



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

Public Information Centre #1 Summary Report - June 2024

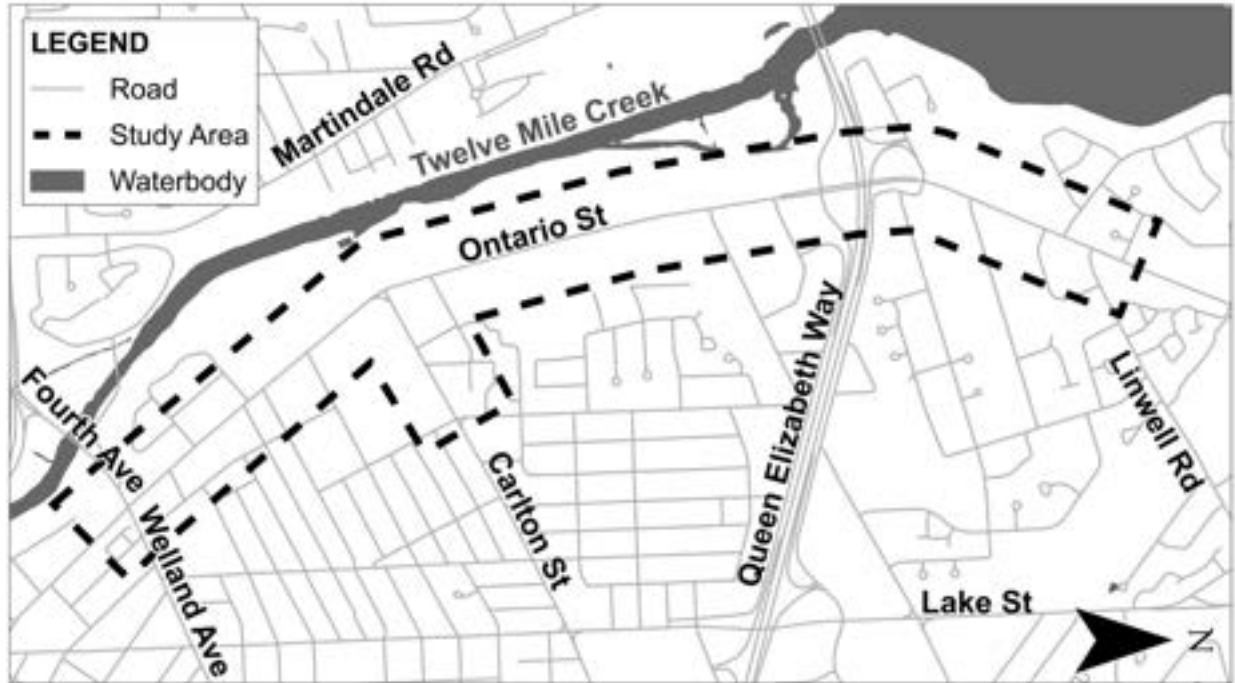
1.0 Introduction

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 first Public Information Centre (PIC) ("PIC #1") for this study on Tuesday, April 16th, 2024. The PIC was held in-person at Harriet Tubman Public School in St. Catharines and was open to the public from 5:30 pm to 7:30 pm. 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 #1 was held to introduce the study to the public, provide an overview of the background and key issues of the study area, and to present and receive input on the Problem/Opportunity Statement. 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 developing appropriate Alternative Solutions for the corridor.

Figure 1: Study Area



2.0 Notification

As per the MCEA requirements, notification is given to the public of upcoming PICs. The following steps were taken to notify the public and interested stakeholders:

- Publications
- Niagara This Week and St. Catharines Standard on April 6 and 13, 2024
- Via Mail
 - Property Owners within 300 m of the study area, approximately 543 notices
- Via Email to those on the study contact list, including:
 - Technical Agencies
 - Indigenous Communities
 - Stakeholders, including residents and businesses

The notification materials for PIC #1 can be found in **Appendix A**.



3.0 Display Materials

Display boards were used at PIC #1 to present the following information:

- Purpose of PIC #1
- Project Background
- Municipal Class Environmental Assessment Process and Timeline
- Public and Stakeholder Consultation Engagement
- Study Area Key Issues/ Considerations
- Transportation and Road Safety
- Existing Conditions – Key Findings
- Regional Plans and Policies
- Provincial Plans and Policies
- Local Plans and Policies
- Adjacent Projects
- Study Area – Problem and Opportunities
- Problem/ Opportunity Statement
- Next Steps
- How You Can Get Involved
- Key Team Member Contacts

The display materials are provided in **Appendix B**. 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.

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, 28 people filled in the sign-in sheet, however, based on team member observations, not all attendees signed in.

Comment forms were available at PIC #1 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 active transportation use, key issues/considerations and additional comments. In total, 15 comment forms were received at PIC #1.

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. Anyone interested in submitting comments was asked to do so by May 3, 2024. In total, 17 comments were received following PIC #1.



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

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

Topic	Comment Summary	Response
Active Transportation	Ontario Street is not a safe and welcoming street for active transportation uses, such as walking and cycling. Active transportation users avoid travelling on Ontario Street and find detours that are more comfortable.	Noted. Existing conditions of the corridor are not supportive of active transportation uses, which was identified as an issue in the Problem and Opportunity Statement.
	People would walk or bike more if active transportation infrastructure was improved.	Noted.
	Inclusion of active transportation on Ontario Street would provide good north-south connectivity for the active transportation network. Active transportation facilities should be connected into surrounding facilities to support a connected network.	As part of this study, we will review surrounding active transportation facilities to make sure that continuity is provided between existing and proposed facilities to support connectivity of the larger active transportation network.
	Interest in implementing protected/separated bike lanes.	We will be considering different types of active transportation facilities such as sidewalks, multi-use paths, separated bike lanes, cycle tracks, etc. These various design alternatives for Ontario Street will be evaluated against criteria that represent transportation, natural environment, cultural environment, property, costs, etc. to ultimately determine a preferred design concept for Ontario Street.



Topic	Comment Summary	Response
	Existing sidewalk is narrow and directly beside the travel lanes, which is an unsafe/dangerous experience for pedestrians.	The design concepts to be developed will consider safety and comfort for active transportation users as much as possible. The proposed active transportation facility will be constructed new and replace the existing sidewalk.
	Improved trail access to the Merritt Trail (travels adjacent to Twelve Mile Creek) on the east side of Ontario Street to improve connectivity across the city.	The focus of this study is improvements to the Ontario Street corridor. We will pass this request to the Region's Public Works section.
	Crosswalks should be implemented in the corridor where it is challenging for pedestrians to cross the street without travelling a large detour. Notably, providing a crossing at the Linhaven Long Term Care Home to reach the transit stop across the street.	We will take a closer look at this location and review the feasibility of a crossing, particularly considering the road safety implications.
	Would like to see more priority given to active transportation and public transportation over cars.	The approach of this study is to follow Complete Street design guidelines which views the road corridor as not only for vehicular traffic but for other modes of travel such as active transportation and transit. This is an important concept that we will carry forward in this study.
Ontario Street/Welland Avenue	Dangerous intersection especially for vulnerable road users, and consideration of a protected intersection design.	We will be reviewing this intersection more closely to see how we can make improvements for safety and operations while considering limitations such as properties and buildings.



Topic	Comment Summary	Response
GM Lands	Questions on what will happen to the GM lands, especially if there will not be any work on those lands at for a while.	This study is planning for the future needs of the corridor, including traffic demand well into the future as well as other improvements needed now. Even if the GM lands are not advanced in the short term, the recommendations of the study will support the improvement of the corridor.
	GM Lands are part of the history of this area and part of the story of this neighbourhood.	Agreed and noted.
Road Design and Safety	Implement traffic calming measures, such as raised intersections, narrowed pedestrian crossings and pedestrian islands.	Traffic calming measures will be reviewed and considered for feasibility in the study area.
	Consideration for a 3-lane road, with a centre turn lane, making the street narrower and less conducive to speeding. The turning lane will help reduce rear end collisions and make left turns out of adjacent properties easier.	This will be an option that will be considered for Ontario Street, however, will depend on the traffic study and the forecasted traffic demand on Ontario Street.
	Concerns on the overall safety for all road users on Ontario Street.	Noted. Safety is one of the primary concerns of the Region for Ontario Street.
	Consideration to narrow Carlton Street for cars in order to get vehicles to slow down.	Noted. Will review and consider this option.
Traffic	Concerns in general on the increased traffic along the corridor. Expressed completing traffic studies on the	The transportation assessment, which is part of this study, will be considering existing and future traffic demand on



Topic	Comment Summary	Response
	number of collisions in the area and “timed” traffic light considerations.	Ontario Street as well as the collision history and safety of the corridor
Landscaping/greenspace	Concerns on lack of greenery and tree canopy along the corridor. Design should include increased trees/plants and landscaping features to make the corridor an attractive place to be.	Agreed. We will be reviewing road design concepts that follow the Region's Complete Streets principles and design guidelines, which includes consideration for streetscaping/landscaping to improve the comfort and attractiveness of the corridor.
	Consideration for things of interest to make this corridor more attractive or a destination, such as public art.	Noted.
Noise	Overall complaints about the noisiness of Ontario Street.	Ontario Street is a constrained corridor where many buildings are in close proximity to the road making it noisier. This proximity also makes it challenging to implement any noise mitigation.
Other	Questions about a future bridge linking Carlton Street to Martindale Road	The need for a new crossing between Ontario Street and Martindale Road, by extending Carlton Street, was identified in the 2017 Regional Council approved Niagara Transportation Master Plan (TMP). The Region is undertaking travel demand modeling to assess the need for a feasibility study to confirm the need for a new crossing and its potential impacts/benefits.
	What are the construction traffic impacts of this project?	As with all construction, there will be some temporary impacts to traffic. Traffic impacts during construction will



Topic	Comment Summary	Response
		be further determined during detailed design, which is the next phase of the project. Impacts will be minimized as much as possible, and a Traffic Management Plan will be prepared to maintain access as much as possible.
	Question about whether this project includes replacing municipal services in the corridor.	Replacement of municipal services (watermains, sanitary sewers, etc.) is not within the scope of this study. There is a current Ontario Street watermain project for a portion of the study area: https://www.stcatharines.ca/en/news-notices-and-updates/ontario-street-rr42-underground-improvements-watermain-replacement.aspx .
	Will this project impact private property and is there compensation?	If the study requires permanent acquisition of private property, the first step is that the study team will reach out to the affected property owners to discuss the impacts. The Region's realty staff will also be in contact to discuss property acquisition and how to determine appropriate compensation.
	How will this study coordinate with the City of St. Catharines Ontario Street Corridor Secondary Plan?	While the Secondary Plan is on hold, the Region is still working very closely with the City of St. Catharines on this study.



5.0 Conclusion

PIC #1 was held on Tuesday, April 16, 2024, from 5:30pm to 7:30pm to present the study background, existing conditions, and the Problem and Opportunity Statement. PIC #1 was attended by at least 28 stakeholders and 32 comments were received in total.

PIC #1 helped the project team become more aware of concerns, questions, and issues about the study area, including the following key issues: active transportation, traffic, safety, road design, landscaping/ greenspace, noise and the GM Lands.



APPENDIX A – PIC #1 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 #1

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' 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 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 over the course of the study to gather input on potential alternative solutions and designs and provide an opportunity to discuss concerns and issues with the project team.

PIC #1 is scheduled for:

Date: April 16, 2024
Time: 5:30 – 7:30 p.m.
Location: Harriet Tubman Public School, 84 Henry Street, St. Catharines, ON L2R 5V4

PIC #1 will be held in an in-person format and will provide information pertaining to Phase 1 of the Municipal Class Environmental Assessment process, including displays with background information on the Study and the Problem/Opportunity Statement. PIC #1 will be held in a drop-in format, so feel free to join us anytime from 5:30 to 7:30 p.m. PIC #1 materials will also be made available online on the project webpage.

Stay Connected!

As the study progresses and more information becomes available, it will be posted on the project webpage: niagararegion.ca/projects/ontario-street-environmental-assessment/. If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices (including future PIC notices), 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, 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.

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 on 2024-04-06.



APPENDIX B – Display Materials

A network diagram background consisting of a series of interconnected nodes and lines, forming a complex web-like structure. The nodes are represented by small circles, and the lines are thin, connecting the nodes in a non-linear fashion. The background is dark gray, and the network diagram is composed of light gray lines and nodes.

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Welcome!

Public Information Centre #1

**Ontario Street (Regional Road 42) from Linwell Road to
Welland Avenue/ Fourth Avenue (Regional Road 77)
Municipal Class Environmental Assessment**

**Tuesday April 16, 2024
5:30 – 7:30 p.m.**

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Please sign in when entering and provide your email if you would like to be notified about the project.



Review the display boards at your own pace.



Engage with the Study Team Members if you have any questions or comments.



Please fill out a comment sheet today OR email your comments by May 3, 2024.

Purpose of PIC #1

- To introduce the study to the public.
- To provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process.
- To present and receive public input on:
 - Problem/Opportunity Statement.
 - Concerns and issues pertaining to the study area.



Looking south on Ontario Street, south of the QEW

Project Background

- Schedule 'C' Municipal Class Environmental Assessment
- Rehabilitation and/or improvement needs for Ontario Street (Regional Road 42) from Linwell Road to Welland Avenue/ Fourth Avenue (Regional Road 77) in the City of St. Catharines
- Considerations include:
 - Traffic capacity and intersection improvements
 - Road safety
 - Pavement condition
 - Access management
 - Active transportation
 - Adjacent Development

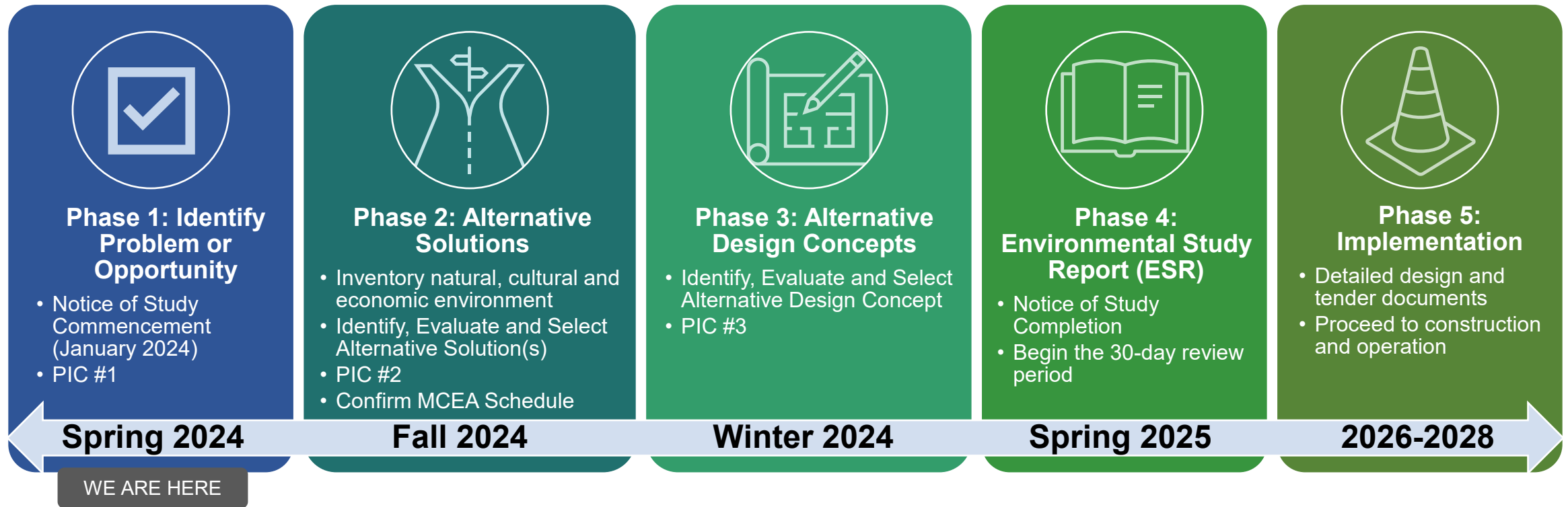
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Municipal Class Environmental Assessment (MCEA) Process & Timeline



Public and Stakeholder Consultation Engagement

The study is following the consultation requirements of the MCEA process. This includes the following key consultation milestones:

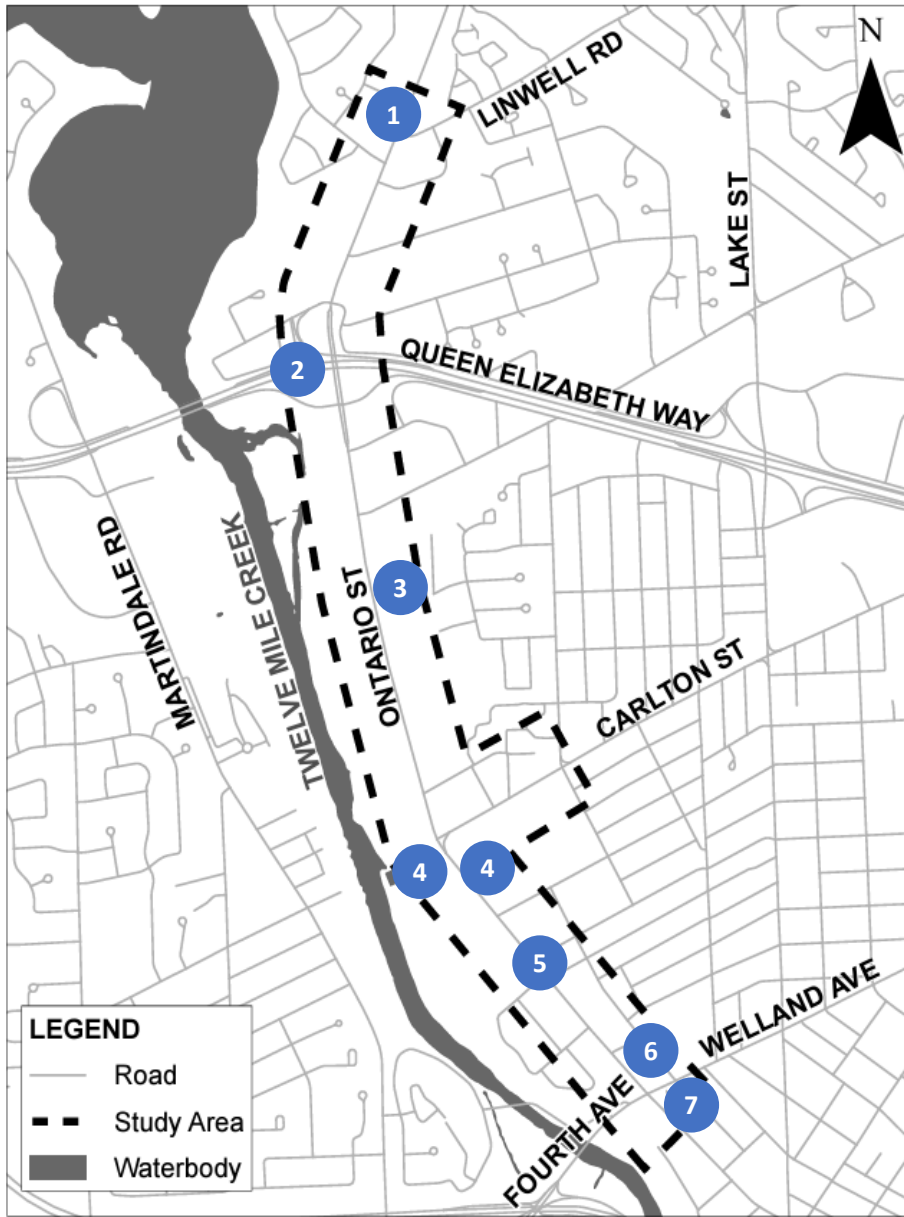
- Notice of Study Commencement (January 11, 2024)
- PIC #1 (April 16, 2024)
- PIC #2 (Fall 2024)
- PIC #3 (Early 2025)
- Notice of Study Completion (Spring 2025)

The Study Team is also engaging key stakeholders including:

- City of St. Catharines
- Ministry of Transportation,
- Relevant provincial agencies & utilities,
- Indigenous Communities, and
- local businesses, and members of the public.

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

Study Area Key Issues/Considerations



1. Tie into the current construction of Ontario Street to the north of the study area limits.
2. Coordinate with Ontario Ministry of Transportation for potential improvements that could impact the Queen Elizabeth Way highway interchange.
3. Commercial and Business Impacts – Impacts to adjacent businesses
4. GM Plant lands and future development being reviewed as part of the City's Ontario Street Corridor Secondary Plan.
5. Road becomes two lanes, south of Carlton Street, and in close proximity to residential properties/driveways.
6. Intersection improvements for capacity, operations and safety, as it relates to high frequency of collisions.
7. Several heritage properties including the Queen Street Heritage Conservation District.

Corridor-wide Issues:

- Active Transportation – Disconnected or sub-standard sidewalks, and lack of cycling infrastructure.
- Utility poles are close to the road on both sides of Ontario Street.
- Constrained road right-of-way
- Pavement condition

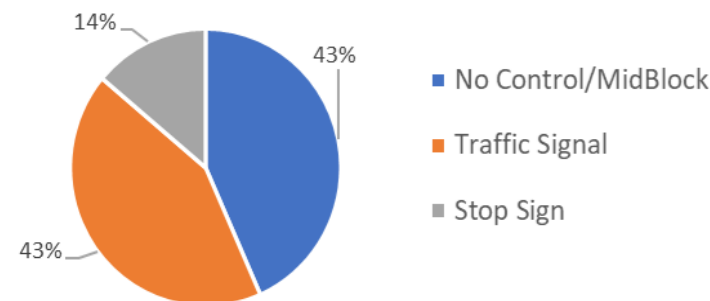
Transportation and Road Safety

A transportation study is being conducted to determine the existing transportation conditions in the study area. Key findings include:

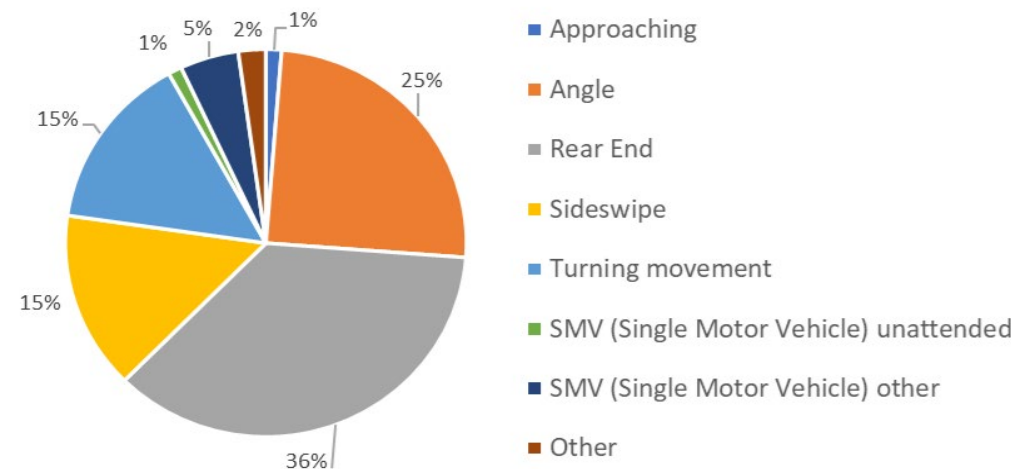
- Generally, traffic operates at an acceptable level of service, except for some movements at the Ontario Street / Welland Avenue intersection during peak hours.
- Niagara Region Transit operates Routes 302 and 402 on Ontario Street. This study will consider transit needs along the corridor.
- Collision data was analyzed based on records from 2016-2019, 2022 and up to July 2023.
 - Rear-end collisions were the most frequent (37% of collisions)
 - High frequency of collisions at mid-block locations (45%) mainly due to multiple closely spaced accesses in a short distance

Future traffic assessment findings will be shared in subsequent PICs.

Collisions by Control Type



Collisions by Impact Type



Existing Conditions - Key Findings

Technical studies are being undertaken to characterize and understand the existing conditions of the study area. These findings will determine the potential impacts of the proposed design and inform the mitigation measures required. Based on preliminary findings:

- There are **minimal natural heritage features** in the study corridor given its built-up, urban nature.
- Most of the study area is previously disturbed (**low potential for archaeological resources**), though some older neighbourhoods exhibit pockets of undisturbed soils and require further archaeological investigation, if impacted.
- **Cultural heritage resources** in the study area include one designated property at the north end of the study area and several listed and designated properties near Ontario Street/Fourth Avenue intersection, including the Queen Street Heritage Conservation District.

Technical Studies to be Undertaken:



Transportation Assessment



Stage 1 Archaeological Assessment



Built Heritage and Cultural Landscape Assessment



Hydrogeology and Geotechnical Investigations



Drainage and Stormwater Management

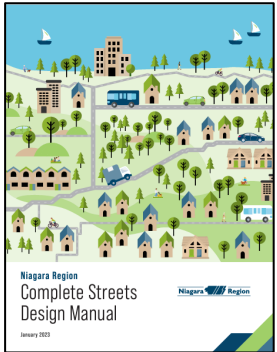
Additional studies will be completed if required.

Regional Plans and Policies



Niagara Region Transportation Master Plan (TMP)

The Region's TMP is a strategic planning document that lays out the programs, plans, and improvements required to address transportation needs in the Region from today through to 2041. The TMP looks at a variety of transportation needs including roads and highways for the movement of people and goods, pedestrians and cycling facilities, and transit.



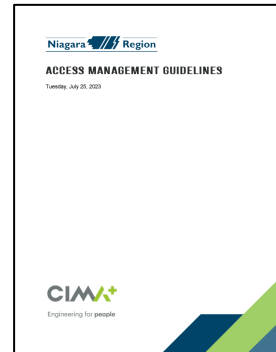
Niagara Region Complete Streets Design Manual

The Complete Streets Design Manual (CSDM) provides guidance on how to design, implement and maintain Complete Streets in the Region. Design practices are based upon best practices and updated federal and provincial transportation standards.



Niagara Region Official Plan (2022)

The Region's Official Plan (OP) is a long-range policy and planning document to help shape and manage growth in the Region. From a transportation perspective, the OP supports multimodal transportation systems and promotes modes of transport besides single-occupant vehicle trips, including active transportation, transit and complete streets.



Niagara Region Access Management Guidelines (2023)

Niagara Region aims to maintain safe and effective traffic flow on its roadways. A key element of this is providing safe access, consistent with the function of the road and the needs of adjacent land uses. Access Management Guidelines are intended to manage the provision of access to the public road system for new development or redevelopment, and proactively through corridor reconstruction.

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Provincial Plans and Policies



Provincial Policy Statement (PPS)

A consolidated statement on the Province's policies and direction on key land use planning issues that affect communities, including management of land, housing, protection of the environment, economic development and jobs, and public infrastructure.



A Place to Grow: Growth Plan for the Greater Golden Horseshoe

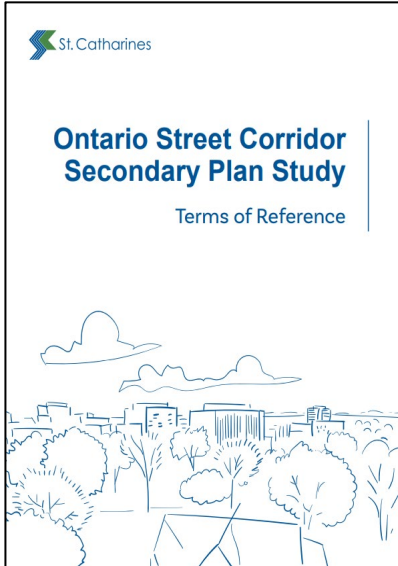
This document is the Province's plan to guide and manage growth and development anticipated for the Greater Golden Horseshoe including supporting economic prosperity, protecting the environment, and supporting communities.

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Local Plans and Policies



Ontario Street Corridor Secondary Plan Study (Underway)

The City of St. Catharines is undertaking a land-use study of the Ontario Street corridor from the QEW to Welland Avenue. The study will guide future decisions for land use in the Ontario Street corridor, which includes the long-standing industrial properties at 282 and 285 Ontario St. (former General Motors manufacturing site), which will be a central focus of the study and for future redevelopment opportunities.



Official Plan (The Garden City Plan)

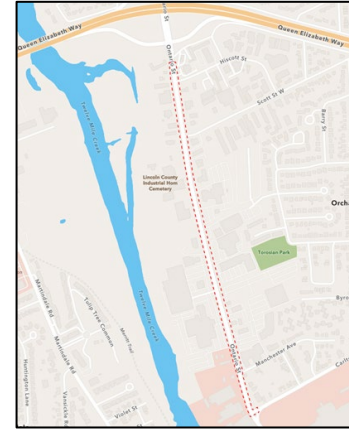
The Official Plan (The Garden City Plan) is the City of St. Catharines' long term land use plan. The Plan sets out policies for where and how lands can be used and developed within the community. It identifies permitted land uses and general policies to guide future development within the City.

Adjacent Projects



Ontario Street (Linwell Road to Lakeport Road) Reconstruction

In 2016, the Region completed a Schedule “B” MCEA for the reconstruction of Ontario Street between Linwell Road and Lakeport Road (Regional Road 87). The proposed design includes a three-lane cross section, with center two-way left-turn lane, and bike lanes. Construction for this project began in Fall 2023.



Ontario Street Watermain Replacement

The City of St. Catharines is completing a Schedule “A+” MCEA for the replacement of existing watermain on Ontario Street from Carlton Street to approximately 60m north of Hiscott Street, to improve the aging water and sewer infrastructure. Construction is anticipated to begin in Spring 2024.



Twelve Mile Creek Crossing (Carlton Street to Martindale Road)

The Region’s Transportation Master Plan identified a Twelve Mile Creek crossing from Carlton Street to Martindale Road. The Region will be undertaking a feasibility study to assess the need/feasibility of the crossing and its potential impacts and benefits.

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Study Area - Problem and Opportunities

Key Problems

- Potential road traffic capacity and operational concerns due to projected growth and development based on the City of St. Catharines' Ontario Street Corridor Secondary Plan, primarily associated with the former industrial lands of the former McKinnon Industries (GM Powertrain Plant).
- Deteriorating pavement conditions.
- Access issues at commercial plaza entrances in order to manage safety and future development needs.
- Inadequate active transportation facilities (e.g., sub-standard, in poor condition).
- Intersection improvements required to address safety and operational issues.
- Road safety concerns due to the high frequency of collisions in the corridor, as evidenced by the historical collision records.
- Constrained road right-of-way for corridor improvements.

Key Opportunities

- Support ongoing growth and development in St. Catharines by aligning the corridor with the Ontario Street Corridor Secondary Plan.
- Improve sub-standard infrastructure, including meeting accessibility guidelines.
- Improve road safety along the corridor (i.e., Vision Zero) for all users.
- Review and improve transit facilities, including bus stop spacing and design, as applicable.
- Active transportation improvements.
- Incorporate Niagara Region Complete Streets Design Manual, where possible.
- Improve the place-making and streetscaping of the corridor, including aesthetics, public spaces, and greenery, where possible.

Problem/Opportunity Statement

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

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

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

Next Steps

- Review PIC #1 comments and post PIC #1 summary report on Regional website
- Complete relevant technical studies
- Develop and evaluate Alternative Solutions
- Meet with interested stakeholders/agencies
- Present preferred Alternative Solution(s) at PIC #2 (Fall 2024)



Looking south on Ontario Street at Carlton Street

How You Can Get Involved



Ask questions or discuss issues with the Study Team today at the PIC.



Fill out a PIC comment form and return by May 3, 2024.



Request to be added to the study contact list to receive updates and future public notices about the study.



Visit the study website for more information.
(<https://www.niagararegion.ca/projects/ontario-street-environmental-assessment/>).



The display boards will be made available electronically on the study website after the PIC.



Attend future Public Information Centres.

Key Team Member Contacts

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

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

Project Manager, Transportation
Planning Niagara Region

Tel: 905-980-6000 ext. 3728

Email:

Waad.Siyam@niagararegion.ca

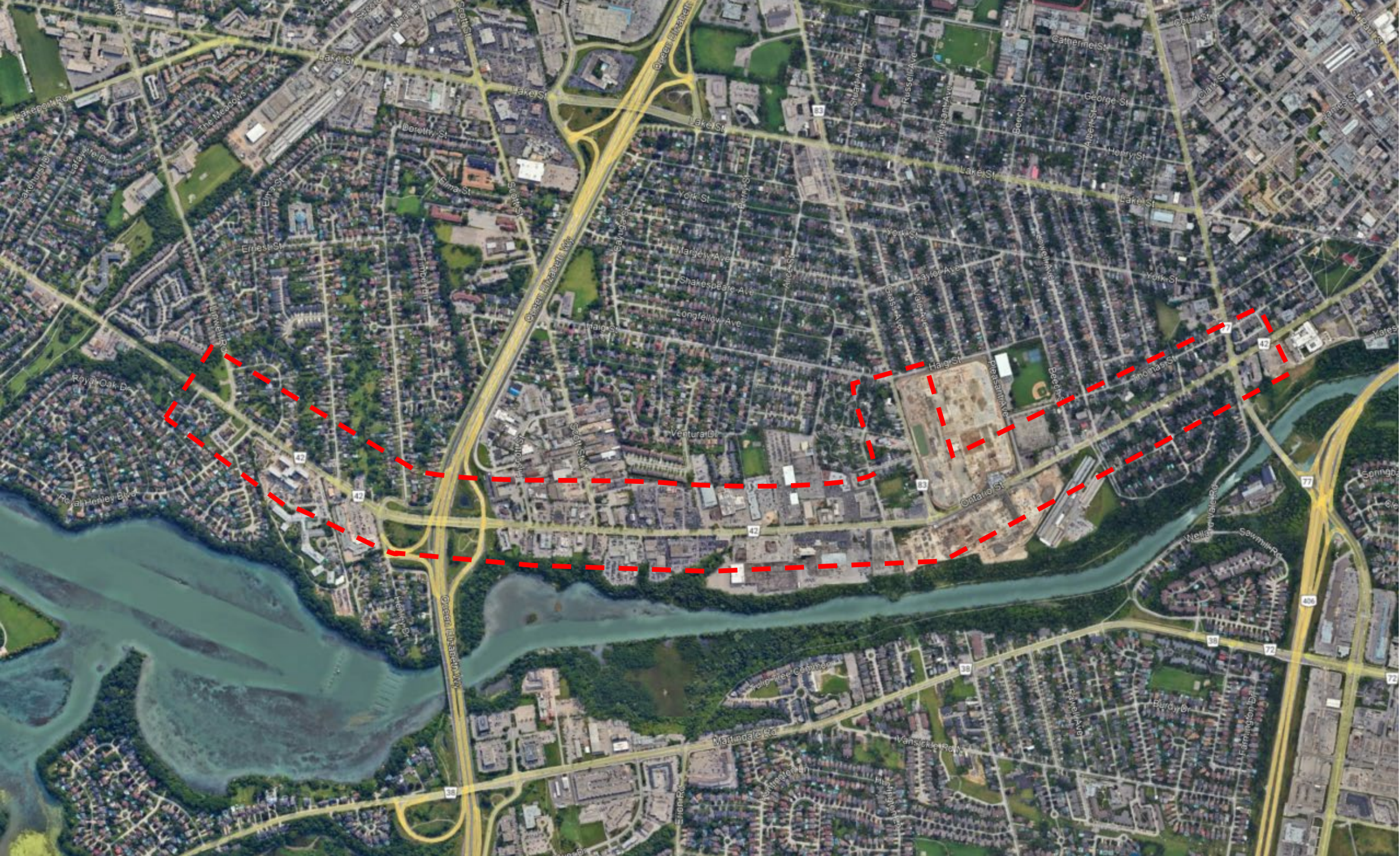
Tauseef Shamsi, P.Eng.

Project Manager
Parsons Inc.

Tel: 905-569-4176

Email:

Tauseef.Shamsi@parsons.com





APPENDIX C – PIC #1 Submitted Comments

COMMENT FORM

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

**Public Information Centre #1
April 16, 2024**

Please return comment form to:

To: Tauseef Shamsi, P.Eng., M.Sc.
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 #1 is to present Phase 1 of the MCEA, which includes background information on the project and the Problem / Opportunity Statement, and to gather input from the public on any aspect of the study.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **May 3, 2024**) to the contact noted above. Your input is greatly appreciated.

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

[Redacted area for contact information]

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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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Walking & cycling

There are very few safe corridors to cycle from the downtown to the north end

Ontario St is a warzone for travel by all users

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

In my view the only effective way to slow traffic and make it safer for all users (ie pedestrians, cyclists, vehicles, trucks, buses) is through "road design".

The roadway needs to be narrowed from Canton St → Lowell Rd to a 3 lane cross-section with centre turn lanes, bike lanes (on road) and wider sidewalks with landscaping to give the perception of narrower road.

The Ontario St / Welland Ave intersection is extremely dangerous especially for vulnerable road users. A "Protected Intersection" design should be explored using design manuals including WSP consultants have much experience on this.

3. Do you have any additional comments or questions?

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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 #1
April 16, 2024

Please return comment form to:

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

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NAME: _____
ADDRESS: _____
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MOVING ROADS FORWARD

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

- ☒ Traffic and Road Safety
- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☐ Residential Property
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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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Minimally: Biking + walking. Would bike + walk more if infrastructure was improved (e.g. separated bike lanes, wider sidewalks, road diet).

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

Dundas St would be a great connector
b/w downtown & the beach if
active transportation infrastructure
was better. Bike lanes, especially.

3. Do you have any additional comments or questions?

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- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☒ Other (Please Identify: sense of place)

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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Yes, cycling is my primary mode of transport, although I also use the bus & car.
I avoid Ontario St as much as possible because it is so dangerous.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

Any active transit infra must be built to a AAA Standard (All Ages & Abilities). Kids & less confident cyclists & pedestrians must be able to use the infra.

3. Do you have any additional comments or questions?

The GM lands & connection with Port Dalhousie make this into a very important corridor for transportation & our sense of place. Walking & biking here must be safe and comfortable. This corridor's deterioration represents our city's deterioration. Like wise, it can represent our revitalization.

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- ☒ Yes ☐ No

I would like a response to my comments:

- ☐ Yes ☐ No

1. Do you use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Walk.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

How will this proceed if GM
remains in limbo?

What is the likelihood of a bridge
linking Carleton Place - Martindale.

3. Do you have any additional comments or questions?

Once construction starts, should it go ahead,
what will the access be off Ontario St
into Woodruff/Kensington

What is the Realistic anticipated
length once construction starts?

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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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

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 ~~more~~ meaningful changes towards more policies and infrastructure for cycling lanes ^{separated} throughout all regional roads. *be*

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

I would really like to see ~~as~~ more information on cycling infrastructure lifespan respectively to ~~an~~ infrastructure improving infrastructure and safety will increase ~~ridership~~ ridership and engagement.

3. Do you have any additional comments or questions?

Appreciate this time to talk with and gain information on more regional roads and planning.

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- ☐ 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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

NO, BECAUSE IT'S DANGEROUS!

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

- BIKE LANES
 - SEPARATE FROM ROAD + SIDEWALK
- 12 MILE CREEK
 - NEED WATERFRONT TRAIL ON BOTH SIDES OF CREEK
 - NEED A TRAIL ACCESS POINTS ~~FROM~~ ^{MULTIPLE} ALONG ONTARIO ST. + PORT DALHOUSIE

3. Do you have any additional comments or questions?

- ONTARIO ST DEVELOPMENT LACKS A [↑] CURRENT HUMAN COMPONENT
- GM ~~AT~~ PROPERTY MUST CONSIDER ACTIVE TRANSPORT
- WHY WAS THIS NOT PRINTED ~~AS~~ TWO-SIDED?

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- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☐ Other (Please Identify):

Keeping Big 18 wheelers to take a TRUCK Route

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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

*Yes -> needs better sidewalks
comfortable access for pedestrians
and Bike Routes.*

*TOO MUCH ACTIVITY IN
the intersection of Ontario and
Welland Street.*

*Sewage needs repair as we
smell it offgassing in our storm drains
on our drive way.*

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

- move pedestrian walkway for safety as there are many people that walk
- Safe ~~pede~~ biking routes
- less noisy traffic such as big commercial rigs (18 wheeler)

3. Do you have any additional comments or questions?

Fix the morrit trail to go all the way around Port Dalhousie and back to downtown.

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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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Yes. Walk and cycle.
My workplace is on Ontario Street + my grocery store, pet store etc.
I usually take back streets to these places because Ontario Street is so unsafe, noisy, ugly and un-interesting to spend time there.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

Yes @ 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} future of this area is an opportunity to create a new story, with a positive 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, + slows cars as they approach downtown.

3. Do you have any additional comments or questions?

→ 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 + Bike only bridge connecting Carlton to Martindale.

Also it doesn't appear what this has been studied yet to be deemed a problem. It's only a problem if we want to continue with status quo.

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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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

① WALK (TODDLER, TEEN, ADULTS)
② CYCLE (TEEN, ADULTS)
③ CAR/DRIVE

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

① While development affects the residential/houses
all that impact be compensated

3. Do you have any additional comments or questions?

While replacing aged water/sewage connections
will that affect the residential connection with
old water connections.

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I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

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 ~~to~~ west on to Regatta Dr. 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.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

My greatest concern that I believed should be considered is a crosswalk at Linhaven Long Term Care home (403 Ontario St) that would stretch across Ontario St to the transit stop that is located at the end of our driveway (504 Ontario St). Currently family members go to visit their loved ones and we watch them try to cross the road. The sheer speed of the cars + the amount of cars on Ontario St makes this very difficult to do safely. Often those crossing are older + tend to be slower crossing. I believe that a crosswalk would be very helpful to many people.

3. Do you have any additional comments or questions?

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 Rd 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 St, in my opinion is the best / shortest travel option. It must also consider weather conditions when asking elderly to walk/travel by wheel chair.

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- ☒ Yes ☐ No

I would like a response to my comments:

- ☐ Yes ☐ No

1. Do you use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

No, because it is not safe
we find alternative routes to get to the
downtown area.

If there was a fully separated active
transportation corridor we would use it

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

the collision data presented in the PIC boards doesn't take into account "collision data" from active transportation users.

there is currently no bike lane, curb facing sidewalks active users are in significantly more danger than cars unless there is a protected corridor

3. Do you have any additional comments or questions?

We are disappointed in the use of space in the adjacent Ontario St. Project (ie. 3 car lanes & no protected active transport. corridor)

We hope a fully separated lane for active transportation is prioritized in this project over additional traffic lanes.

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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 #1 April 16, 2024

Please return comment form to:

To: Tauseef Shamsi, P.Eng., M.Sc.
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 #1 is to present Phase 1 of the MCEA, which includes background information on the project and the Problem / Opportunity Statement, and to gather input from the public on any aspect of the study.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **May 3, 2024**) 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: Bike Lanes QEW to Linwell Rd.

I would like to be added to the Study mailing list to receive future project updates: to Linwell.
☐ Yes ☒ No

I would like a response to my comments:

- ☒ Yes ☐ No

1. Do you use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

Walk and ~~the~~ Bike from
 504 Ontario to 383 Lake Street.
 Mon to Fri.

* Bike Lanes and ~~and~~ Centre
 turning lane would improve
 safety. Vehicles drive fast
 from QEW to Linwell Road.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

YES - Linhaven home Has
No Crosswalk. to access the
Bus Route. People have
a difficult time crossing four
lanes with mobility devices.

3. Do you have any additional comments or questions?

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MOVING ROADS FORWARD

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- ☒ Traffic and Road Safety
- ☒ Active Transportation
- ☐ Access off Ontario Street
- ☐ Residential Property
- ☐ Commercial / Industrial Property
- ☐ General Interests
- ☒ Other (Please Identify: Safety - Secondary tunnel on Ont. St.)

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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

2 wheeled vehicles - both motor and non motor vehicles
ie. bicycles & 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.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

* question why Alecton has to use such tall poles (70-75' at Linnell to Lakeroint)

- In Regent St. Biker Lane - A Bylaw is needed to stop delivery parking in bike lanes - Right now Ont. St from Carlton to Glen is regularly (every day) blocked by Semi-Trucks. a flood of cars to deliver (although in most cases - there is no death on the road)

- In addition the Region should institute a way to have lights change when a bicycle/bike/motorcycle approaches the intersection

3. Do you have any additional comments or questions?

The Region, in a lot of cases has "demand only" not "timed" traffic lights which don't pick up 2nd wheelers.

Caution: There is a tunnel on Ontario St that runs from one side to the other at the G.R. property - the hydro duct goes there - runs over the tunnel (just under sidewalk) should be checked re: there are High Voltage cables in the duct now - still exists? - But the tunnel is still there

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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 #1
April 16, 2024**

Please return comment form to:

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

(if it isn't too much hassle.)

1. Do you use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

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 Northend.

However, Due to safety concerns, I ride Ontario Street as little as possible. Usually just from Welland Ave to Active Place. The parallel street, Thomas is ~~not~~ 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 St as a cyclist, but I avoid it as much as possible and encourage less experienced riders to stay away.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

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.

3. Do you have any additional comments or questions?

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.

eg. left turns onto Thomas St from Welland are disallowed &

dangerous, and Thomas St itself involves risks of being

doored by park cars, and aggressive drivers do not make

space in the remaining 1.5 lanes.

or yield right of way.

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NAME: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

A large black rectangular box redacting the contact information provided by the respondent.

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 use active transportation (walk/cycle) along Ontario Street? If yes, what form of active transportation do you use?

yes. I used to regularly walk on Ontario Street from Welland to a plaza south of Linwell. ~~the~~ I have also biked 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 Carleton - signage, parking lots, etc. were designed for drivers, not walkers.

2. Do you have any comments about the key issues/considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?

- I would like there to be a stronger focus on active transportation ~~instead of~~ and public transportation, instead of cars. I understand that the city will experience a population ^{more} growth, but there simply isn't more room for cars. We need a bold change — ~~not~~ bike lanes, wider sidewalks and a dedicated lane for buses. I worry that urban planning in this city privileges the needs of drivers instead of pedestrians, etc.

3. Do you have any additional comments or questions?

I would like to know if there are any plans to improve the aesthetics of the street w/ ~~not~~ public art. I would love to see a "destination" attraction that would bring more people ^{street} to the street. Right now this feels like a highway / thoroughfare — I wonder if ~~apparently~~ making this a destination would improve the street.

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Would you like to be added to the study mailing list to receive future project updates?	Comment #1 - Do you use active transportation (bike/cycle) along Ontario Street? If yes, what form of active transportation do you use?	Comment #2 - Do you have any comments about the key issues/ considerations presented? Are there other concerns or issues that the Project Team should be aware of or consider?	Comment #3 - Do you have any additional comments or questions?
yes	Yes. Walk/ bike.	Walking is fine, but additional tree canopy would be great. Stretch between Carlton and QEW is particularly awful. Concern about Ontario/ Welland intersection as a pedestrian and cyclist. Lack of bike lanes and poor road condition make cycling absolutely terrifying on this stretch during daytime hours, in particular. Protected bike lanes would be a dream.	Development impact of GM site.
no	Yes. Bike.	We need protected bike lanes and complete streets built so that less experienced cyclists feel safe enough to take up cycling and leave their cars.	Add real concrete traffic calming measures like raised intersections , narrowed pedestrian crossings and cross streets, and pedestrian islands.
yes	Yes. Bike, E-bike.	Hello! I believe a 3 lane road with central turning lane would be the ideal solution for this road. Currently, there is NO safe or protected way for cyclists to cross the QEW in the midtown/Fairview Mall area, which is extremely overdue, and leads to people choosing to use their car instead of walking or biking, which means more cars on the road and increased traffic. Ontario street is overly wide, which encourages speeding and leads to accidents. A 3 lane solution will prevent rear end accidents and calm traffic down to a more reasonable speed.	Ontario Street is not only a major connection between the north/south of the QEW, but is also a destination itself for the many people who live within walking/cycling distance. Grocery stores, restaurants, and other shops all enable the Haig to serve as a 15 minute neighbourhood. However, the street is incredibly hostile to pedestrians, cyclists, and people with physical disabilities. Bike lanes should be protected using the guidelines in OTM Book 18. Painted bike lanes would be inadvisable due to the volume and speed of traffic. Intersections should also be Dutch-style protected intersections, which will make the street safer for both pedestrians and cyclists. Over the next decade, St. Catharines will become a much a denser city than its neighbours, which means that enabling alternatives to car travel is mandatory, lest we cause major car congestion. The city is actually not very large in footprint, which makes bike travel extremely efficient and desirable, as long as inviting and safe infrastructure is in place. Our climate, being in a warmer hardiness zone than Toronto, means that with proper amenities, cyclists will continue to use lanes in the winter (as they do in Toronto, and even in frosty Montreal.) Please include some sort of protected or grade separated bike lanes in this project! Thank you for reading my comments. I look forward to seeing the proposed street designs.
yes	Yes, bicycle.	St. Catharines desperately needs safe and comfortable cycling routes that cross the QEW, especially routes between downtown and Port Dalhousie. Anything short of a completely protected and separated bike path would be a failure in my eyes. Bollards would be an inadequate half-measure.	I would like to see Ontario Street modified to a degree that it would no longer be considered a "stroad", either changed into a proper street or a road.

yes	No	I already left a comment once before but I forgot to add some comments about the intersection at Linwell. Please ensure intersection connectivity for any active transportation through this section continuing onto Ontario and onto Linwell Rd. Both have painted bike lanes but they did not include plans to connect them in the current construction going on right now. I know that Linwell is a Municipal road but please get in contact to see about appropriate intersection connectivity. When I asked about this intersection (and the Lakeshore intersection) for the current construction between Linwell and Lakeshore I was told "intersections were outside the scope of the current project". This project said the intersections would be within scope so please look to improve and connect these intersections.	Greater need for Pedestrian crossings, especially to get to bus stops (look out for bus stops that are isolated from signalized crossings because unsignalized crossing is happening but it feels/is dangerous). There is unmet demand for active transportation on this route that is currently being pushed onto sidewalks and side streets where possible. I don't know how traffic studies count this but I hope you are able to get an estimate. In a vehicle turning left out of the side Streets or parking lots onto Ontario is difficult and I usually give up and turn right. Which emphasizes how difficult it is to cross as a pedestrian.
yes	Yes. I walk and cycle.	I live just off Ontario street and regularly use the roadway and sidewalk. However, cycling down that street is terrifying at the best of time. Protected bike lanes would mean I could cycle to the shops along Ontario more frequently and use the roadway to get to other places in the city. I also have two children who walk to the stores and their friends.houses,. using Ontario and I am always worried about their safety.	The area desperately needs.more green space, trees, etc to give it a more community feel. The barren concrete wasteland, with the abandoned Factory is a striking difference to the warm, welcoming community just one street over.it would be nice if the area was made shadier with some trees, had adequate lighting and just felt more welcoming and safe over all. Prioritizing vehicle traffic would be a bad choice. I think two regular car.lanes, with protected bike lanes and a middle turning lane would be the best for everyone. But if nothing else - protected bike lanes are so important.
yes	cycle and walking (sometimes walking with a cart)	walking there is very little shade along this street from the QEW to Lowell (the more commercial/industrial half) I avoid cycling on this part of Ontario as much as I can despite trying to get to the Freshco, Value Village, Dollar store, Restaurants, fast food, and election polling station, and when they used to be there the Blood donation clinic and bank... So I often go out of my way to take side streets and cut through parking lots and parks (and I have gotten lost). Often I will then walk my bike once I am actually on Ontario street. I also try to avoid the section of Ontario from Carlton to Welland as much as I can but more so here for the noise. If I'm walking from/to downtown I will take Thomas instead. If I am biking from downtown I will try to get off Ontario as fast as I can (usually Adie's Place). The intersection at Ontario and Welland/Forth is very useful but uncomfortable. As a pedestrian I find cars often take their turns in front of me trying to cross. - Also the pedestrian beg button feels like it skips my turn: This pedestrian light will not automatically turn with the traffic lights if not called. If pressed during the left turn it also will not turn during the very next phase (regular green for traffic) so I have to wait for the next cycle of regular green for traffic... I will take this intersection on my bike and it can be intimidating. In heavy traffic I will walk my bike through the intersection.	lack of pedestrian crossings to bus stops. For me, specifically at Pleasant and Ontario. When GM was still operating this used to be a signalized intersection but now only has a stop sign toward Pleasant and can take a long time to wait for a break in the traffic and can feel dangerous to try to catch a bus. Although it is my closest bus stop I avoid it. Another bus stop that does not have a nearby pedestrian cross over is the one in front of Parkway Social across from the Freshco. Many years ago, I used this grocery store and bus stop when I lived downtown as a student (grocery access downtown is/was terrible). Crossing here encumbered with groceries in the dark of winter was scary. There is limited bike parking at the shopping and restaurants along the street. The Holiday Inn is considered the bike-friendly accommodation that granted St Catharines the "Ontario By Bike business area certification"... So in theory, the bike route from the Holiday Inn to the other business partners (all downtown) should be a priority but there isn't any bike infrastructure at all!
yes		Now that the City's Corridor study has been cancelled how will this affect the design and implementation of this project?	Why are you not referencing the Region's Urban Design Guidelines approved in 2005 and are presently being updated?

yes		Please create a safe option for cyclists along Ontario street! Currently there is no north-south route between the lake and downtown for cycling in the city!	We need more biking transportation options!! Turn the segments into a system for cycling / AT
yes		It is a very busy street, making it very dangerous to bike on. Having bike lanes would be very helpful.	
yes		Fast traffic and the state of the surrounding area makes walking here very unpleasant, I think the area has the potential to have infrastructure to make traveling here pleasant and safe for pedestrians, cyclists and cars and also add improvements to the environment (green spaces, native species, community gardens)	
yes	Walk/ run		
yes	In nicer weather, I ride my bicycle to work instead of driving.	Two of the biggest issues with Ontario street in my opinion is the accessibility for pedestrians, as well as the ability to make a safe left turn out of parking lots. A solution that I believe would be able to solve both of these would be to create a median that goes down the center of Ontario st from Carlton to Linwell that prevents cars from turning left. At key intersections where space permits could be roundabouts, that provides access to making "uturns" in order for traffic to flow safely and efficiently. The median in the middle of the road could also function as refuge spots for pedestrians to use as they cross - this way they need to only cross one direction of traffic at a time. In higher density areas - such as near the new Starbucks / dollar store plaza - there could be the pedestrian crossing lights, such as the ones downtown near Mahtay cafe.	
yes	Cycling	Getting from north to south or vice versa on a bike is incredibly dangerous. There needs to be at least 1 north/south corridor that has safe (separate lane, painted and partitioned) cycling lanes. Ontario street is a great option as it is the shortest distance between major entertainment areas like downtown and port Dalhousie	
no	Walking but wish to cycle if it was safer	Very hostile, no bike lanes and no tree coverage	
no	bicycle	I just biked with my wife and was almost hit. we have lights and hi-visibility jackets and obey the road laws. we need bike lanes.	People's safety . the amount of traffic is ridiculous. there needs to be alternatives for others. I work for NEMS and have picked up pedestrians struck in Niagara. it isn't fun
		Hello, Can I sign up to be notified of the next PIC for the Ontario St EA process? I would really recommend and welcome a road diet such as a 3-lane cross-section with a centre turn lane to improve safety, reduce traffic speeds, and free up some real estate to provide high quality protected bike facilities. Protected intersections and protected roundabouts would be a major improvement for safety, accessibility, noise, and equity for all street users.	
		I would love to see protected, safe bike lanes to help encourage alternative transportation and keep people safe. Also more trees etc. to help build a canopy and bring down the hot temperatures created by so much concrete in the surrounding parking lots and businesses.	