

A dark gray background with a network diagram consisting of interconnected nodes and lines, primarily visible on the left side.

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King Street (Regional Road 81) Rehabilitation EA Project

Nineteenth Street to Twenty-Third Street

Public Information Centre #3

March 5, 2025

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Welcome to Public Information Centre #3 for the King Street (Regional Road 81) Rehabilitation Municipal Class Environmental Assessment



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



Review the display materials
Presentation at 5:30 pm



Meet with Study Team Members



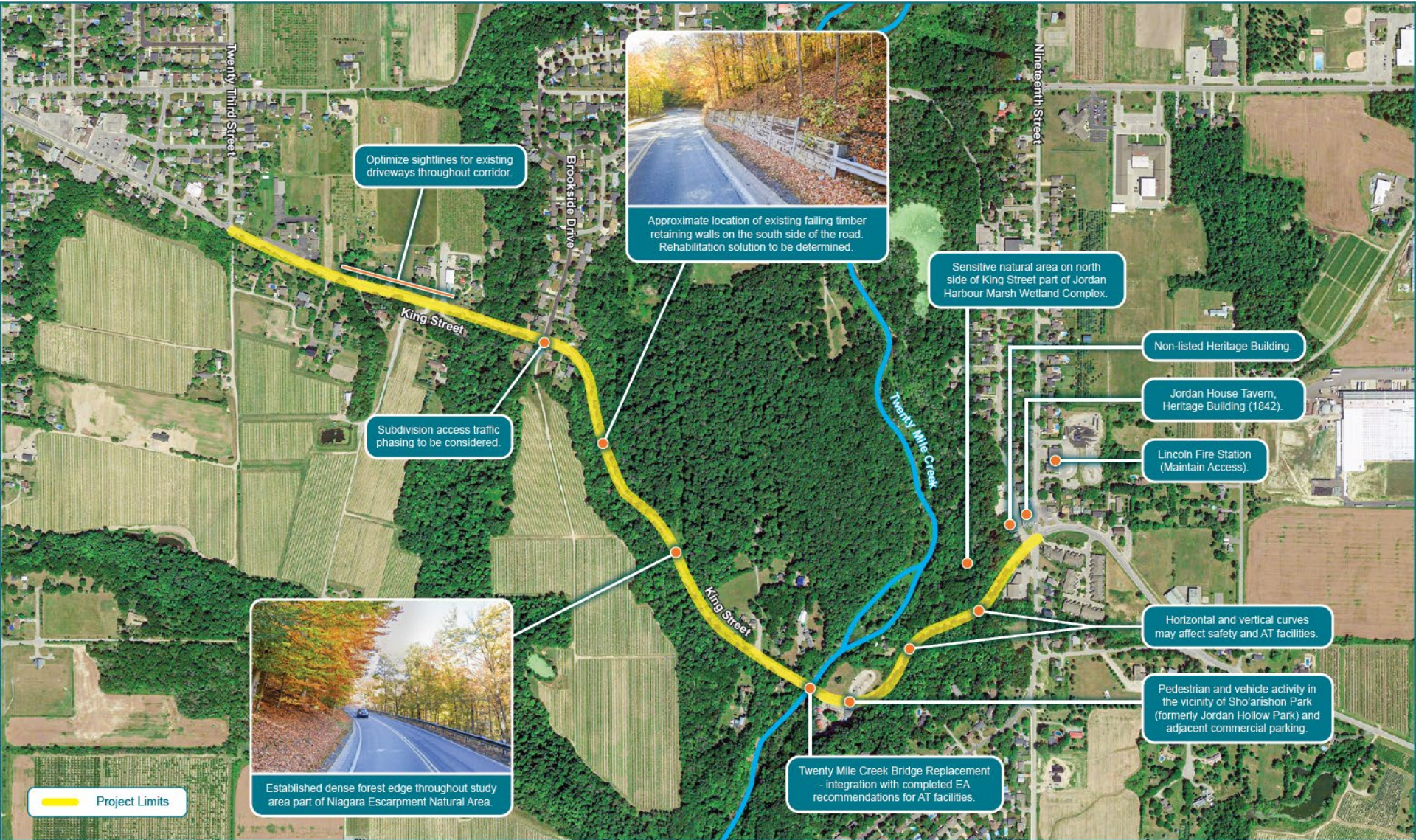
Please fill out a comment sheet and return it to the comment box or email your comments by March 26th.

Land Acknowledgment

Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.

Presentation Outline

- Project Refresher
- Project Overview - Objectives
- Municipal Class Environmental Assessment Process
- PIC#2 Recap: What we heard
- Updated Evaluation of Alternatives
- Preferred Alternative Design Concept
- Next Steps
- Questions



Project Study Area

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Project Overview - Objectives



Address Retaining Walls
Nearing End-of-Life



Improve Safety for all
Road Users



Provide Active
Transportation
Connections



Integrate with Parallel
Projects

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Municipal Class Environmental Assessment Process

- The project will proceed as a Schedule C in four phases
 - **Phase 1:** Identify Problem or Opportunity
 - **Phase 2:** Identify and Evaluate Alternative Solutions
 - **Phase 3:** Identify and Evaluate Alternative Design Concepts
 - **Phase 4:** Complete and File Environmental Study Report for 30-day public review
 - **Phase 5:** Future implementation of the project

PIC#2 Recap: What we heard

Key comments we received after PIC #2:

- Designs shown at PIC #2 represent an improvement to the existing condition.
- Residents expressed an interest in maintaining the visual appeal of the corridor with the design choices used for construction.
- Residents expressed concerns about the lack of separation between pedestrians and cyclists within the multi-use path (MUP).
- The 3m MUP is too narrow to support cyclists and pedestrians.
- Residents were concerned about crossing the road at the Pedestrian Crossover (PXO) and noted they would prefer the active transportation facility remained on one side of the road.

Updates & Changes Made Since PIC2

Based on input we received at PIC#2, we re-evaluated all three alternatives.

- **Alternative Solution Evaluation** – the Preferred Solution has been updated to Alternative A, which maintains the multi-use path continuously on the north side of the corridor. This removes the need for pedestrians and cyclists to cross at the PXO location.
- **Keep the Pedestrian Cross Over (PXO)** – The PXO will be kept in the design to facilitate access to Sho'aríshon Park. It has been noted by residents that a crossing is needed at this location.
- **Widened Multi Use Path (MUP)** – the MUP will generally be a minimum width of 3.5 m up to 4 m where feasible
- **Separate the MUP** – During the Detailed Design, the team will seek to increase buffer space and maximize separation of the MUP from the roadway on the segment from Sho'aríshon Park (formerly known as Jordan Hollow Park) to halfway up the hill westbound

Evaluation Criteria



Natural

- Vegetation, trees, designated natural features
- Significant Wildlife Habitat
- Aquatic Habitat
- Species at Risk
- Water Resources and Drainage
- Climate change and Resilience



Technical

- Speed management
- Traffic Safety
- Design Constraints
- Slope Stability
- Constructability



Socio-Economic

- Cultural and Heritage Resources
- Archaeological Resources
- Residential properties & Businesses
- Municipal and Agency Policy
- Corridor Connectivity and User comfort



Financial

- Estimated Capital Costs
- Estimated Operational and Maintenance Costs
- Property acquisition costs

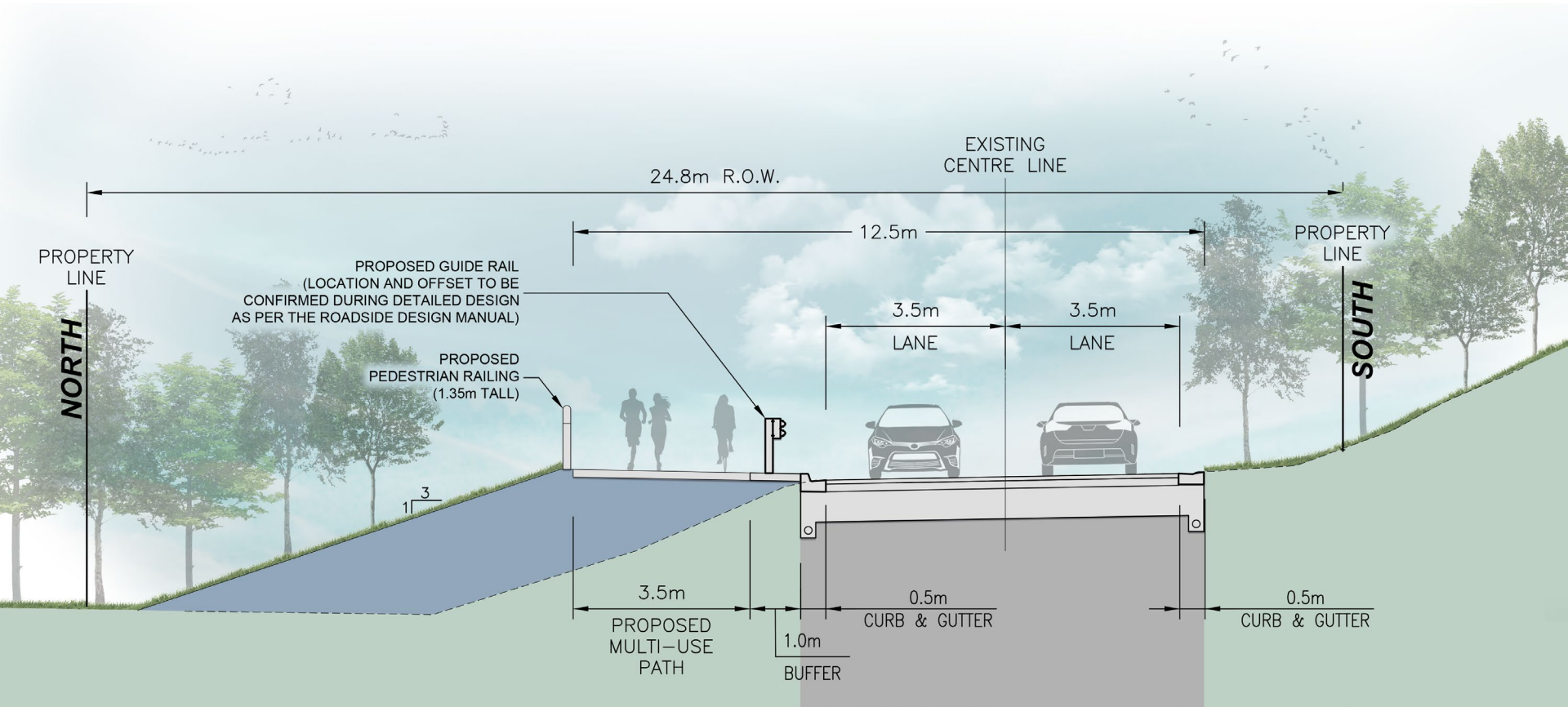
Updated Evaluation of Alternatives

Criteria for Evaluating Alternatives	Do Nothing	Alternative A	Alternative B	Alternative C
Natural Environment	●	◐	◐	◑
Socio-Cultural Environment	◐	◑	◐	◑
Financial Factors	●	◐	◐	◑
Technical Factors	◑	◑	◐	◑
Overall Summary	Not Carried Forward	◑	◐	○

Preferred

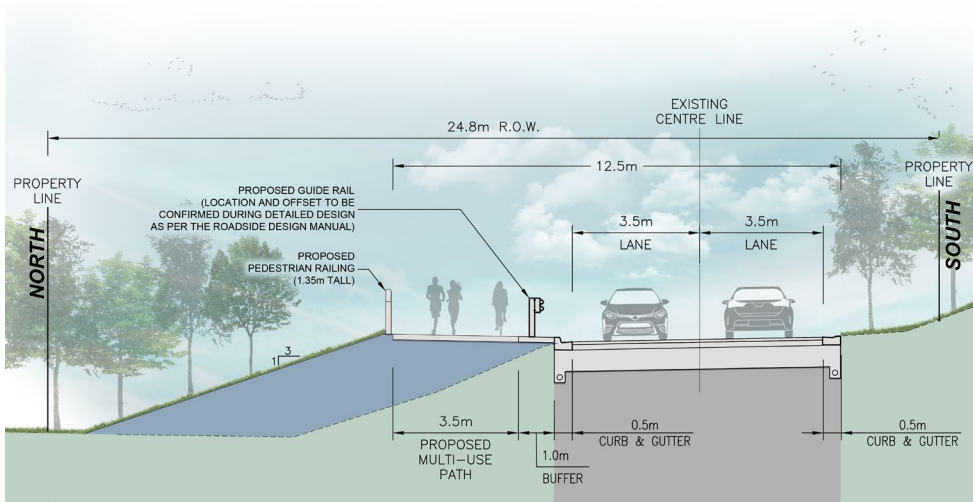
- Lowest negative impacts or greatest benefits
- ◑ Lower negative impacts or greater benefits
- ◐ Moderate negative impacts and benefits
- ◑ Higher negative impacts or lower benefits
- Highest negative impacts or lowest benefits

Alternative A (Preferred)

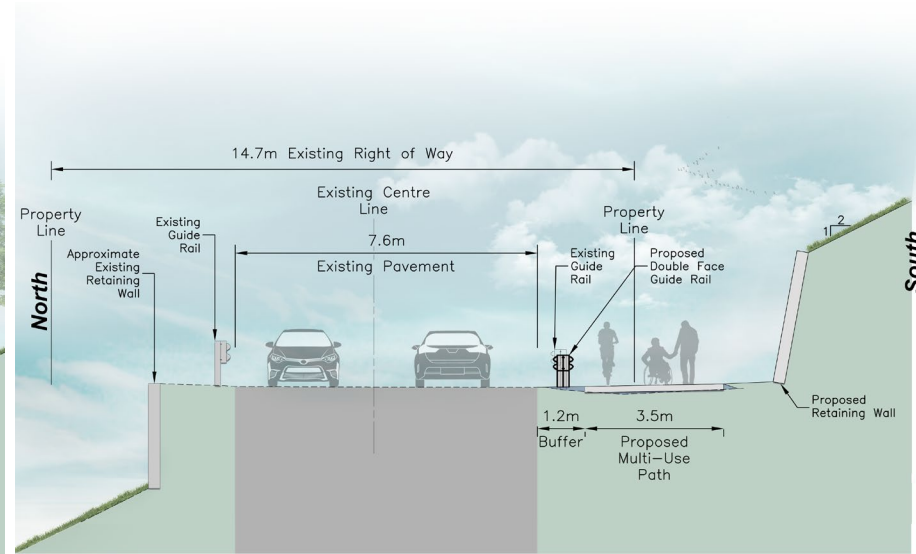


- Multi-use path on North side of road
- Connects to proposed multi-use path on Twenty Mile Creek Bridge
- Minor property acquisition requirements

Alternative B

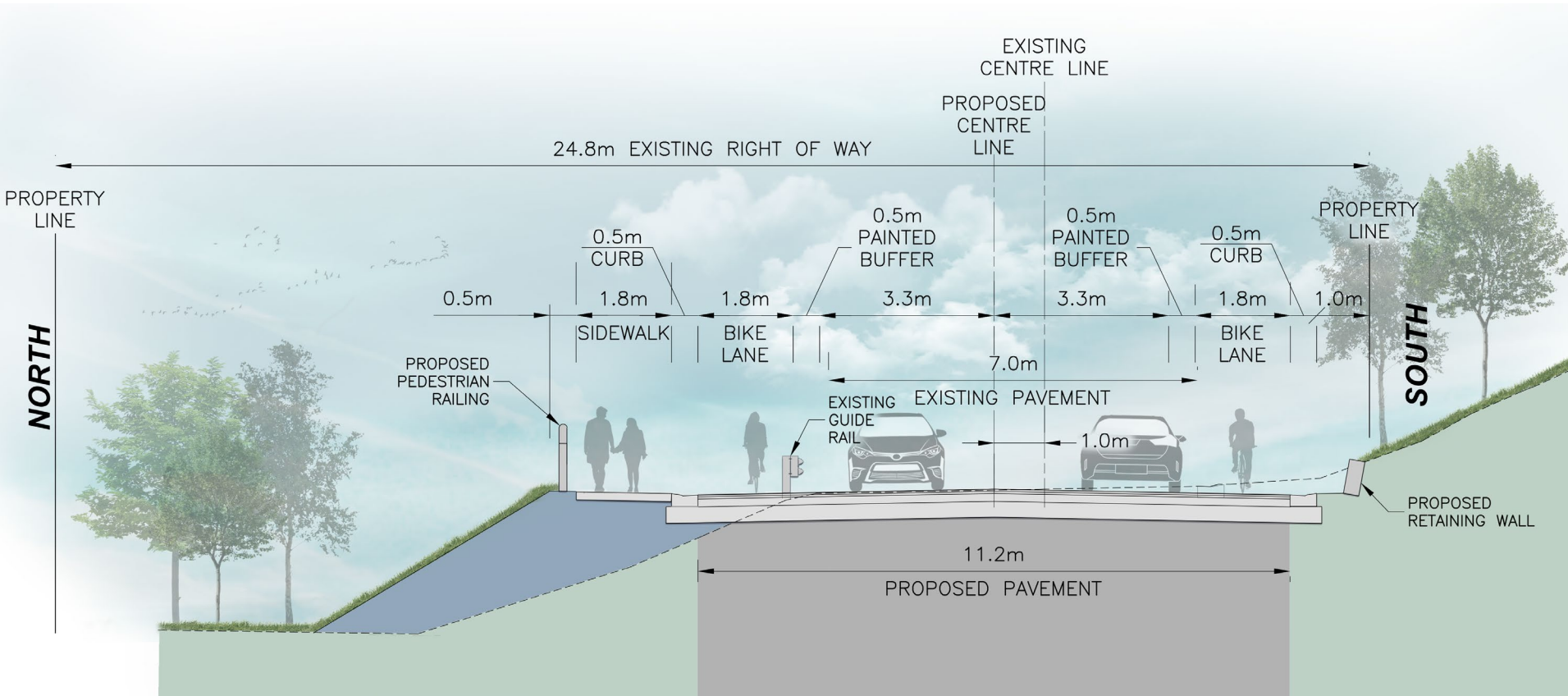


Multi-use path on the north side between Twenty Third Street and Sho'aríshon Park



Multi-use path on the south side between Sho'aríshon Park and Nineteenth Street

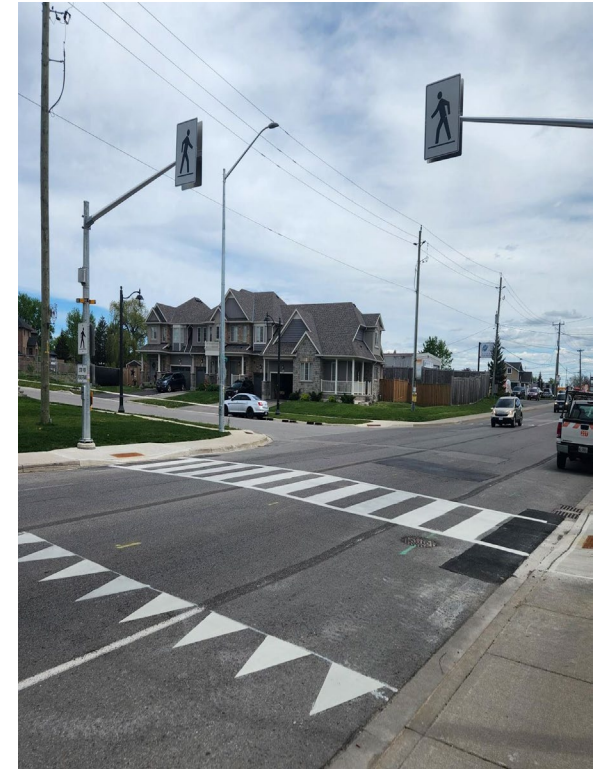
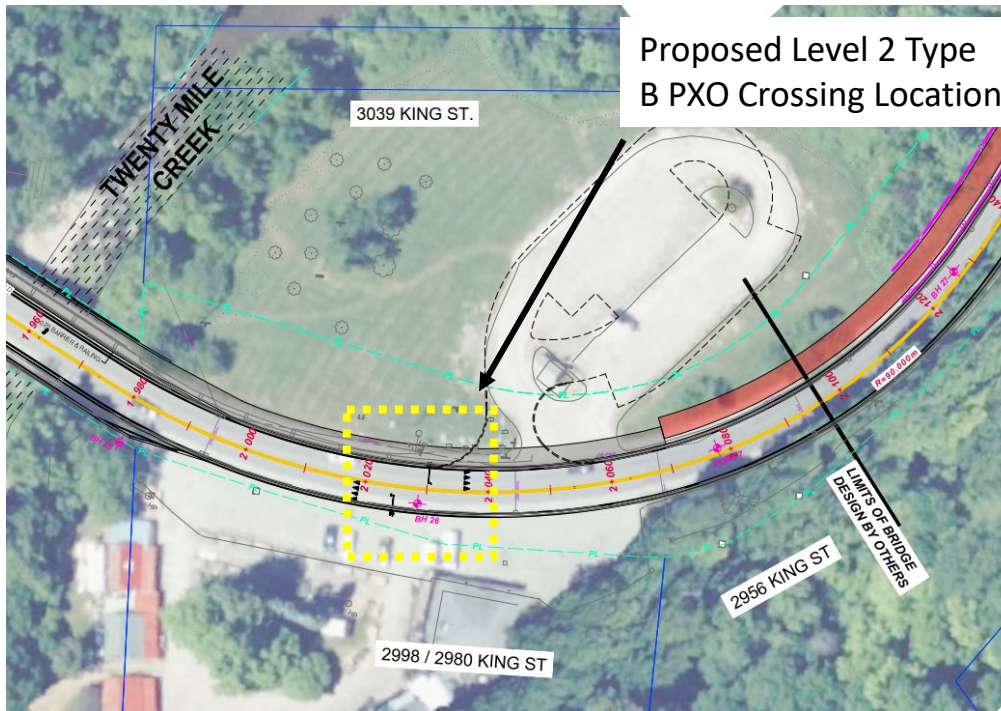
Alternative C



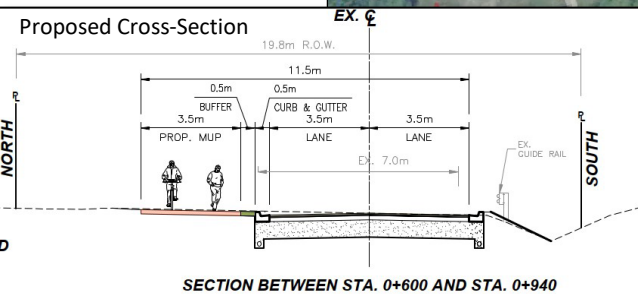
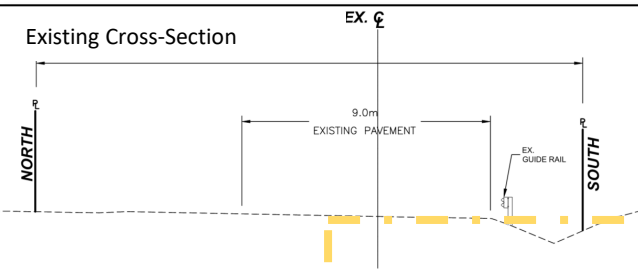
- On-street bike lanes both sides of the road
- Sidewalk on north side of the roadway
- Property acquisition required

Proposed Pedestrian Crossover (PXO)

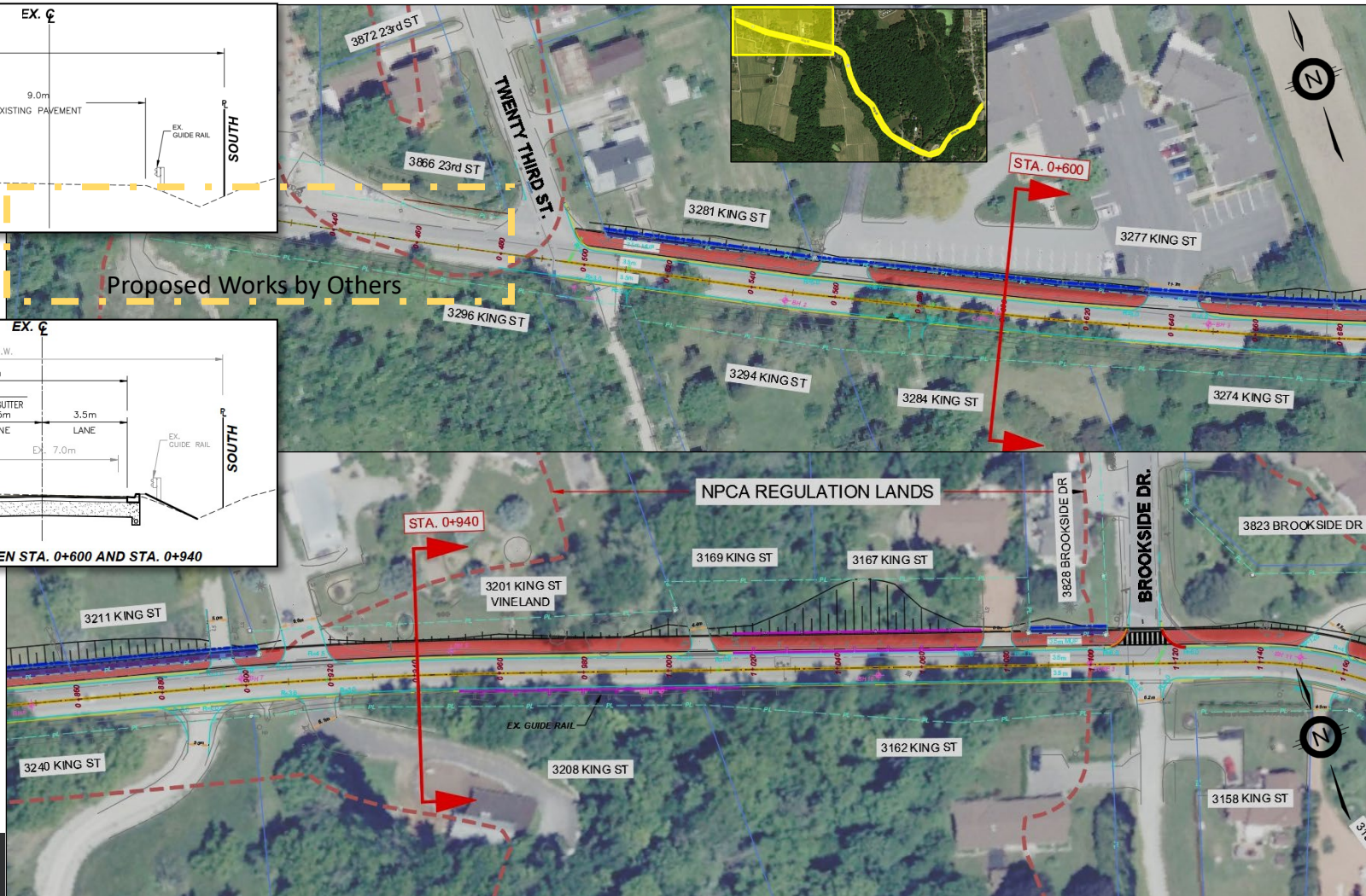
- A PXO is a controlled crossing treatment for pedestrians
- Aligned with the Vision Zero Initiative, a Level 2 Type B PXO is recommended for this location.
- Level 2 Type B PXO includes regulatory signs, rectangular rapid flashing beacons, and pavement markings.



Preferred Alternative Twenty Third Street to Brookside Drive



SECTION BETWEEN STA. 0+600 AND STA. 0+940

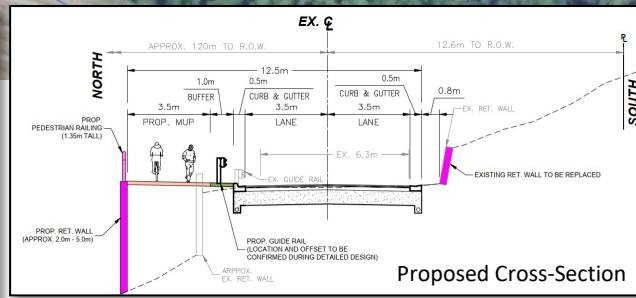
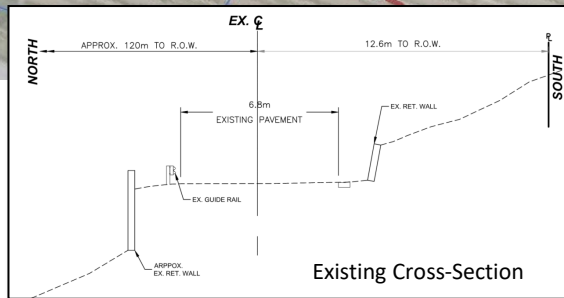
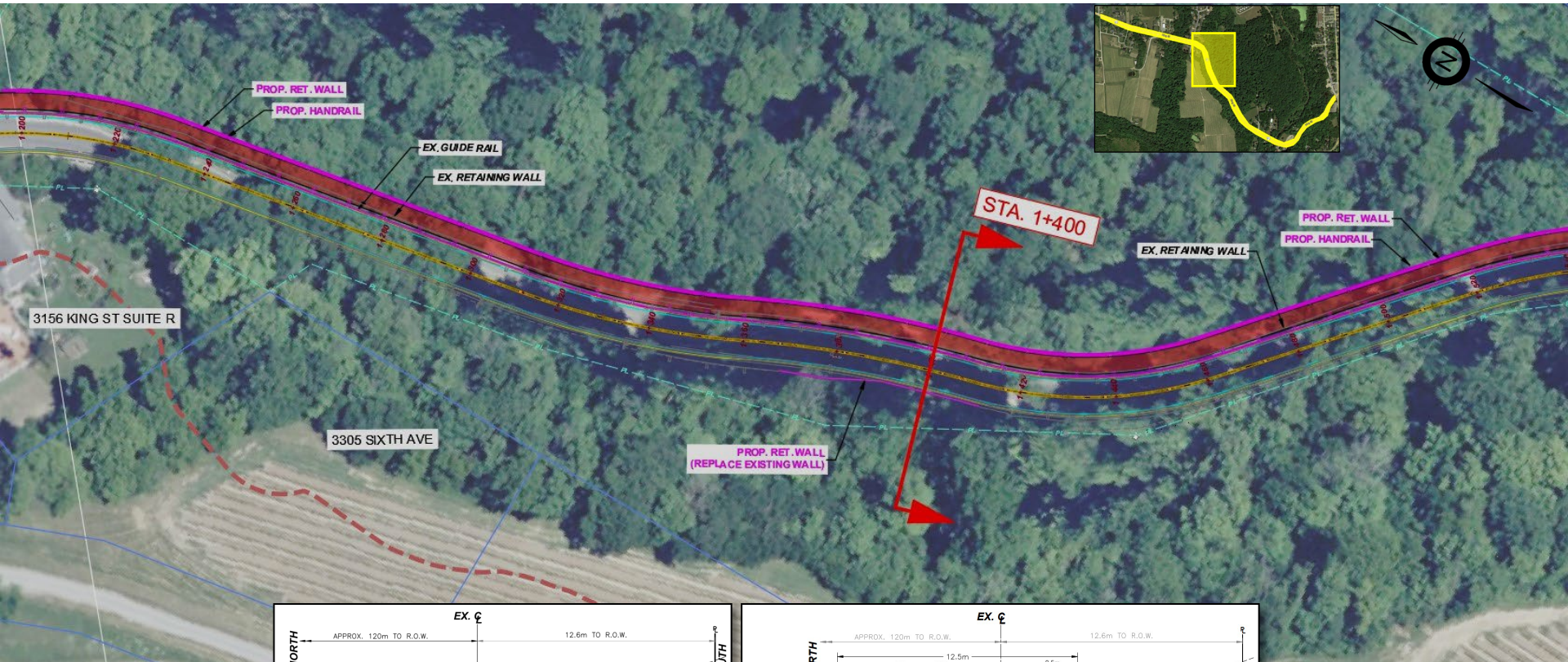


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Preferred Alternative Brookside Drive to Sho'aríshon Park

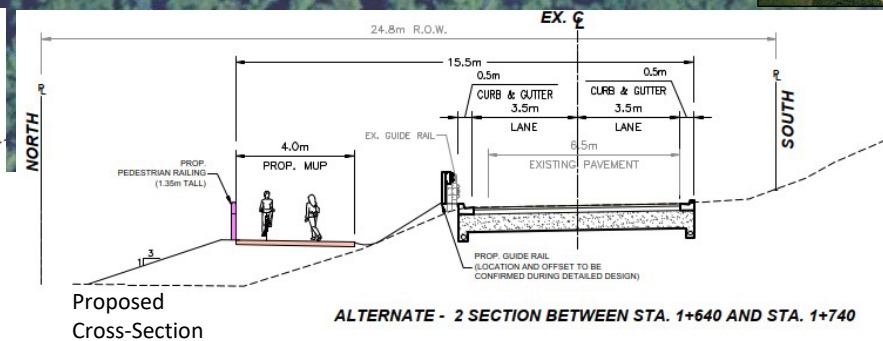
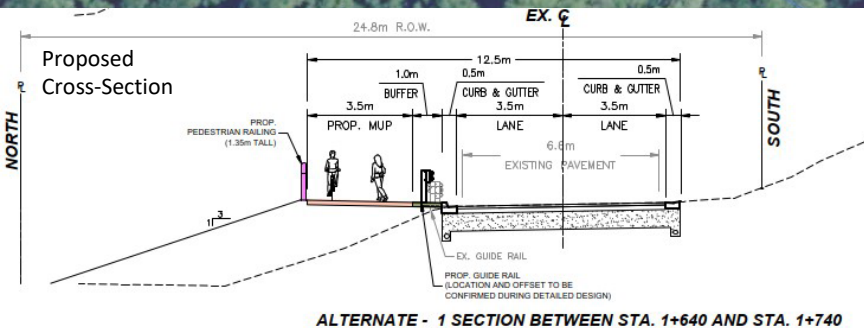
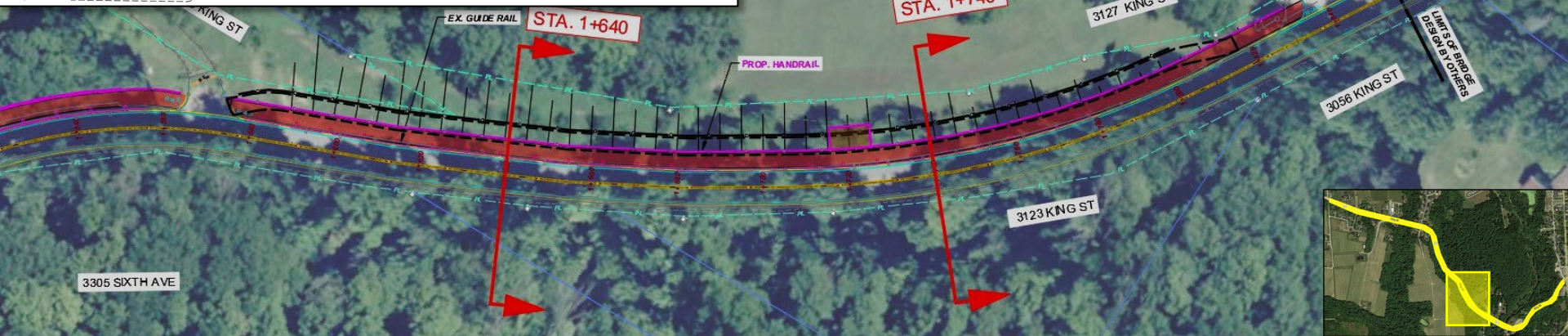
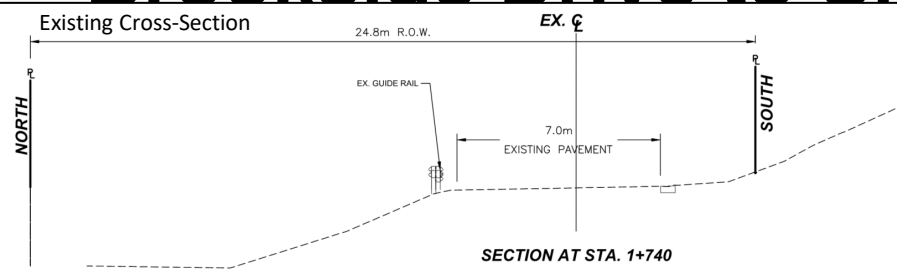


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Preferred Alternative Brookside Drive to Sho'arishon Park

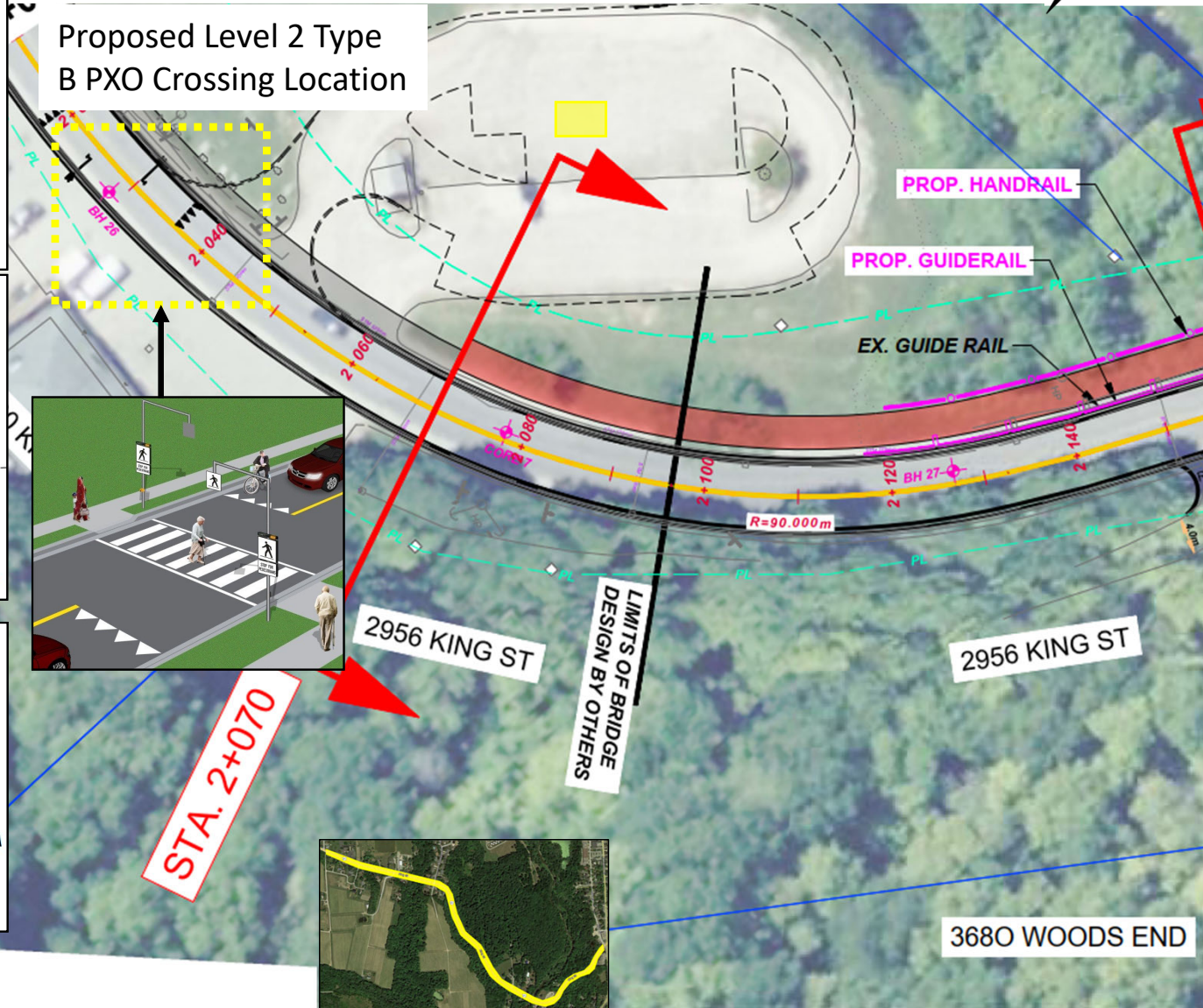
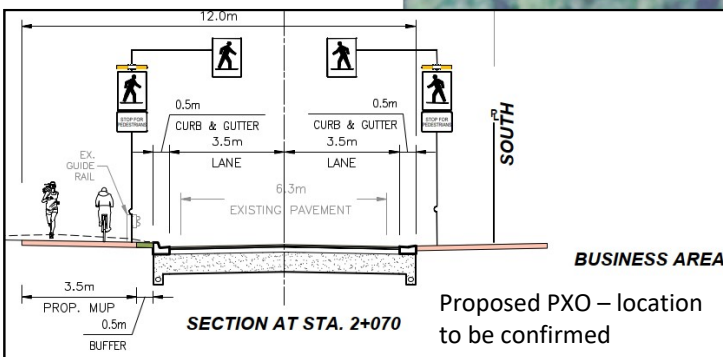
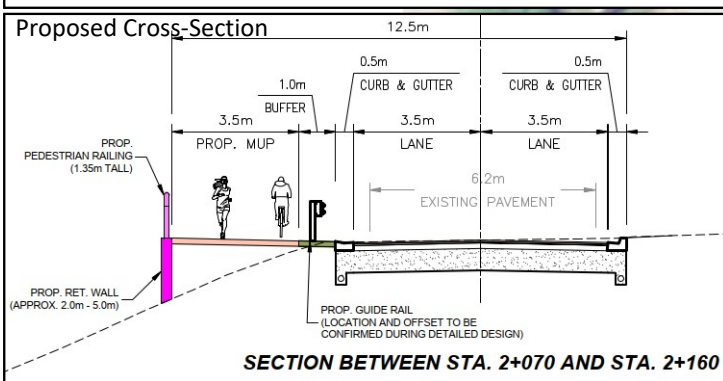
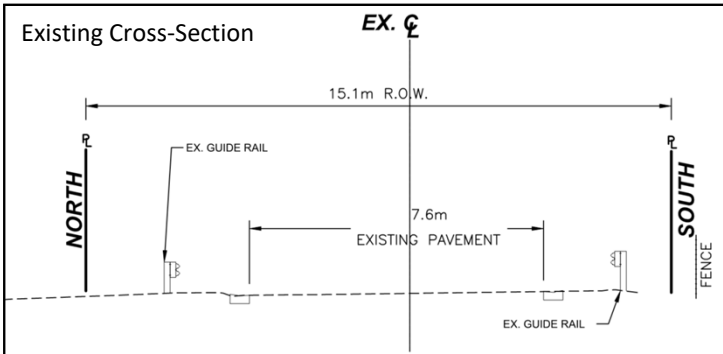


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Preferred Alternative at Sho'aríshon Park

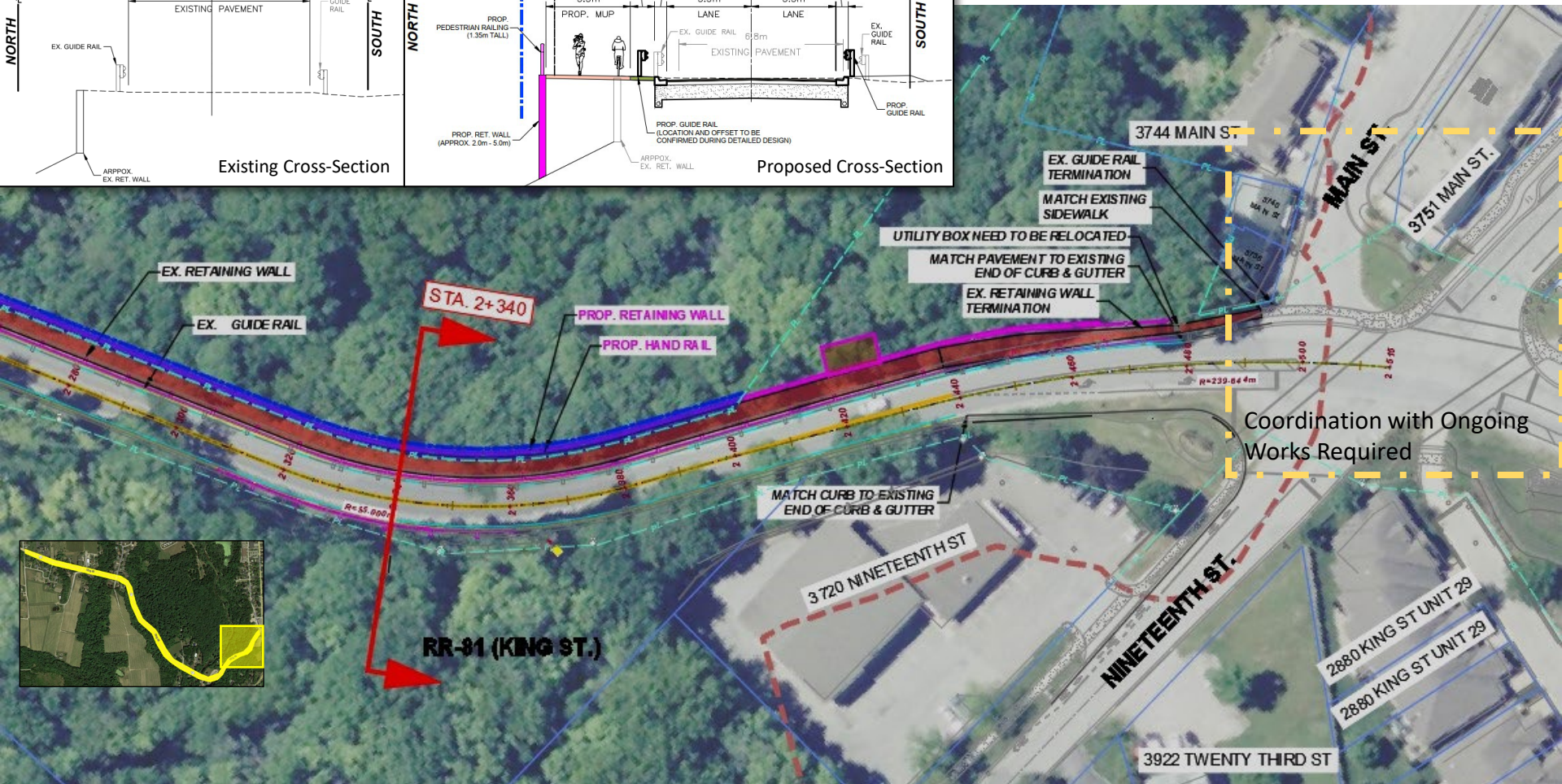
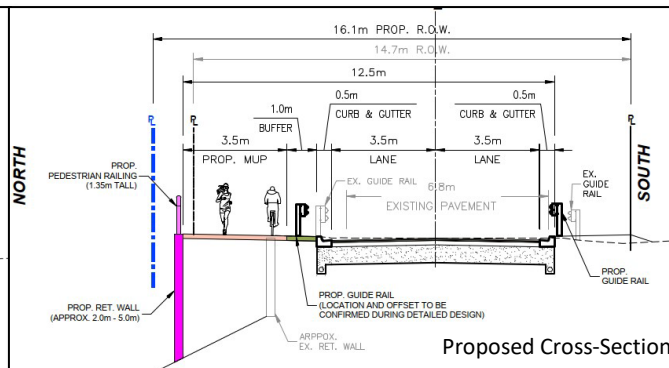
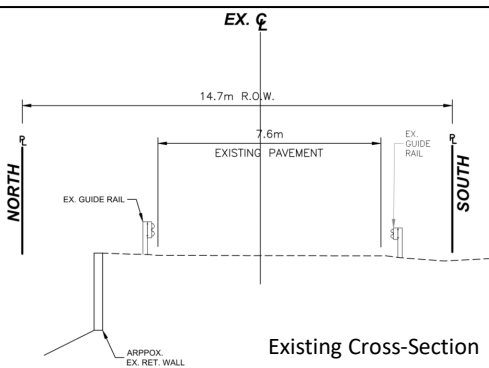


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Preferred Alternative at Nineteenth Street



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Next Steps

Winter 2025

- PIC #3 Public Comment Period to March 26, 2025
- Refine the Recommended Alternative as Applicable based on Public Comments

Spring 2025

- Draft Environmental Study Report
- Agency Review of Draft Environmental Study Report
- Preliminary Design Concept for Preferred Solution

Summer 2025

- File Final Environmental Study Report
- Issue Notice of Study Completion
- 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 March 26, 2025.

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Visit the webpage for more details: niagararegion.ca/projects/regional-road-81-rehabilitation/

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

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