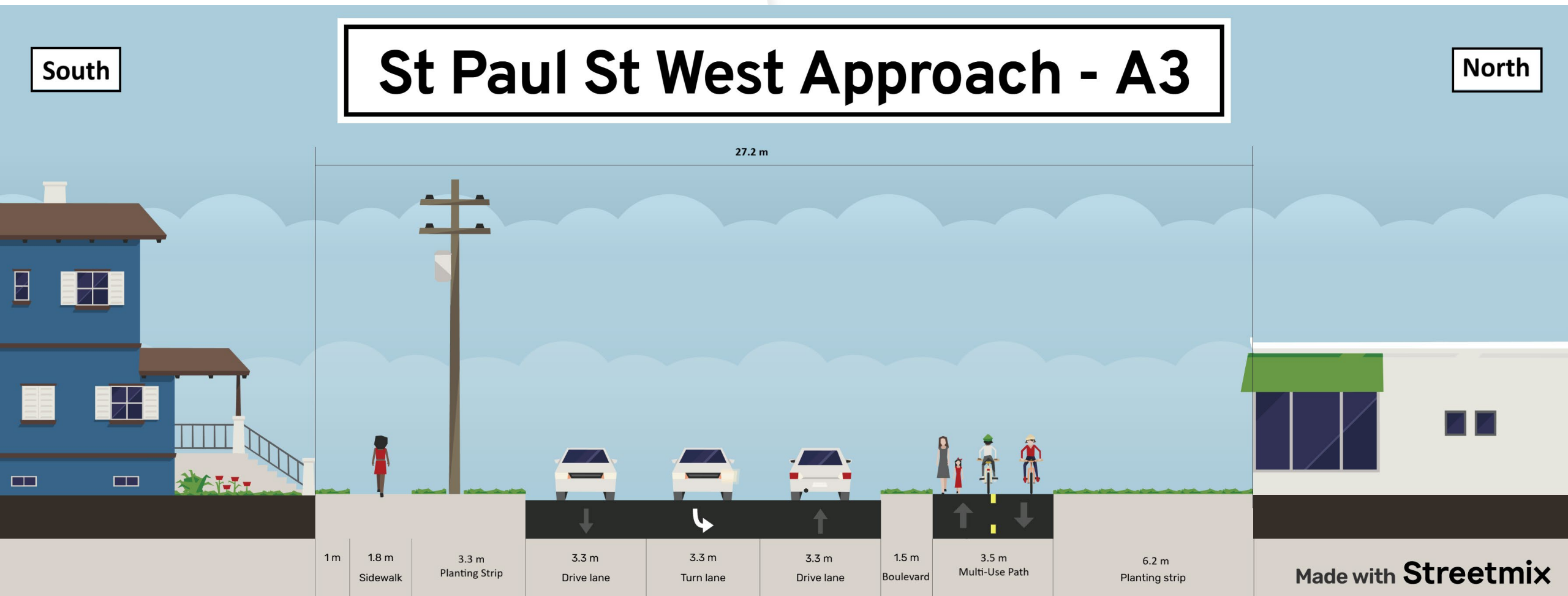
North



Alternate Design Concept A3:

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

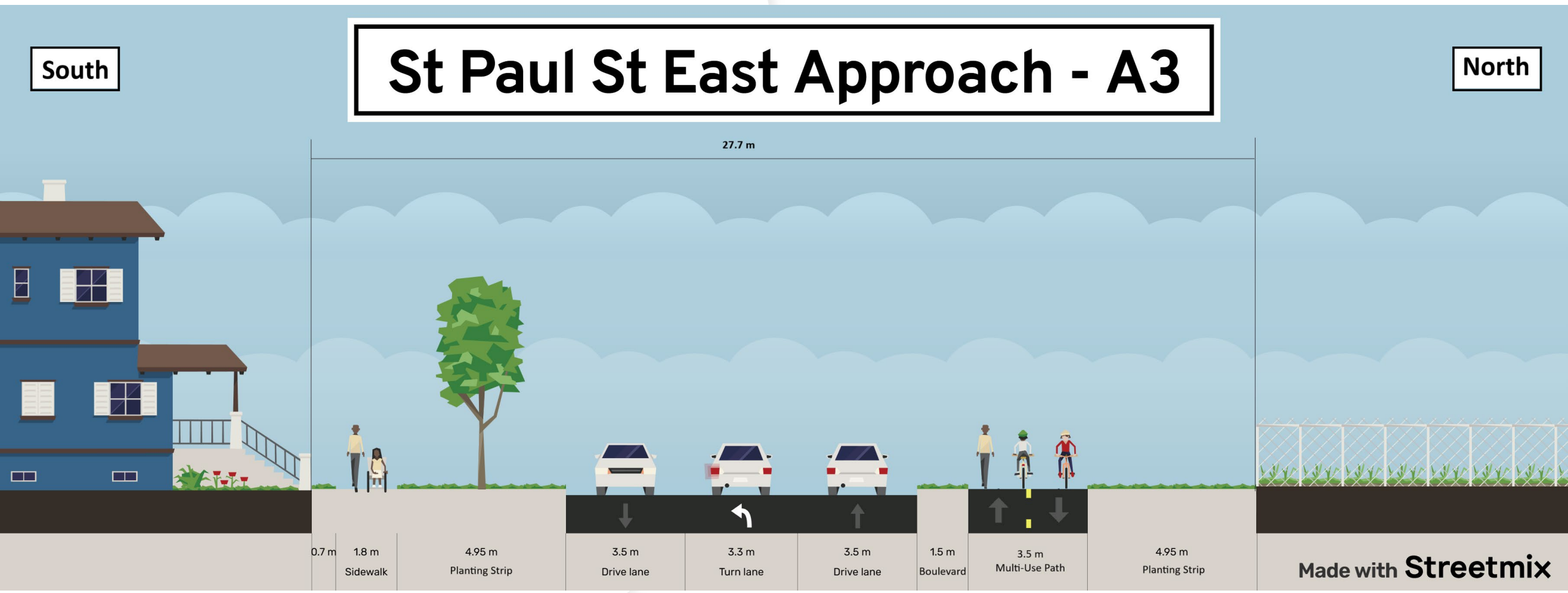
- Dedicated left-turn lanes
- 3.5-meter MUP physically separated with a 1.5-meter grass buffer
- 1.8-meter sidewalk along the south side of St Paul Street West west of the intersection
- Widening the existing sidewalk along the south side of St Paul Street West east of the intersection to 1.8 meters



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	

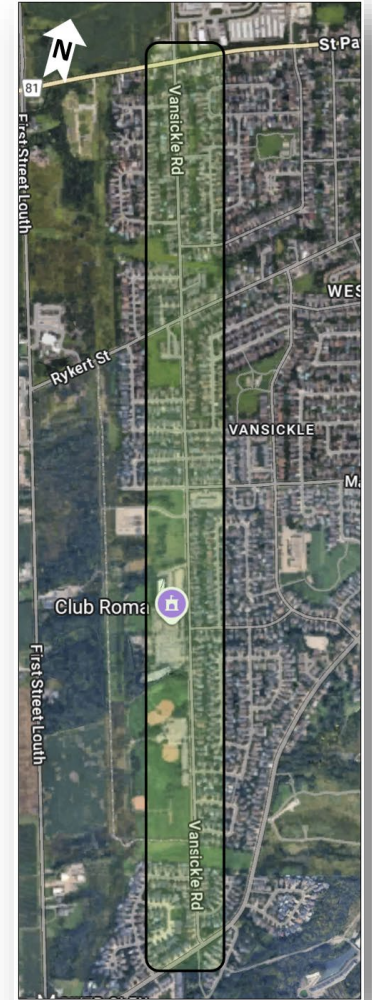
Preferred

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.



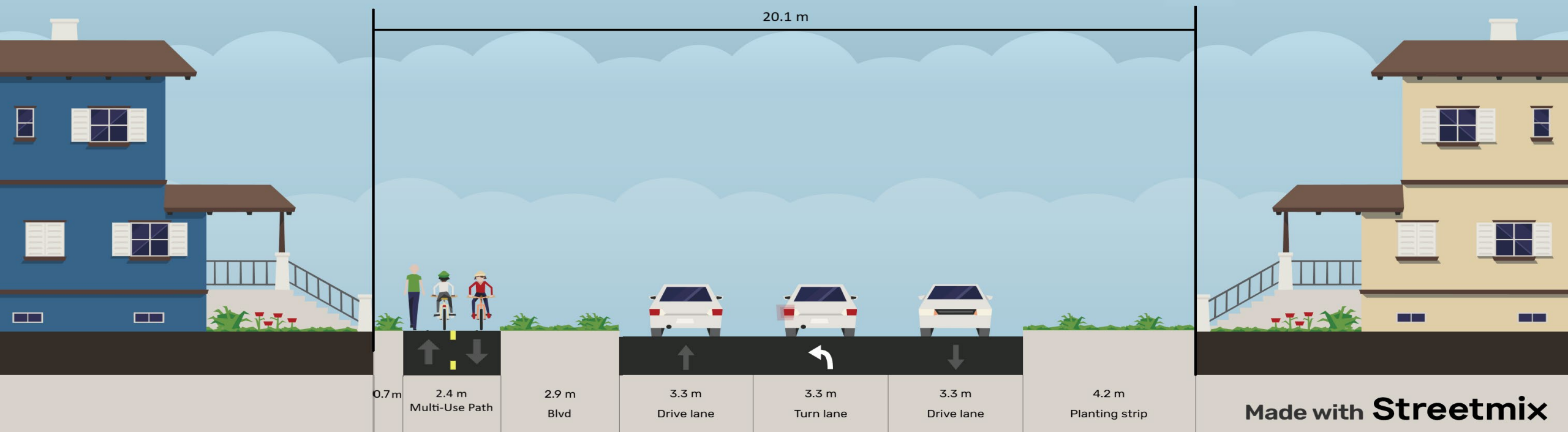
Long Term Design Concept Vansickle Rd:

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.

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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.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Attachment C

PIC Comments

Comment Sheet

Public Information Centre

February 4, 2026

5:30 p.m. – 7:30 p.m.

West St. Catharines Senior
Citizens Centre

Name:

Address:

Postal Code:

Phone:

Email:

1. My interest is: (please check all that apply)

☒ residential property

☒ pedestrian safety

☐ commercial property

☐ cyclist safety

☐ member of interest group

☒ general interest

☐ traffic volume interest

☐ recreational interest

☐ other: _____

2. Would you like to be added to the Project Contact List to be kept up to date about Project Notices? Please provide your name and email address below:

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

Intersection for people on Vansickle
and St. Paul west getting out of driveways
no fatalities at current operation and it
within capabilities. will city be responsible
for any death coming yellows. Need Actual
Digital study of traffic at Hwy with cameras
Study done How Stop lights will affect 1st Street and

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.

Also Low St traffic

5. Do you have any comments about the presented alternatives?

First Death running a yellow light will be on city
yes this will cause more accidents and
potentially deaths. Not enough studies
done request numerous mt meetings
safety not being looked at. This process
needs to be done in steps. Like increase
Grade First, Vansickle / Hudson.
Long term is said to be 2050 for study,
do a roundabout to allow people to get
out of driveway. Look at other possibilities
for flow of traffic

6. Additional Comments/Questions/Suggestions:

Request full camera and electronic traffic
strips for study. Population study for
Area for ext population / no population
increase car 25 years new regulation
cost brought up for not doing roundabout
Reduce taxes for all people affected
Right of way stop signs do study
Build up Vansickle by Hudsons that will
increase traffic flow

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

Mohammad Halakoo, Ph.D.

Project Manager
Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON
Phone: 905-980-6000 ext. 3583
Mohammad.Halakoo@niagararegion.ca

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Name:

Public Information Centre

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February 4, 2026

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5:30 p.m. – 7:30 p.m.

West St. Catharines Senior
Citizens Centre

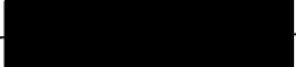
Phone:

Email:

1. My interest is: (please check all that apply)

- | | |
|--|--|
| ☒ residential property | ☐ pedestrian safety |
| ☐ commercial property | ☐ cyclist safety |
| ☐ member of interest group | ☐ general interest |
| ☐ traffic volume interest | ☐ recreational interest |
| ☐ other: _____ | |

2. Would you like to be added to the Project Contact List to be kept up to date about Project Notices? Please provide your name and email address below:

Yes,  _____

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

I have no concerns about the intersection.

5. Do you have any comments about the presented alternatives?

Yes I do. The intersection does not have the capacity for
stop light and it will cause more traffic jam if we
install traffic light.

6. Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

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February 4, 2026

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West St. Catharines Senior
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- | | |
|--|---|
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| ☐ member of interest group | ☐ general interest |
| ☐ traffic volume interest | ☐ recreational interest |
| ☐ other: _____ | |

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Yes, 

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

we do not need a light. I am the first
house on the intersection & I have never seen
a backup there.

5. Do you have any comments about the presented alternatives?

Yes, I do not believe it is good use of
Resources.

6. Additional Comments/Questions/Suggestions:

Current stop sign is sufficient.

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

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Project Manager

Niagara Region

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☐ recreational interest

☐ other: _____

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Yes

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

Grading on hill

5. Do you have any comments about the presented alternatives?

What compensation is available to impacted home owners that's property values are going down?

6. Additional Comments/Questions/Suggestions:

How is this project important given the budget constraints of the region - wage freezes, emergency services cuts, homeless issues, addiction, etc., etc., etc.?

Please complete this Comment Sheet and submit to one of the project team members by February 25th, 2026.

Your input and comments are appreciated.

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☐ other: _____

2. Would you like to be added to the Project Contact List to be kept up to date about Project Notices? Please provide your name and email address below:

yes

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

If lights are put in, yellow light people speeding through to beat light. I have kids, & backing out is impossible. Traffic moves well now. NO need for lights !!!

5. Do you have any comments about the presented alternatives?

6. Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

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Citizens Centre

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3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☐ No ☒

4. What are your concerns at this intersection?

A. light would not work because
as its a 4 way stop everybody stops
but with a traffic light people will
SLEEP UP on a yellow light.

5. Do you have any comments about the presented alternatives?

We need to keep it a 4 way
stop, also put a STOP SIGN
half way down between VANSICKLE
and RYKERT.
We need a light so CHILDREN
CAN CROSS THE ROAD

6. Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

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☐ other: _____

2. Would you like to be added to the Project Contact List to be kept up to date about Project Notices? Please provide your name and email address below:

no thanks

3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☐ No ☒

4. What are your concerns at this intersection?

*~ Safety for residents & drivers, visibility
& overall safety*

Thank you for your efforts

5. Do you have any comments about the presented alternatives?

6. Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit to one of the project team members
by February 25th, 2026.

Your input and comments are appreciated.

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3. Do you use active transportation (walk, cycle, etc.) along Vansickle Road (Regional Road 81) between Ridley Road and Meteor Street or St. Paul Street West (Regional Road 81)? Please check (✓) your answer.

Yes ☒ No ☐

4. What are your concerns at this intersection?

FOUR WAY STOP IS A VERY EFFECTIVE WAY TO MOVE THE TRAFFIC. WE ARE FOUR HOUSES FROM STOP SIGNS, WE ARE THE PEOPLE THIS EFFECTS. I WAS AT VALET CAR WASH ON BENFIELD TODAY, I LEFT AT 4:14, TRAFFIC ALMOST BACKED UP TO TRAIN TRACKS. I WAS HOME AT 4:15.

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THIS WOULD NOT HAPPEN IF TRAFFIC LIGHTS.

5. Do you have any comments about the presented alternatives?

A TRAFFIC LIGHT IS NOT WANTED BY THE PEOPLE IT AFFECTS IN THE COMMUNITY. IT WILL NOT BE SAFER. PEOPLE WILL STOP AT A 4 WAY, THEY DO NOT STOP AT A YELLOW LIGHT. WE DO NOT NEED CYCLE LANE. HARDLY ANY EVER ON VANSICKLE, THEY USE FIRST ST. AND THEY DO NOT STOP FOR LIGHTS OR STOP SIGNS.

6. Additional Comments/Questions/Suggestions:

YOU SHOULD NOT BE LOOKING AT 2021, WE ARE IN 2026 AND WE LIVE HERE. WE DO NOT WANT IT AND YOU DO NOT LIVE HERE.

Please complete this Comment Sheet and submit to one of the project team members by February 25th, 2026.

Your input and comments are appreciated.

Mohammad Halakoo, Ph.D.

Project Manager

Niagara Region

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February 24, 2026

Mohammad Halakoo, Ph.D.
Project Manager, Niagara Region
Ray Bacquie, P.Eng.
Project Manager, R.J. Burnside and Associates Ltd

Re: St.e.< > Paul Street West and Vansickle Road Environmental Assessment

I am concerned with the process that determined that the intersection improvements at St. Paul Street West at Vansickle Road are exempt from the MCEA because property is not required. The decision to classify this project as exempt from MCEA precludes purchase of the property and removal of the building at 366 St. Paul Street which I believe is necessary to improve sight distances and intersection conspicuity.

Geometric deficiencies noted on Slide 7 include sight obstructions caused by the building in the northeast quadrant and the vertical alignment on the north leg. There were 25 collisions over 5 years, with 70% angle collisions and 30% non-fatal injury as noted on Slide 9 indicating there is a problem at this all way stop. The severity of collisions is unusual at an all way stop where collision speeds and therefore severity should be low.

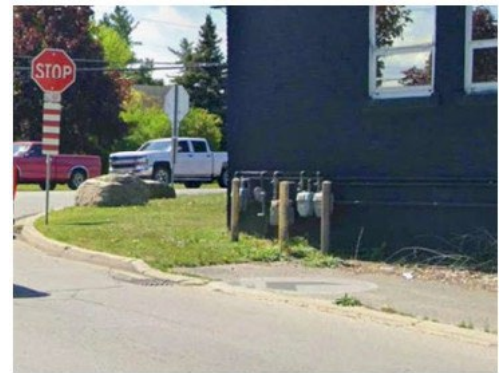
On Slide 8 it is noted that traffic signal warrants have been met. As noted in OTM 12 "the fulfillment of a traffic signal justification or justifications does not in itself require the installation of a traffic signal. Even if the evaluation of a location meets a justification, a traffic signal should not be installed if the signal will result in operational problems that create a potential for collisions and/or significantly increase delays to all users."

Section 9.9.2.3 of the MTO Design Supplement for the TAC GOG notes "consideration should also be given to further expand clear sight triangles at intersections with a history of collisions to provide better intervisibility". Intersection conspicuity when a signal is at the top of crest curve is particularly important. On the eastbound approach the sight line to northbound traffic is blocked by the building at 366 St. Paul St. West. Shifting the northbound through lane closer to the building as proposed makes the sight line deficiencies worse.

A prohibition on eastbound to southbound right turns on red is being considered due to sight line deficiencies. Prohibiting right turns on red at a signal is an unexpected condition and therefore there will be some violations with an increased risk of high speed angle collisions. A geometric problem (sight line deficiencies) should be solved with geometric solutions rather than signing.

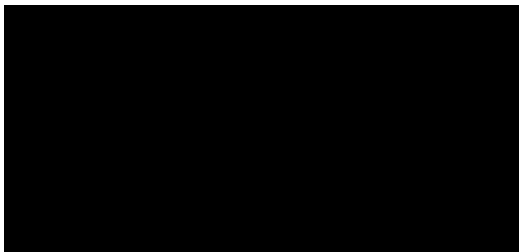
The vertical profile on Slide 19 indicates that the north approach crest curve will be flattened to a K7 for a design speed of 50 km/h. The profile correction will require grade raises and compaction adjacent to the building above foundation levels, a significant construction risk. The entrance to 366 St. Paul St. West is set at an 8 to 10% down grade. The proposed rollover at the entrance curb line is 6%. Exits from 366 St. Paul Street will be challenging with drivers needing to stop on a steep grade without a suitable rollover. Passenger vehicle drivers will tend to creep their vehicles onto Vansickle road to improve their sight lines. Vehicles with manual transmissions will be particularly difficult to operate and stop on this grade. The desirability of commercial activities at this site will decline.

The plan view of the proposed intersection on slide 16 shows curb adjacent to or conflicting with the bollards protecting the gas supply at the southeast corner of the building. Servicing the building gas supply after widening would require a lane closure. Building a curb immediately adjacent to bollards and in close proximity to an old building is a constructability and performance risk. The existing catch basin located at the end of the west to south radius will require relocation to the new curb line and vertical excavation close to the building.



Purchasing 366 St. Paul St. West would enable removal of the building, eliminating constructability risks, the performance and operational risks of a commercial driveway on a steep grade, and risks associated with the existing gas supply. Building removal will simplify road construction including profile correction, vertical excavation for subdrains and drainage infrastructure and will allow the lot to be graded to improve intersection conspicuity and meet minimum sight triangle requirements eliminating the need for an eastbound right turn on red prohibition. Operations will improve because an unexpected eastbound to southbound right turn on red prohibition would not be required and better intersection conspicuity will improve driver awareness.

In summary I believe the preferred planning solution does not address the geometric deficiencies adequately and that a signal should not be installed unless the building is removed through redevelopment or through purchase by the Region.



**Subject: Response to Comments –
Intersection Improvements - St. Paul Street West (Regional Road 81) at
Vansickle Road
Regional Municipality of Niagara – City of St. Catharines**

Hello,

We would like to thank you for your participation at the Public Information Center held on February 4, 2026, and for your comments provided in your February 24, 2026 letter related to the St. Paul Street and Vansickle Road transportation study.

In summary, we understand your concerns relate to the following points:

The appropriateness of conducting this project as an Exempt process within the context of the Municipal Class Environmental Assessment (MCEA) in relation to property acquisition.

Sight-line constraints at the intersection and the potential relationship to the traffic collision history including severity.

The appropriateness of traffic control signals at intersections that meet traffic signal warrants within the context of potential for collisions or delays.

Consideration related to improving clear sight triangles at intersections as recommended by the Ministry of Transportation as it relates to this site and proposed design.

The appropriateness of right-turn-on-red prohibitions and potential for violations and related collisions.

Questions related to the proposed vertical profile changes on Vansickle Road construction impacts and safety of turning vehicles at the 326 St. Paul Street (referred to as 366 St. Paul Street) Vansickle Road driveway.

Concerns related to impacts of construction and servicing impacts associated with the gas supply to 326 St. Paul Street

The potential and benefits of acquiring 326 St. Paul Street (referred to as 366 St. Paul Street)

In response to your comments, we offer the following clarification:

Point 1: With respect to the Municipal Class Environmental Assessment (MCEA) process, we would like to clarify that this study was initiated as a Schedule B MCEA as presented in the project notice of commencement. Through the early phases of the project alternative solutions were identified to the problem and opportunity statement. The preferred solution, which includes signalization of the Regional Road 81 / Vansickle Road intersection, was

determined to be feasible for implementation without property requirements. Given that the project is an intersection improvement without property acquisition requirement, the project is Exempt and the MCEA process does not allow this project to be undertaken as an environmental assessment.

Point 2: The type and severity of recent collisions indicate an existing problem and suggest that non-compliance of the existing all-way-stop control is a contributing factor. There is a need to address this existing problem.

Point 3: We acknowledged that Niagara Region, as the road authority responsible for the intersection, has the discretion to determine whether warranted traffic signals are appropriate for implementation. In this instance it is the Region's position that traffic control signals are appropriate given the warrant analysis and the recent traffic collision history.

Point 4: We note that the Niagara Region through this study has considered the opportunities and costs associated with expanding clear sight triangles. The acquisition of the property and removal building and related business would represent a significant impact to the property. It is recognized that with planned rezoning of lands northwest of the intersection, that the building will likely be removed and the site redeveloped in the future.

Point 5: We note that the Region will consider the appropriateness of right-turn-on-red prohibitions for this intersection as a short and medium term, with necessary signage and public awareness.

Point 6: With respect to the construction impact for profile improvements to Vansickle Road as part of the north leg of the St. Paul intersection and the geometric details of driveways, required mitigation will be considered as part of the detailed design.

Point 7: We acknowledge that there are utilities on the east side of the building on 326 St. Paul Street. The preliminary design does not encroach on these utilities and detailed design will confirm any necessary accommodation. There is no indication that maintenance of these utilities, if any, will impact traffic operations.

Point 8: As noted, property may be acquired through the development process in the future.

We trust that this letter provides clarification to your comments. Please feel free to keep on to date on the project progress on the Niagara Region website.

Thank you,

Mohammad Halakoo, Ph.D.

Project Manager, Transportation Planning
Niagara Region



Public Works Transportation Services

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

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1815 Sir Isaac Brock Way

Thorold Ontario L2V 4T7

905-980-6000 ext. 3757

Mohammad.Halakoo@niagararegion.ca

cc: Maged Elmadhoon, P.Eng., Manager, Transportation Planning

Niagara Region

Ray Bacquie, P.Eng. Consultant Project Manager

Sameem Raheemi, Consultant Transportation Planner

Mishaal Rizwan, Environmental Assessment Coordinator

