
Appendix A

List of External Agencies for Public Consultation

EXTERNAL AGENCY CONTACT LIST

City of Greater Sudbury, Transportation Background Study Class Environmental Assessment

PN: 68296

PROJECT COMMENCEMENT LETTER

September, 2003

Agency Name	Contact Person	Sent	Comments
PROVINCIAL MINISTRIES / AGENCIES			
Ministry of the Environment Sudbury District Office 199 Larch Street, Suite 1101 Sudbury, ON P3E 5P9 Tel.: 705-564-3273 Fax: 705-564-4180	Ms. Paula Allen EA Coordinator		
Ministry of Transportation 159 Cedar Street Suite 503 Sudbury, ON P3E 6A5 Tel: 705-564-7722 Fax: 705-564-3144	Mr. Bruce Sedgwick, P. Eng. Area Contracts Engineer Sudbury Area		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Ontario Ministry of Natural Resources 3767 Highway 69 South Suite 5 Sudbury, ON P3G 1E7 Tel.: 705-564-7856 Fax: 705-564-7879	Stephen Devos Sr. Lands & Waters Technical Specialist Sudbury District		
Ministry of Culture 435 James Street South Suite 334 Thunder Bay, ON P7E 6S7 Tel.: 807-475-1632 Fax: 807-475-1297	Andrew Hinshelwood Regional Archaeologist		
Ministry of Municipal Affairs 159 Cedar Street Suite 401 Sudbury, ON P3E 6A5 Tel.: 705-564-6855 Fax: 705-564-6863	Jim Coughlin Municipal Planning Adviser		
Ministry of Northern Development and Mines Transportation Unit 70 Foster Drive, Suite 200 Sault Ste Marie, ON P6A 6V8 Tel.: 705-945-5836 Fax: 705-945-5931	Mr. Tom Marcolini Senior Transportation Economist		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Ministry of Northern Development and Mines 159 Cedar Street, Suite 601 Sudbury, ON P3E 6A5 Tel: 705-564-7361 Fax: 705-564-7108	Mr. Paul Bradette Northern Development Advisor		
Sudbury District Health Unit 1300 Paris Street Sudbury, ON P3E 3A3 Phone: 705-522-9200 Ext. 214 Fax: 705- 677-9607	Mr. Ed Gardner Manager of Health Protection		
Department of Fisheries and Oceans 1500 Paris Street, Unit #1 Sudbury, ON P3E 3B8 Tel: 705-522-1697 Fax: 705-522-6421	Mr. Carl Jorgensen Fish Habitat Biologist		
MUNICIPAL AGENCIES			
Greater Sudbury Police Service 190 Brady Street Sudbury, ON P3E 1C7 Tel.: 705-675-9171 Fax: 705-674-7090	Mr. Ian Davidson Police Chief		
Greater Sudbury Emergency Services P.O. Box 5000 Station A Sudbury, ON P3A 5P3 Tel.: 705-671-2489 Fax: 705-673-2960	Mr. Donald Davidson Fire Chief		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Member of Provincial Parliament Nickel Belt Riding Constituency Office, Hammer Valley Mall Hwy 69 North Hanmer, ON P3P 1P7 Tel.: 705-969-3621 Fax: 705-969-3538 Toll free: 1-877-280-9990 shelley_martel-mpp@ontla.ola.org	Ms. Shelley Martel, MPP		
Member of Provincial Parliament Sudbury Riding 100 Elm Street Suite 2 Sudbury, ON P3C 1T5 Tel.: 705-675-1914 Fax: 705-675-1456	Mr. Rick Bartolucci, MPP		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-671-2489 ext. 2514 Fax: 705-673-3096	Mayor David Courtemanche		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-692-9951 Fax: 705-692-0679	Councillor Eldon Gainer, Ward 1		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-692-9321 Fax: 705-692-5167	Councillor Terry Kett, Ward 1		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-855-4602 Fax: 705-855-8692	Councillor Ronald Bradley, Ward 2		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-855-9433 Fax: 705-8557966	Councillor Claude Berthiaume, Ward 2		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-897-6410 Fax: 705-897-7660	Councillor Ron Dupuis, Ward 3		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-969-1597 Fax: 705-969-0241	Councillor André Rivest, Ward 3		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-524-0688 Fax: 705-524-9807	Councillor Ted Callaghan, Ward 4		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-693-3892 Fax: 705-693-0944	Councillor Russ Thompson, Ward 4		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-523-1987 Fax: 705-523-1857	Councillor Doug Craig, Ward 5		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-671-2224 Fax: 705-671-7176	Councillor Frances Caldarelli, Ward 5		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-675-3894 Fax: 705-675-3253	Councillor Janet Gasparini, Ward 6		
City of Greater Sudbury P.O. Box 5000, Station "A" 200 rue Brady St. Sudbury, ON P3A 5P3 Tel.: 705-524-0070 Fax: 705-524-0600	Councillor Lynne Reynolds, Ward 6		
OTHER KEY STAKEHOLDERS			
Nickel District Conservation Authority 200 Brady Street Sudbury, ON P3E 5K3 Tel.: 705-674-5249 Fax: 705-674-7939	Mr. Al Bonnis Director of Operations Mr. Paul Sajatovic Planner		
Rainbow Public School Board 69 Yonge Street Sudbury, ON P3E 3G5 Tel.: 705-674-3171 Fax: 705-671-2442	Ms. Diane Cayen-Arnold Chief Financial Officer		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Sudbury Catholic District School Board 165A D'youville Street Sudbury, ON P3C 5E7 Tel.: 705-673-5620 ext.298 Fax: 705-688-1781	Ms. Zandra Zubac Director of Education		
Conseil Scolaire Catholique du Nouvel Ontario Sudbury Catholic District School Board 201 Jagues Street Sudbury, ON P3C 5L7 Tel.: 705-673-5626 Fax: 705-669-1270	Ms. Helene Chayer Director of Education		
Conseil Scolaire du District du Grand Nord de l' Ontario 296 Van Horne Street Sudbury, ON P3B 1H9 Tel.: 705-671-1533 Fax: 705-671-1794	Mr. Marc Dionne Director of Education		
Temvest Inc. Barrister, Solicitor & Notary, Avocat 703 – 901 Lasalle Boulevard Sudbury, ON P3A 1X8 Tel: 705-566-8263 Fax: 705-566-7863 E-mail: pdnt@isys.ca	Mr. Paul D. N. Temelini, B.A., LL.B.		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Ontario Federation of Snowmobile Clubs (OFSC) 106 Saunders Road, Unit 12 Barrie, ON L4N 9A8 Tel.: 705-739-7669 Cell: 705-869-9135 Fax: 705-739-5005	Mr. Ron Purchase General Manager		
Sudbury Trail Plan P.O. Box 2900, Station A Sudbury, ON P5E 1G4 Tel.: 705-671-2138 ext. 12 Fax: 705-670-2776	Mr. Vassey Lumley		
Broderdale Snowmobile Association P.O. Box 1085 Station A Sudbury, ON P3E 4S6 Tel.: 705-522-6897 Fax: 705-522-6897	Mr. Lloyd Myllynen Club President		
Rainbow Routes Association 200 Brady Street Sudbury, ON P3E 5K3 Tel: 705-674-4455 Ext. 4603 Fax: 705-671-6767	Ms. Deb McIntosh		
Broderdale Snowmobile Association 3800 Sunvalley Road Sudbury, ON P3G 1K3 Tel.: 705-523-6969 Fax: 705-522-1257	Mr. Jim Reid, Trail Director		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Greater Sudbury Chamber of Commerce 166 Douglas Street Sudbury, ON P3E 1G1 Tel.: 705-673-7133 Fax: 705-673-2944 Cofc@sudburychamber.com	Ms. Debbi Nicholson President and CEO		
South End Rate Payers Association 218 Stewart Drive Sudbury, ON P3E 2R5 Tel.: 705-522-0705	Mr. Barry Cotton		
Regent Street Rate Payers Association 345 Austin St. Sudbury, ON P3E 2K3	Mr. Ted MacMillan		
ADDITIONAL RATEPAYERS ASSOCIATIONS TO BE ADDED			
UTILITIES			
Regional Cable Systems 500 Barrydowne Road P.O. Box 4500 Sudbury, ON P3E 5W1 Tel.: 705-560-1560 Fax: 705-560-8119	Mr. Larry Ship Manager of Design and Planning		
Union Gas P.O. Box 4000, Stn. A Sudbury, ON P3A 4S3 Tel.: 705-566-4301	Mr. Paul Deredin		

External Agency Contact List (continued)

Agency Name	Contact Person	Sent	Comments
Greater Sudbury Hydro Plus 500 Regent Street P.O. Box 250 Sudbury, ON P3E 4P1 Tel.: 705-675-7536 Fax: 705-675-3594	Mr. Kerry Taylor Manager of Engineering		
Hydro One 957 Falconbridge Road P.O. Box 2040, Station A Sudbury, ON P3A 4R8 Tel.: 705-566-8955 ext. 241 Fax: 705-566-6990 E-mail: greg.towns@HydroOne.com	Mr. Greg Towns First Line Manager		
Bell Canada Access Network Provisioning 200 Brady Street, Floor 1 Sudbury, ON P3E 3L9 Tel.: 705-673-3426 Fax: 705-688-8680	Mr. Erro Makela Manager		
Interested Public Members / Current Residents			
Information Not Shown	Ms. Laurie Brownlee		
Information Not Shown	Mr. John Rutherford		

Appendix B

***Study Notification and Public Information Session #1
Notification***

Notice of Study Commencement

Transportation Study

The Study

The City of Greater Sudbury is developing a single, up-to-date Official Plan that fosters sustainable growth, economic development and a high quality of life to attract people and investment.

The Transportation Study is an important part of this Official Plan. All aspects of the transportation system in the City of Greater Sudbury will be reviewed and examined to determine how our community can satisfy existing needs and accommodate future needs.

The Process

The Transportation Study is divided into two parts. Phase 1 will identify challenges and opportunities. Phase 2 will identify solutions and action plans based on the existing environment and input from citizens and review agencies.

This phased approach reflects that of the approved Municipal Class Environmental Assessment (Class EA) process.

Comments

We are interested in receiving any comments you may have regarding this Transportation Study. Input from the public and review agencies will assist the study team in meeting the requirements of the Environmental Assessment Act.

Chris Redmond, P. Eng
Project Manager
Earth Tech (Canada) Inc.
1040 Lorne Street South, Unit 1
Sudbury, Ontario P3C 4R9
Phone: (705) 674-8343
Fax: (705) 674-1694
chris.redmond@earthtech.ca

Tin Chee Wu, MCIP, RPP
Senior Planner
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
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Phone: (705) 674-4455 Ext. 4298
Fax: (705) 673-2200
tinchee.wu@city.greatersudbury.on.ca

Natalie Mihelchic, P. Eng.
Coordinator of Traffic and Transportation
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 Ext. 4357
Fax: (705) 673-5171
natalie.mihelchic@city.greatersudbury.on.ca

Telephone Survey

VERI/FACT Research Inc. will conduct a telephone survey to determine how, when and where residents travel on a daily basis. Those surveyed will be chosen through a random process. All answers will remain strictly confidential and will be used only for study purposes.

Public Information Sessions

Two public input sessions will be held in the new year to present information and to obtain input from citizens and review agencies. Dates, times and locations will be announced.

*Developing a single, up-to-date
Official Plan that fosters sustainable growth,
economic development and a high quality of life
to attract people and investment.*

Please contact one of the following study team members if you have any comments or questions or wish to be included in the mailing list to receive direct notification of future Transportation Study events:

may be alth

a serve as the cell's power oxygen, fats and sugars and to create either heat, or a chemical fuel called ATP. (ATP is the cell, helping it perform it is programmed to, from let-ontract, to running electrical neurons, making hormones, cell itself until it's big enough

a massive "family tree" of DNA to live in different climates, the looked for places where mutation disappeared.

tion that produces health benefits people adapt better to their surroundings, they were able to mutations in mitochondrial Northerners toastier than cousins.

Studied DNA

ers studied the DNA from 1,125 different regions of the world, and evidence of many different mitochondrial DNA distributed world through inheritance.

asto ed to find that 65,000

African ancestors migrated Europe and Asia, they took with of the many thousands of different mitochondrial DNA.

ce in survival boiled down to a on.

whose genes were better suited her used their food calories to rich let them run faster so they aten. When they migrated to ia, they didn't need to be able to instead, keeping warm was the

it survived had a genetic mutationed their bodies to direct more eat production. Their descendantsived and came to occupy Eur-

in on big U.S. official

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Nations snubbed

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o talked to Bush just after he ada's top job, has said "it's very e the world and for Canada that ate in the reconstruction of

People Engaged • Places Defined • Progress Driven
Official Plan Officiel
Une collectivité qui s'engage • Un plan précis • La route du progrès



Public Information Sessions

Transportation & Infrastructure

The City of Greater Sudbury is developing a single, up-to-date Official Plan that fosters sustainable growth, economic development and a high quality of life to attract people and investment. The City is mandated by the Province of Ontario to prepare an Official Plan which provides a broad vision for future growth and development over the next 20 years.

Transportation systems and water/wastewater infrastructure are important elements of this Official Plan. Both are under extensive review to determine how our community can satisfy existing needs and accommodate future growth.

The Transportation Study is divided into two phases to follow the Municipal Class Environmental Assessment (Class EA) process. Phase 1 identifies challenges and

opportunities. Phase 2 identifies solutions and action plans based on public input.

Citizens, stakeholders and review agencies are invited to attend public information sessions to review results of the first phase of the Transportation Study and Infrastructure Study and to share their opinions with representatives from the City of Greater Sudbury and project consultants.

These are "open house" events. Please drop in at the following locations to view informational displays and to speak with study team members. Displays include the purpose and scope of each study, existing challenges and opportunities, proposed strategies to meet current and future demand and the next steps in the Official Planning process.

Transportation Study and Infrastructure Study Public Information Sessions:

Wednesday, January 21

1 p.m. to 3 p.m.

Centre Lionel E.
Lalonde Centre
(former Trillium Centre)
239 Montée Principale,
Azilda

Wednesday, January 21

7 p.m. to 9 p.m.

Valley East Citizen Service
Centre/Library
4100 Elmview Drive,
Hanmer

Thursday, January 22

7 p.m. to 9 p.m.

Tom Davies Square
200 Brady Street, Sudbury

For comments, questions or to be added to the mailing list for direct notification of future Transportation Study and/or Infrastructure Study events, please contact:

Transportation Study Team Members:

Chris Redmond, P. Eng.
Project Manager, Earth Tech (Canada) Inc.
1040 Lorne Street South, Unit 1
Sudbury, ON P3C 4R9
Phone: 674-8343
Fax: 674-1694
chris.redmond@earthtech.ca

Tin-Chee Wu, MCIP, RPP
Senior Planner, City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3
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Nathalie Mihelchic, P. Eng.
Coordinator of Traffic and Transportation
City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3
Phone: 671-2489, ext. 4357
Fax: 673-5171
nathalie.mihelchic@greatersudbury.ca

Infrastructure Study Team Members:

Shawn Scott, P. Eng.
Project Manager, Dennis Consultants
436 Westmount Ave., Unit 6
Sudbury, ON P3A 5Z8
Phone: 560-5555
Fax: 560-5822
shawnsco@randerson.com

Mark H. Simeoni, MCIP, RPP
Senior Planner, City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3
Phone: 671-2489, ext. 4292
Fax: 673-2200
mark.simeoni@greatersudbury.ca

R.G. (Greg) Clausen, P.Eng.
Director of Engineering Services
Public Works Department
City of Greater Sudbury
P.O. Box 5000, Station A
200 Brady Street
Sudbury, ON P3A 5P3
Phone: 671-2489, ext. 2523
Fax: 673-5171
greg.clausen@greatersudbury.ca

Appendix C

Material Presented at Public Information Session #1

City of Greater Sudbury

Transportation Study

The City of Greater Sudbury is developing a single, up-to-date Official Plan that fosters sustainable growth, economic development and a high quality of life to attract people and investment. The Transportation Study is an important part of this Official Plan Process. The Study will address both the transportation network and policies, and will act as a guide for the City to manage its future growth, to further improve regional accessibility, and to promote economic development opportunities. All aspects of the transportation system, including the local road network, highway linkages, public transportation, bicycle paths, and pedestrian access will be reviewed at varying level of details and examined to determine how the City can satisfy existing needs and accommodate future requirements.

By way of background, the previous transportation study was completed in March 1992. Many of the recommendations of that study, such as a review and modernization of traffic signal systems and numerous spot improvements to the road network have been implemented.

To remain an effective planning tool, the Transportation Plan needs to be updated so that it properly reflects changing economic, social, and environmental conditions, and adequately addresses emerging issues. There have been several changes in the City justifying the need to update the City's Transportation Plan, the major ones being:

- The larger boundaries of the City of Greater Sudbury.
- The development of the City of Greater Sudbury as the major retail 'big box' market destination within Northeastern Ontario.
- The new College Boreal Campus.
- The future centralization of hospital services to the former Laurentian Hospital campus.
- The completion of the Brady Street extension.
- The completion of the Highway 17 bypass.
- A Provincial commitment to the four laning of Highway 69

The Transportation Study commenced in October 2003, and is scheduled to be complete by June 2004. The Study is being conducted in accordance with the approved Municipal Class Environmental Assessment (Class EA) process. The Class EA process requires identification of the problem, development and evaluation of alternative solutions to the problem, public and review agency consultation, assessment of environmental impacts, and development of environmental protection / mitigation measures. Accordingly, the Study is divided into two phases. Phase 1 will identify challenges and opportunities. Phase 2 will identify solutions and action plans based on the existing environment and input from citizens and review agencies.

As part of the process, a Household Telephone Survey is being conducted with a randomly selected number of households within the City of Greater Sudbury to collect information about how, when and where residents travel on a daily basis. This information is critical in understanding current City travel patterns and predicting future travel patterns to ensure that the transportation system is planned to meet the longer-term needs of the City.

As part of the planning process, two Public Information Sessions are being held to present information to, and obtain input from, the public and review agencies. The Public Information Sessions are being coordinated with the ongoing Public Consultation associated with the preparation of the new Official Plan. The Sessions will follow a "drop-in" format with display boards presenting the project information.

This first Public Information Session will present the results from the initial stages of the Transportation Study. The information to be presented will include:

- The study purpose and scope
- The existing conditions being reviewed and the identified challenges and opportunities
- The improvement strategies developed to address the challenges and opportunities
- The proposed criteria to be used for evaluating alternatives
- A description of the next steps in the study

The Session will provide an opportunity for the public to discuss the study, identify and /or confirm major transportation issues facing the City, and share ideas about improving the City's Transportation system. All comments and input received will be carefully reviewed and incorporated in the subsequent phase of the study.

The second Public Information Session is scheduled to be held during May, 2004, and will include draft recommendations related to the preferred solutions and action plans necessary to address identified issues.

PUBLIC INFORMATION SESSION #1

City of Greater Sudbury Transportation Master Plan Class Environmental Assessment Study

January 2004

Prepared for:

City of Greater Sudbury



Prepared by:

Earth Tech Canada Inc.



A *tyco* INTERNATIONAL LTD. COMPANY

WELCOME

to

Public Information Session No. 1

for the

City of Greater Sudbury

Transportation Master Plan Class EA

- ❖ Please sign in on the registration sheet provided and then feel free to walk around and view the displays.
- ❖ If you have any questions, our representatives will be pleased to discuss the project with you.
- ❖ After viewing the displays, please fill out a comment sheet if you wish to provide your comments in writing. Please place your completed comment sheet in the Comment Box on the table, or mail/fax it to one of the following Project Team Members by February 4, 2004:

Chris Redmond, P. Eng.
Project Manager
Earth Tech Canada Inc.
1040 Lorne Street South, Unit 1
Sudbury, Ontario, P3C 4R9
Phone: (705) 674-8343
Fax: (705) 674-1694
E-Mail: chris.redmond@earthtech.ca

Tin Chee Wu, MCIP, RPP
Senior Planner
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 Ext. 4298
Fax (705) 673-2200
E-mail: tincee.wu@city.greatersudbury.on.ca

Nathalie Mihelchic, P.Eng.
Coordinator of Traffic and Transportation
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 Ext. 4298
Fax (705) 673-2200
E-mail:
nathalie.mihelchic@city.greatersudbury.on.ca

- ❖ Thank-you for your involvement in this project!

STUDY OVERVIEW

STUDY PURPOSE

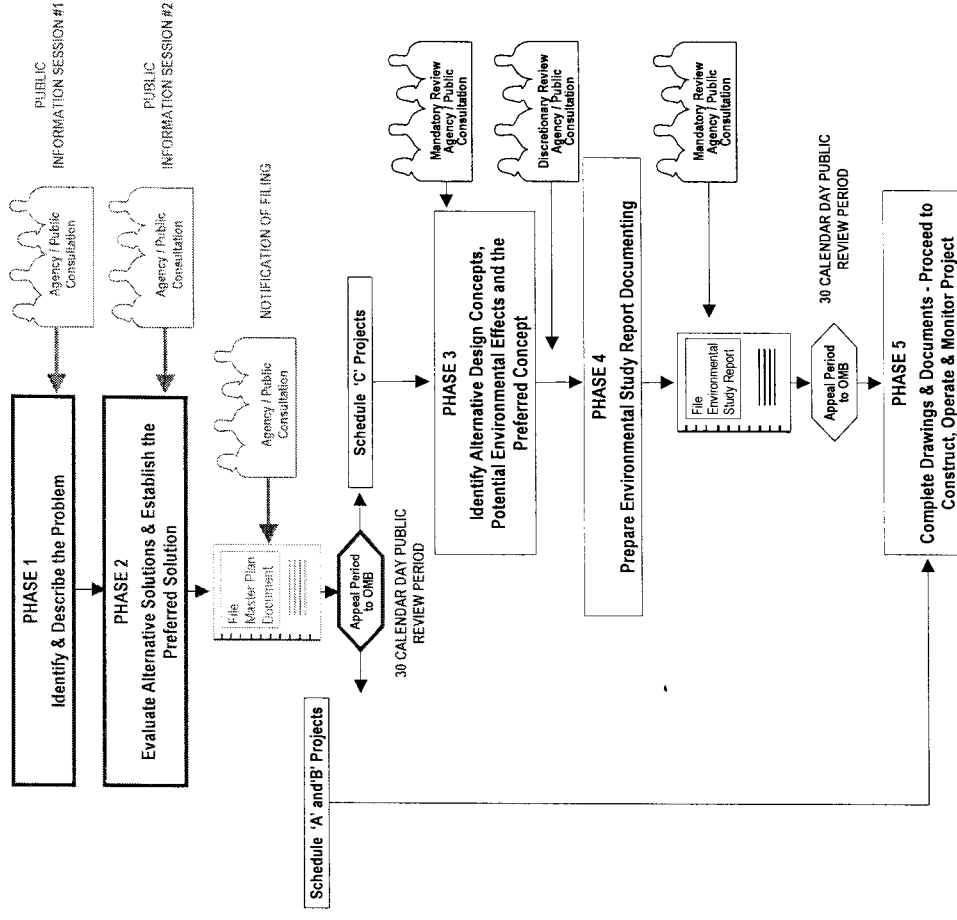
- ❖ As part of the new Official Plan, the Transportation Study will recommend improvements to the transportation network and changes to the City's transportation related policies in order to guide the City in:
 - Managing its future growth
 - Improving regional accessibility
 - Promoting economic development opportunities.

STUDY SCOPE

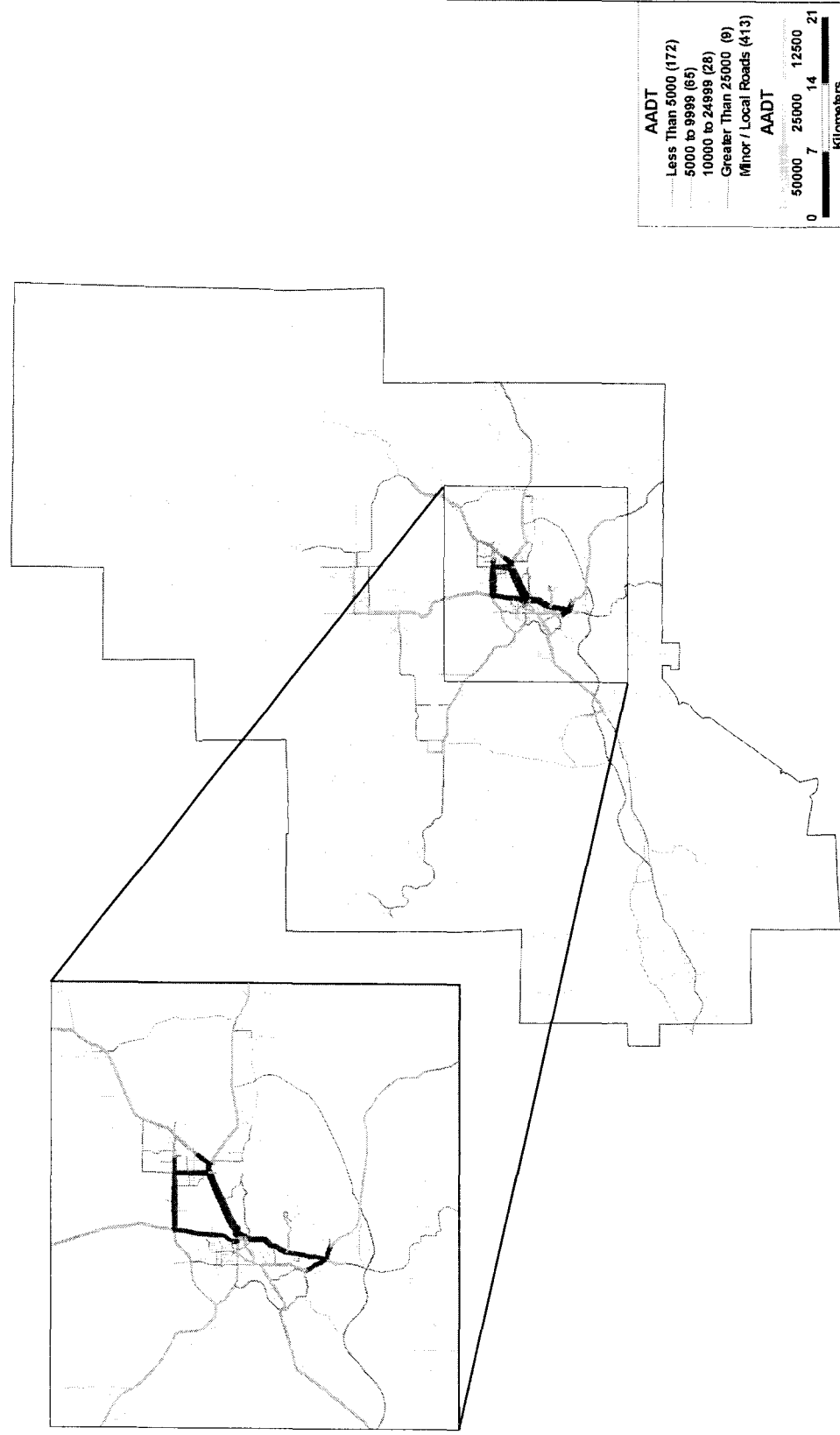
- ❖ The Transportation Study is being conducted in accordance with the approved Municipal Class Environmental Assessment (Class EA), integrated with the Official Planning Process.
- ❖ All aspects of the transportation system, including local road network, highway linkages, public transportation, bicycle paths, and pedestrian access will be reviewed to a varying degree.
- ❖ The Study will reflect the changing economic, social, and environmental conditions, and address the emerging issues.

OVERVIEW OF THE COORDINATED CLASS EA MASTER PLAN & PLANNING ACT PROCESS

- ❖ The study is being undertaken in accordance with the approved *Municipal Class Environmental Assessment (2000)* (Class EA) Master Planning process in conjunction with the Official Plan Review process. The result will be the ability to meet the intent and requirements of both the *Planning Act* and the *Environmental Assessment Act* through a co-ordinated and integrated planning and approvals process.
- ❖ The Master Planning process involves the preparation of a Master Plan Report at the conclusion of Phases 1 and 2 to document the process. The Master Plan Report will be made available for public review. Notification of the report's availability will be provided at the appropriate time.
- ❖ The Municipal Class EA process categorizes projects as either Schedule 'A', 'B' or 'C' and requires different levels of review for each. Following completion of the Master Plan process, each category of project will proceed as follows:
 - Schedule 'A' projects are pre-approved and may be implemented without further activities;
 - Schedule 'B' projects require documentation and consultation of the specific conditions for each project;
 - Schedule 'C' projects must proceed through Phases 3 and 4, including the filing of an Environmental Study Report for public review.
- ❖ Opportunities for public input are provided throughout the process.

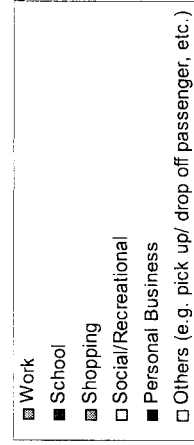
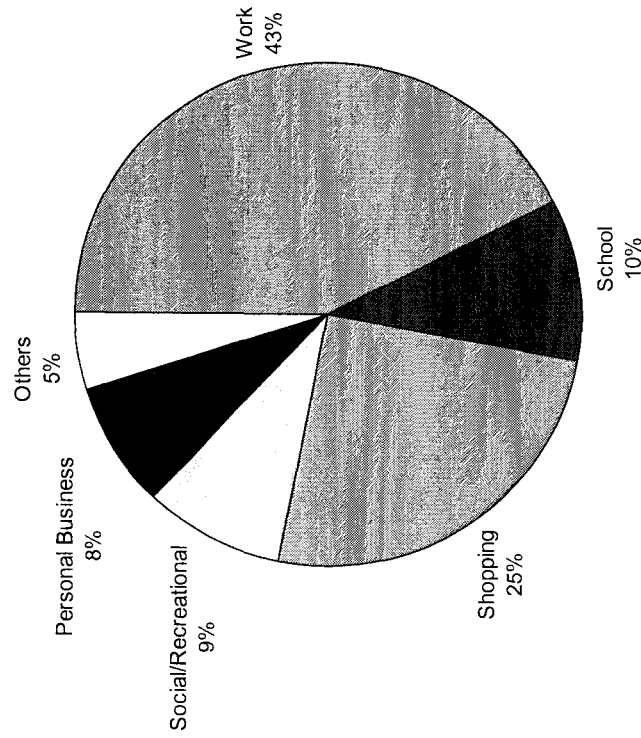


DAILY TRAFFIC VOLUMES ON MAJOR CITY ROADS

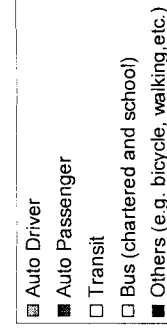
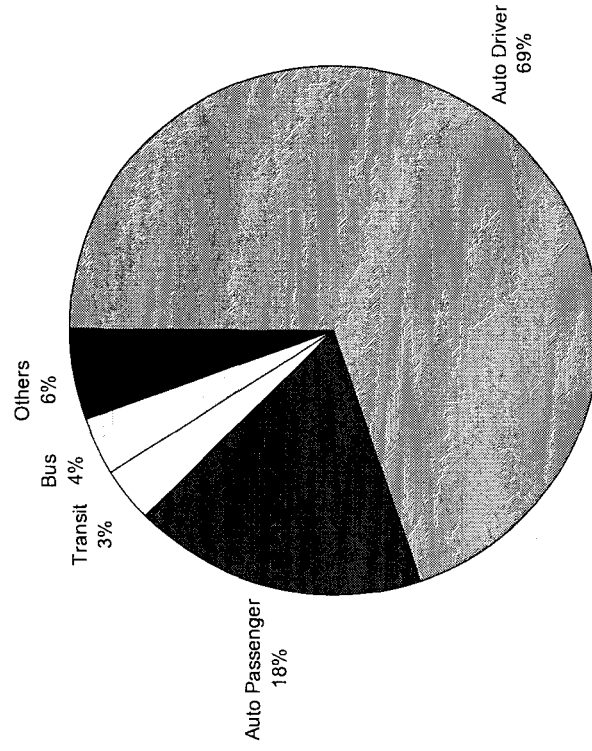


CURRENT HOUSEHOLD SURVEY: RESULTS TO DATE

PURPOSE OF TRIP



METHOD OF TRAVEL



KEY ISSUES

❖ Road Conditions

- Pavement Condition
- Road Congestion

❖ Impact of Trucks on City Streets

❖ Impact of Major Developments on Transportation

- Large-format Retail Sector
- City's expanded role as a regional shopping hub
- College Boreal
- Consolidation of Hospital services and the development of a new Medical School

❖ Improved Transportation System to foster Economic Development and Downtown Revitalization

❖ Impact of Recently Completed and Proposed Major Road Improvements

- North-eastern by-pass route
- Four-laning of Highway 69
- Widening of Municipal Road 35
- Impact of the Highway 17/ Long Lake Road Interchange
- Maley Drive Extension

❖ Promotion of Non-Auto Mode of Travel

NEEDS AND OPPORTUNITIES

- ❖ Need to update the previous Transportation Plan (1992)
 - Emphasis on Smart Growth strategies (Improve Economic Competitiveness, Protect and Enhance Environment, Build Livable Communities, and Create Transportation Choice)
 - Some of the recommendations have not been implemented
- ❖ Need to address changing travel patterns due to more influential role of Sudbury in north-eastern Ontario (tourism and health), increased trucking activity, implementation of major road links, and clusters of new commercial developments.
- ❖ Residents have identified Transportation as one of their principal issues.
- ❖ Opportunity to undertake a Transportation Master Plan exercise so that the appropriate transportation planning strategies can be incorporated into the new Official Plan Policies and Strategies.
- ❖ Opportunity for the City to integrate land use, transportation, and infrastructure planning into the Official Plan Review Process.

TRANSPORTATION IMPROVEMENT STRATEGIES

- ❖ Development of Alternate Transportation Strategies will use the following improvements:

- ❖ **Network Improvements**

- Improve Roadway Conditions
- Widen Roads
- New Roads
- Add Bicycle Lanes
- Expand Transit Service/Routes

- ❖ **Encourage Non-auto usage**

- High Occupancy/Transit only lanes
- Parking Policies

- ❖ **Traffic Management**

- Traffic signage/signals
- Road Designations
- Truck Route Designations

- ❖ **Land Use Policies**

- Increased Densities
- -Type and Mix of Land use

PROPOSED EVALUATION CRITERIA FOR THE ALTERNATIVE TRANSPORTATION STRATEGIES

- ❖ The following five categories of consideration and their respective criteria are proposed for use in evaluating the alternative transportation improvement strategies:

1) Transportation

- Potential Impacts on Traffic Safety
- Total Network Travel Time
- Level of Transportation Service (e.g., Capacity, Road Condition)

4) Economic Environment

- Network Improvement Costs
- Improved Community Accessibility

2) Social / Cultural Environment

- Potential Impacts on "Existing Character" of Neighborhoods
- Potential to Reduce Residential Through Traffic

5) Land Use Planning

- Capability to Influence Desirable Development Patterns (e.g., Compact, Mixed-Use)
- Potential Impact on Existing Residences, Businesses, Institutions or Community Facilities

3) Natural Environment

- Potential Impacts on Terrestrial Ecosystems
- Potential Impacts on Aquatic Ecosystems
- Potential Effects on Existing Environmentally Sensitive Areas
- Potential Impacts on Air Quality

- ❖ The preceding categories and criteria will be finalized based on input received from review agencies and the public
- ❖ The evaluation criteria are based on compatibility with City's overall objectives and reflect the aspects of the environment outlined in the EA Act
- ❖ Both qualitative and quantitative (where available) measures will be applied

THE NEXT STEPS

- ❖ Comments received from the Public Information Session will be considered along with those received from government review agencies.
- ❖ The preferred transportation improvement strategies will be identified and presented at a second opportunity for public review and comment later in the project.
- ❖ In addition, a Master Plan report will be prepared and made available for public review at the end of the project.
- ❖ Agencies and the public will be notified of the public review period for the Master Plan report at the appropriate time through a newspaper advertisement and letters.
- ❖ You are encouraged to contact either of the Project Team members from the City or Earth Tech Canada at any time throughout the project if you have any questions or concerns:

Chris Redmond, P. Eng.
Project Manager
Earth Tech Canada Inc.
 1040 Lorne Street South, Unit 1
 Sudbury, Ontario, P3C 4R9
 Phone: (705) 674-8343
 Fax: (705) 674-1694
 E-Mail: chris.redmond@earthtech.ca

Tin-Chee Wu, MCIP, RPP
Senior Planner
City of Greater Sudbury
 P.O. Box 5000, Station "A"
 200 Brady Street
 Sudbury, Ontario P3A 5P3
 Phone: (705) 671-2489, Ext. 4298
 Fax (705) 673-2200
 E-mail: tinchee.wu@greatersudbury.ca

Nathalie Mihelchic, P.Eng.
Coordinator of Traffic and Transportation
City of Greater Sudbury
 P.O. Box 5000, Station "A"
 200 Brady Street
 Sudbury, Ontario P3A 5P3
 Phone: (705) 671-2489, Ext. 4357
 Fax (705) 673-5171
 E-mail: nathalie.mihelchic@greatersudbury.ca

Appendix D

Public Information Session #2 Notification

Notice of Public Open House Sessions Transportation & Infrastructure

The City of Greater Sudbury is developing a single, up-to-date Official Plan that fosters sustainable growth, economic development and a high quality of life to attract people and investment. The City is mandated by the province of Ontario to prepare an Official Plan which provides a broad vision for future growth and development over the next 20 years.

Transportation systems and water/wastewater infrastructure are important elements of this Official Plan. Both are under extensive review to determine how our community can satisfy existing needs and accommodate future growth.

The Transportation Study is divided into two phases to follow the Municipal Class Environmental Assessment (Class EA) process. Phase 1 identifies challenges and opportunities and was highlighted at Open House Sessions in January. Phase 2, to be featured at these upcoming Open House Sessions, identifies solutions and action plans based on public input. Displays will include alternative transportation planning solutions including alternative roadway improvement options, evaluation of alternatives, identification of recommended alternatives including recommended roadway improvements and the next steps in the Official Planning process.

The Infrastructure Background Study has analyzed existing infrastructure systems and has identified critical infrastructure needs related to water supply and wastewater disposal over the next twenty years and will ultimately provide a clear picture of available capacity within the water and wastewater systems.

Citizens, stakeholders and review agencies are invited to attend public information sessions to review emerging results and updated information of the Transportation Study and Infrastructure Study and to share their opinions with representatives from the City of Greater Sudbury and other team members.

These are "open house" events. Please drop in at the following locations to view informational displays and to speak with study team members. For comments and questions a list of staff contacts is provided below. Written comments should be addressed to City of Greater Sudbury, P.O. Box 5000, Station "A", 200 Brady Street, Sudbury, Ontario P3A 5P3 or fax: (705) 673-2200.

Transportation	Chris Redmond, P.Eng Project Manager Phone: 674-8343 Fax: 674-1694	Earth Tech 1040 Lorne St. South, Unit 1 Sudbury, ON P3C 4R9	chris.redmon@earthtech.ca
	Nathalie Mihelchic, P.Eng Coordinator of Traffic & Transportation	City of Greater Sudbury Phone (705)671-2489 ext. 4357 Fax: 673-5171	nathalie.mibelchic@greatersudbury.ca
Infrastructure	Shawn Scott, P.Eng. Project Manager Phone: 560-5555 Fax: 560-5822	Dennis Consultants 436 Westmount Ave., Unit 6 Sudbury, ON P3A 5Z8	shawnscott@rvanderson.com
	Mark H. Simeoni, MCIP, RPP Senior Planner	City of Greater Sudbury Phone (705)671-2489 ext. 4292	mark.simeoni@greatersudbury.ca
	R.G. (Greg) Clausen, P. Eng Director of Engineering Services Public Works Department	City of Greater Sudbury Phone (705)671-2489 ext. 2523	greg.clausen@greatersudbury.ca

Date	Time	Location
Monday, June 14, 2004	1:00 p.m. to 3:00 p.m.	Lionel Lalonde Centre - Library (Former Trillium Centre) 239 Montée Principale, Azilda
Monday, June 14, 2004	7:00 p.m. to 9:00 p.m.	Centennial Arena - Hall 4333 Centennial Road, Hanmer
Tuesday, June 15, 2004	7:00 p.m. to 9:00 p.m.	Tom Davies Square 200 Brady Street

Appendix E

Material Presented at Public Information Session #2

City of Greater Sudbury

Transportation Study

The City of Greater Sudbury is developing a single, up-to-date Official Plan that fosters sustainable growth, economic development and a high quality of life to attract people and investment. The Transportation Study is an important part of this Official Plan Process. The Study will address both the transportation network and policies, and will act as a guide for the City to manage its future growth, to further improve regional accessibility, and to promote economic development opportunities. All aspects of the transportation system, including the local road network, highway linkages, public transportation, bicycle paths, and pedestrian access will be reviewed at varying level of details and examined to determine how the City can satisfy existing needs and accommodate future requirements.

The previous transportation study was completed in March 1992 and many of the recommendations of that study, such as a review and modernization of traffic signal systems and numerous spot improvements to the road network have been implemented.

To remain an effective planning tool, the Transportation Plan needs to be updated so that it properly reflects changing economic, social, and environmental conditions, and adequately addresses emerging issues.

The Transportation Study commenced in October 2003, and is scheduled to be complete by July 2004. The Study is being conducted in accordance with the approved Municipal Class Environmental Assessment (Class EA) process. The Class EA process requires identification of the problem, development and evaluation of alternative solutions to the problem, public and review agency consultation, assessment of environmental impacts, and development of environmental protection / mitigation measures. Accordingly, the Study is divided into two phases. Phase 1 will identify challenges and opportunities. Phase 2 will identify solutions and action plans based on the existing environment and input from citizens and review agencies.

As part of the planning process, two Public Information Sessions are being held to present information to, and obtain input from, the public and review agencies. The Public Information Sessions are being coordinated with the ongoing Public Consultation associated with the preparation of the new Official Plan. The Sessions will follow a “drop-in” format with display boards presenting the project information.

The first Public Information Session was held on January 21 and 22, 2004 at which the following information was presented:

- The study purpose and scope;
- The existing conditions being reviewed and the identified challenges and opportunities;
- The improvement strategies developed to address the challenges and opportunities; and
- The proposed criteria to be used for evaluating alternatives.

The second Public Information Session includes draft recommendations regarding preferred solutions and action plans necessary to address identified issues. The information to be presented will include:

- Alternative planning solutions including alternative roadway improvement options;
- Evaluation of Alternatives;
- Identification of recommended alternatives; and
- Recommended roadway improvements and draft transportation policy directions.

The Session will provide an opportunity for the public to discuss the study’s draft recommendations and share ideas about improving the City’s Transportation system. All comments and input received will be carefully reviewed and considered during formulation of the final study recommendations.

WELCOME

to

Public Information Session No. 2

for the

City of Greater Sudbury

Transportation Master Plan Class EA

- ❖ Please sign in on the registration sheet provided and then feel free to walk around and view the displays.
- ❖ If you have any questions, our representatives will be pleased to discuss the project with you.
- ❖ After viewing the displays, please fill out a comment sheet if you wish to provide your comments in writing. Please place your completed comment sheet in the Comment Box on the table, or mail/fax it to one of the following Project Team Members by June 25, 2004:

Chris Redmond, P. Eng.
Project Manager
Earth Tech Canada Inc.
1040 Lorne Street South, Unit 1
Sudbury, Ontario, P3C 4R9
Phone: (705) 674-8343
Fax: (705) 674-1694
E-Mail: chris.redmond@earthtech.ca

Tin-Chee Wu, MCIP, RPP
Senior Planner
City of Greater Sudbury
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 Ext. 4298
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E-mail: tinchew.wu@city.greatersudbury.on.ca

Nathalie Mihelchic, P.Eng.
Coordinator of Traffic and Transportation
P.O. Box 5000, Station "A"
200 Brady Street
Sudbury, Ontario P3A 5P3
Phone: (705) 674-4455 Ext. 4298
Fax (705) 673-2200
E-mail:
nathalie.mihelchic@city.greatersudbury.on.ca

- ❖ Thank-you for your involvement in this project!

STUDY OVERVIEW

STUDY PURPOSE

- ❖ To recommend improvements to the transportation network and changes to the City's transportation related policies, as part of the City's new Official Plan.

STUDY SCOPE

- ❖ The primary focus is the road network, however other modes such as bicycle and transit are being reviewed to a varying degree.
- ❖ Conforms with the integrated Municipal Class Environmental Assessment / Official Planning Process.
- ❖ Reflects the changing economic, social, and environmental conditions.

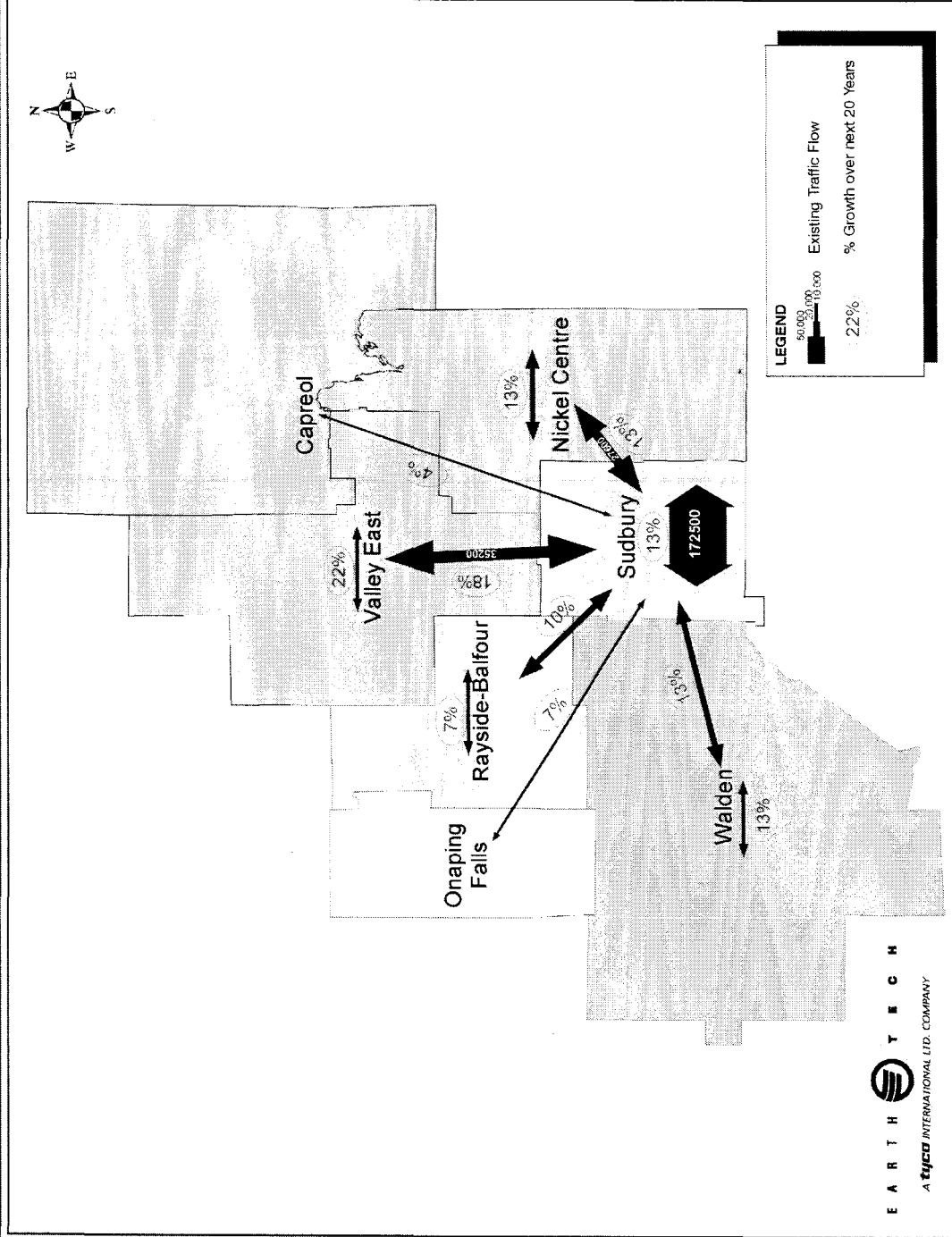
1st Public Information Session Items (January 21 & 22, 2004)

- ❖ Major Issues
- ❖ Needs and Opportunities
- ❖ Range of Transportation Improvement Options
- ❖ Draft Evaluation Framework

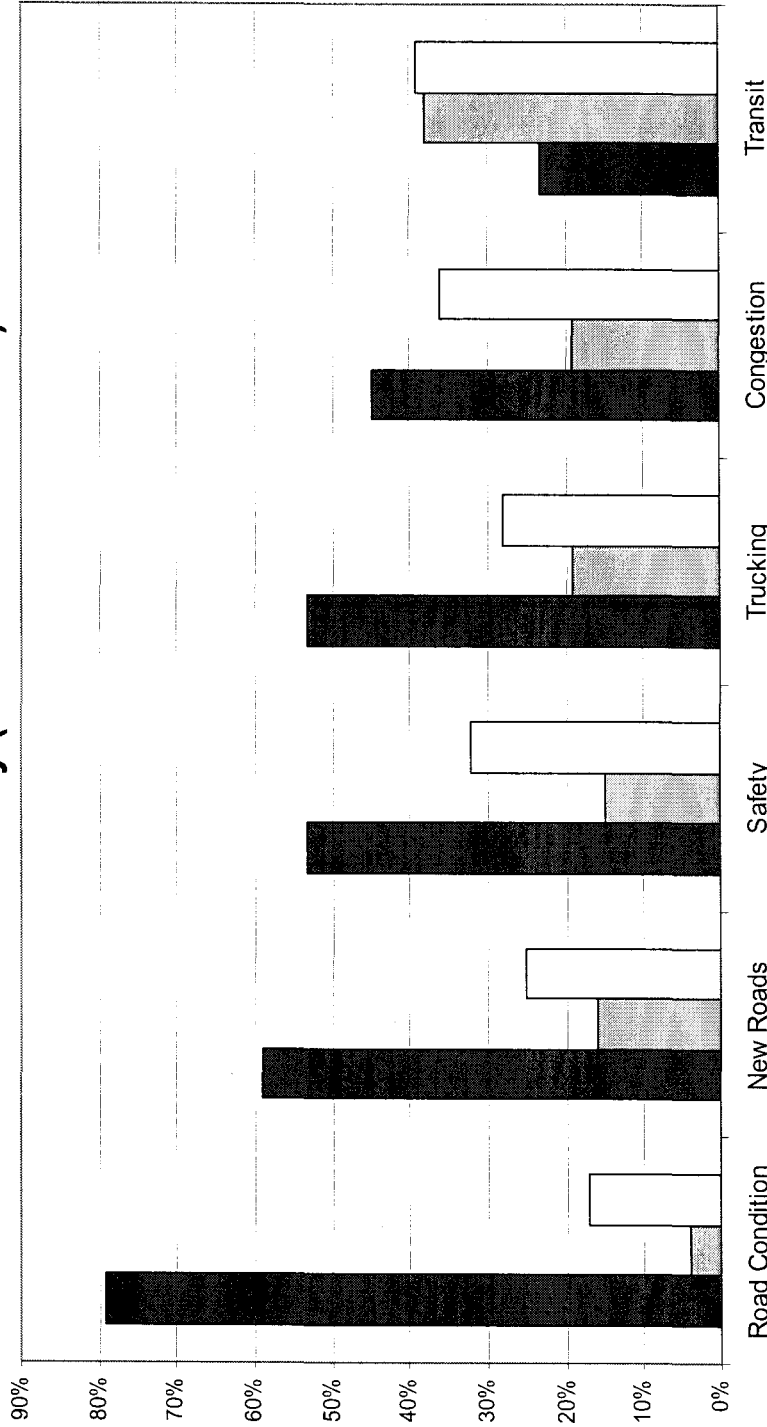
2nd Public Information Session Items (June 14 & 15, 2004)

- ❖ Major Traffic Flows & Deficiencies
- ❖ Development of Alternatives
- ❖ Assessment Criteria
- ❖ Assessment of Options
- ❖ Draft Recommendations

Major Daily Traffic Flows & Future Growth



Ranking of Transportation Issues Household Survey (Oct 2003 - Jan 2004)

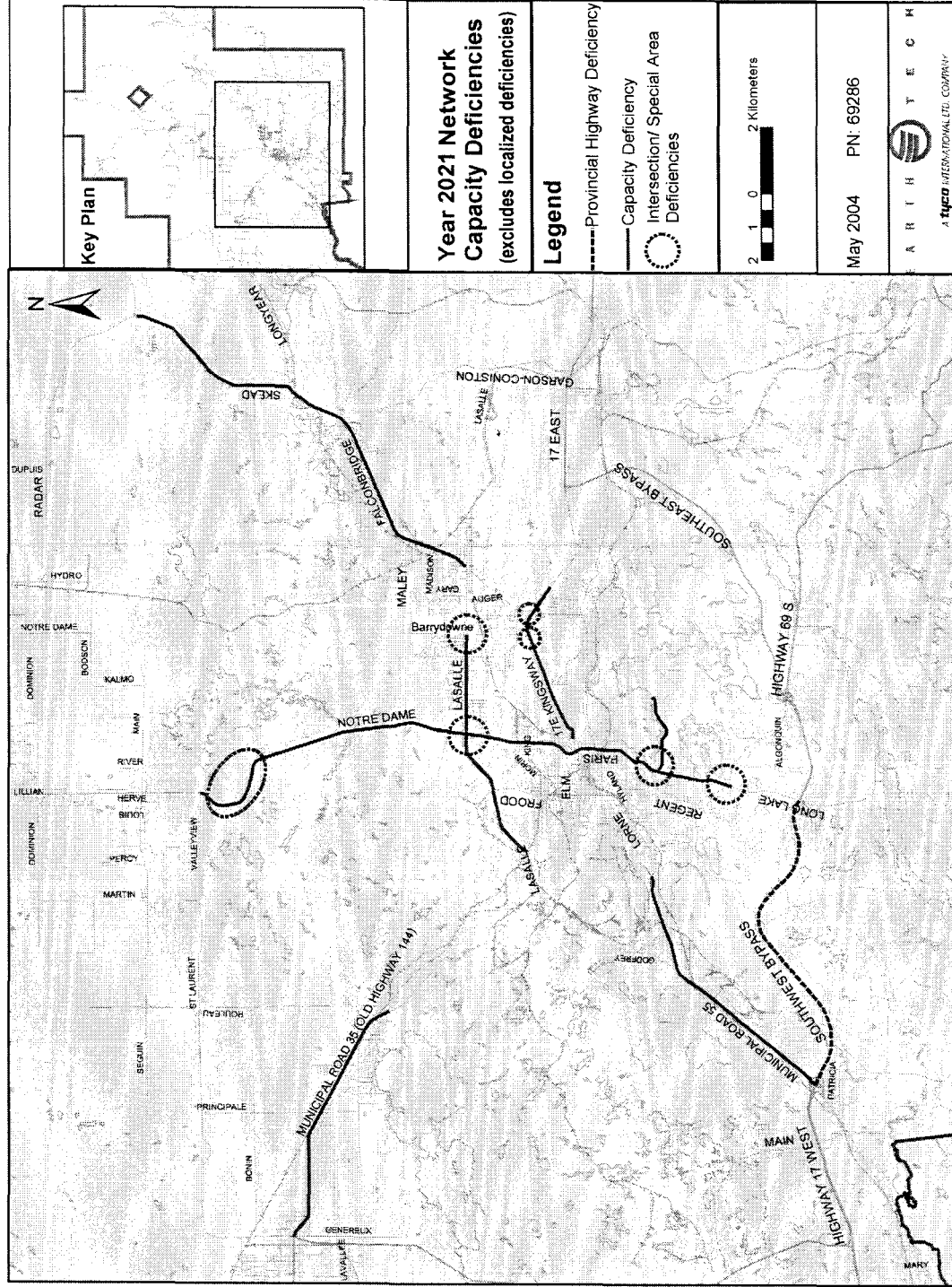


Note: based on survey of 3080 households

■ Dissatisfied □ Satisfied □ Neutral/No Response

2021 Network Capacity Deficiencies (excludes localized deficiencies)

Plan de l'Agence d'Études et d'Ingénierie
Official Plan
 Une collection qui s'écrit : Un plan pour la ville du futur



City of Greater Sudbury
 Transportation Master Plan Class Environmental Assessment Study

EARTH TECH
 A tyco INTERNATIONAL LTD. COMPANY

TRANSPORTATION PLANNING ALTERNATIVES

1. Do Nothing

- Does not address transportation (congestion and safety) issues.
- Negatively impacts "quality of life".
- Hinders economic growth.

2. Improve Transit / Ridesharing with No Road Improvements

- Would still require road improvements (current transit modal share 4%; and less than 10% people rideshare during peak period).
- Similar negative impacts as "Do Nothing" option, but to a lesser degree.

3. Land Use Strategies with No Road Improvements

- Land use / Growth Management strategies would have minimal impact since most of the transportation issues exist currently.
- With the exception of a few areas, growth is minimal.
- Similar negative impacts as "Do Nothing" option, but to a lesser degree.

4. Road Improvements with supportive Land Use & Transit Policies (RECOMMENDED OPTION)

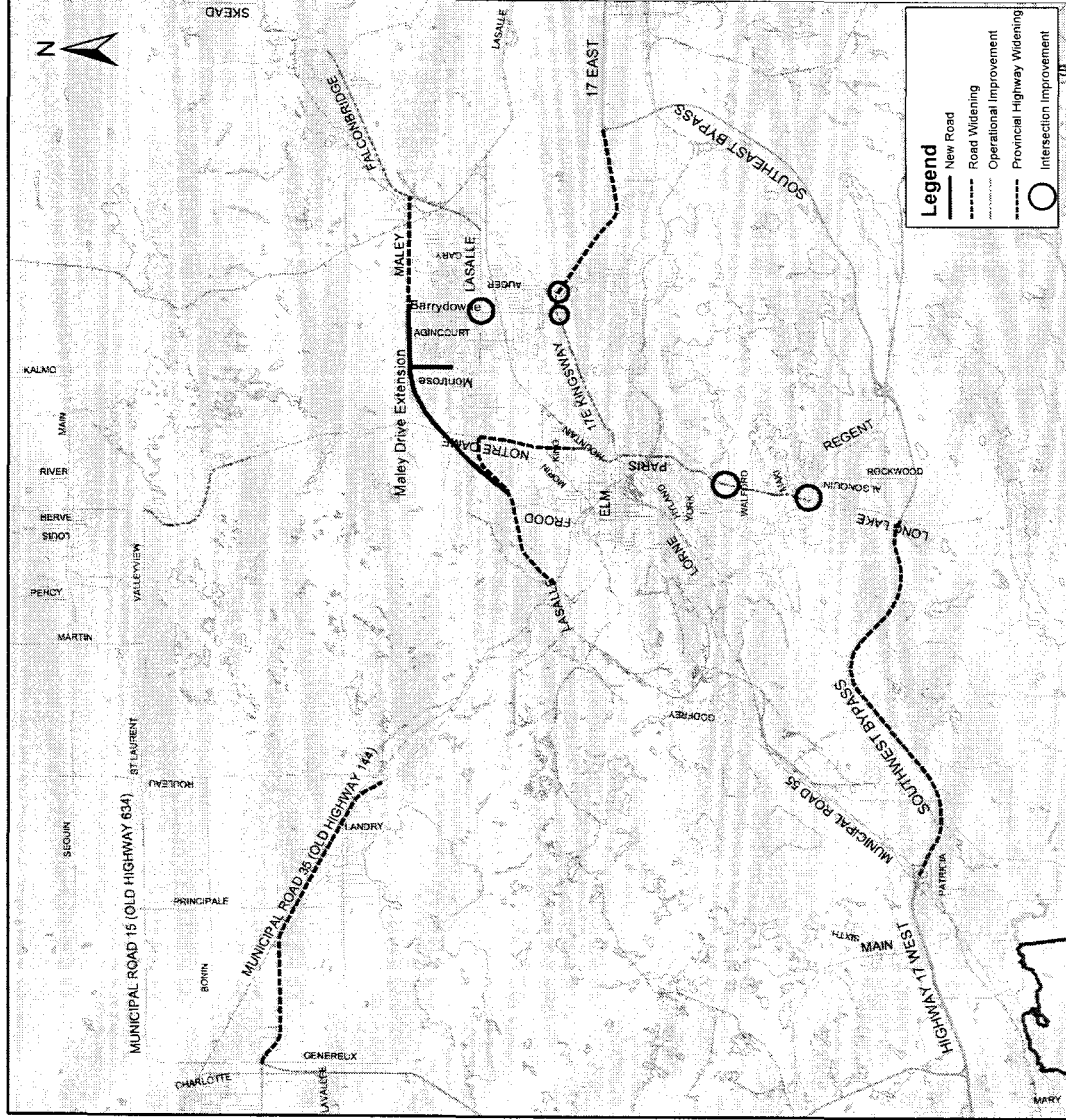
- Balanced approach in addressing transportation problems.
- Addresses identified transportation issues.
- Supports City's "quality of life", economic and environmental objectives.
- Would require capital investment for infrastructure improvement.

Assessment Criteria

Transportation	Sub-Factor	Indicator/Measure
	Potential Impacts on Traffic Safety	Level of congestion Frequency of access locations Potential conflict areas
Natural Environment	Total Network Travel Time	Total travel time savings Number of vehicles affected
	Level of Transportation Service	Additional capacity Volume/Capacity ratio
	Potential Impacts on Terrestrial Ecosystems	Number of woodlots, wildlife, conservation areas and parks impacted Severity of impacts
	Potential Effects on Existing Environmentally Sensitive Areas	Number of environmentally sensitive areas Severity of impact
	Potential Impacts on Air Quality	Number of vehicle km travelled Level of congestion

Economic Environment	Sub-Factor	Indicator/Measure
	Network Improvement Costs	Capital cost of improvements Ease of implementation Potential for private sector financing
Land Use Planning	Improved Community Accessibility	Access to downtown Access to major employment centers Access to communities
	Capability to Influence Desirable Development Patterns	Support for major growth areas
Social/Cultural Environment	Potential Impact on Existing Residences, Businesses, Institutions or Community Facilities	Access to residences, businesses, institutions or community centres
	Potential Impacts on "Existing Character" of neighbourhoods	Change to community character and local environment Degree of rehabilitative efforts required Extent corridor subdivides community
	Potential to Reduce Residential Through Traffic	Through traffic volume on local streets. Diversion of truck traffic

Road Improvements Common to All Alternative Networks



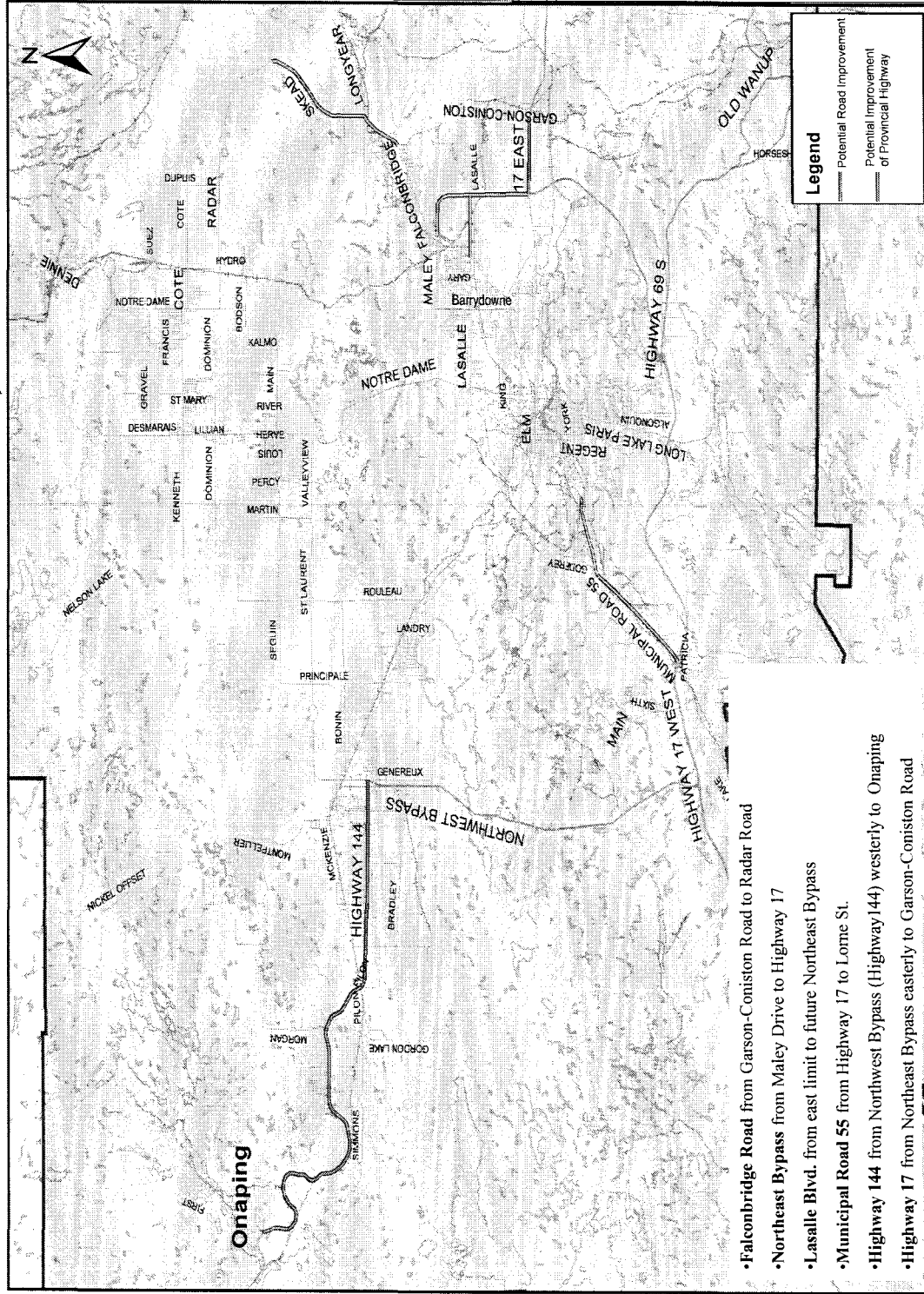
New Roads	Description
Maley Drive Extension	Extend Maley Drive to Lasalle Blvd. Extend Montrose Ave. to Maley Drive Extension.

Road Widening	Description
Maley Drive	Widen existing 2-lane basic cross section to a 4-lane basic cross section from Barrydowne to Falconbridge Highway.
MR 35 Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from Montee Rouleau westerly to the Northwest Bypass (Highway 144).
Notre Dame Ave. Widening	Widen the existing 4-lane basic cross section to a 6-lane basic cross section from Kathleen Street to Lasalle Blvd.
Lasalle Blvd. Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from the CPR Overhead to 0.3 km west of Notre Dame Avenue.
Southwest Bypass 4-Laning*	Widen the existing 2-lane cross section to a 4-lane cross section from the interchange at MR 55 to Long Lake Road.
Kingsway Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from Falconbridge Road to the Southeast Bypass.

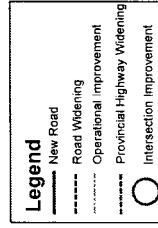
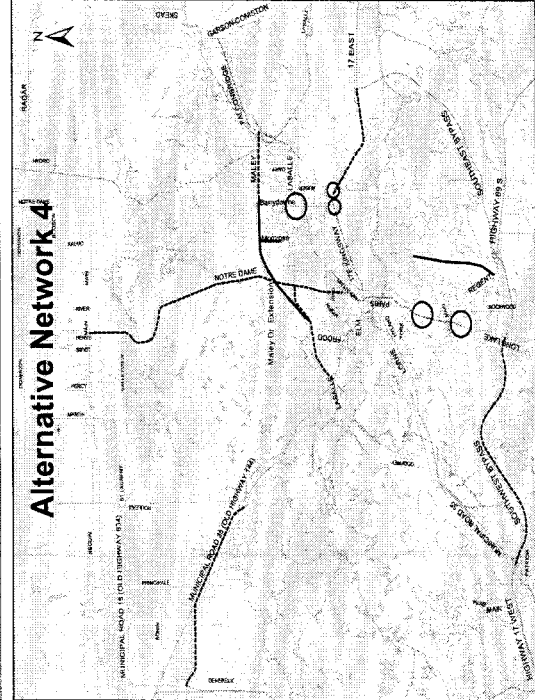
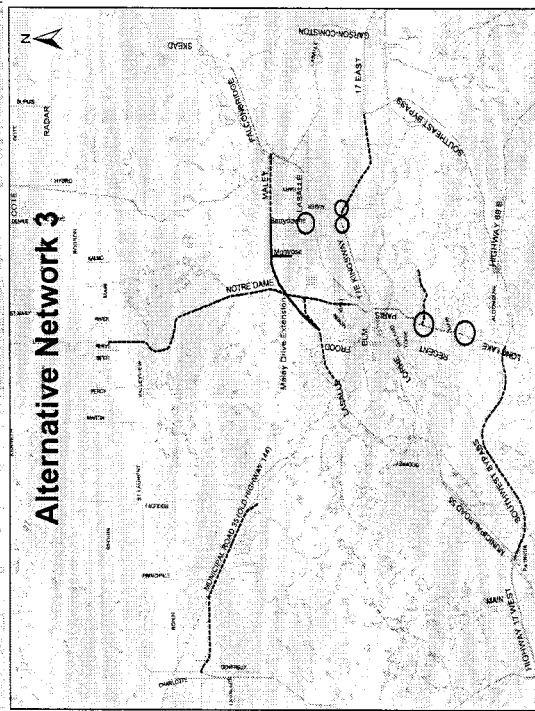
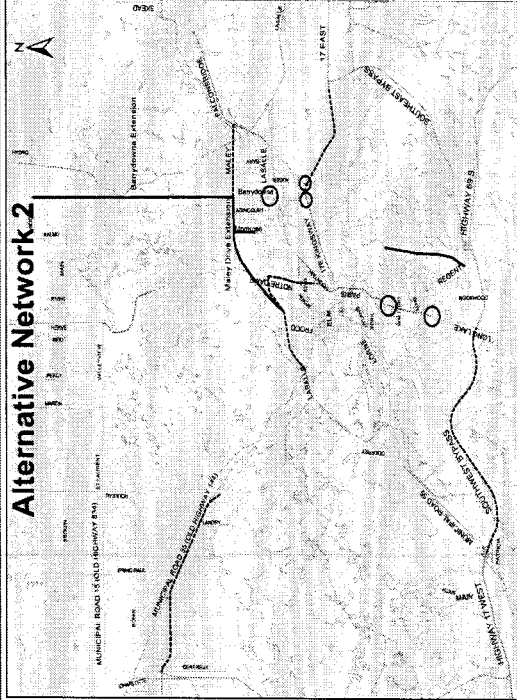
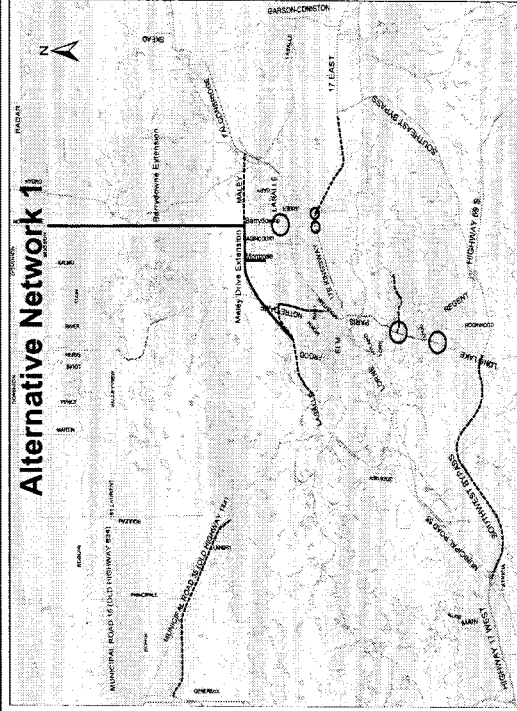
Operational Improvements	Description
Paris / Regent Street	Construct a new 2-lane fly-over along Regent Street (4 Corners).
Paris / Ramsey Lake Road	Add a right turn channelization ramp from northbound on Paris Street to eastbound Ramsey Lake Road.
Paris	Optimize signal timing between Regent Street and St. Anne Rd.
Kingsway	Widen the Kingsway to five lanes from Brady Street to Laking Toyota where the five lane section currently exists. Add 1-lane in each direction from west of the Kingsway / Barrydowne Road intersection to east of the Kingsway / Falconbridge Road intersection.
Falconbridge Road	Provide a continuous left turn lane from Lasalle Blvd. to Garson-Coniston Road.
Lasalle Blvd. / Notre Dame Ave. Intersection	Provide an additional through lane at each of the 4 approaches.
Lasalle Blvd. / Barrydowne Intersection	Provide an additional through lane and left turn lane northbound on Barrydowne Rd. and one additional through lane in each direction along Lasalle Blvd.
Notre Dame Ave.	Provide a continuous left turn lane through McCrear Heights.

*Provincial facility (if not widened, would require widening of MR 55)

Potential Road Improvements beyond 2021 (Planning Horizon)



Alternative Networks



Transportation

Sub-Factor	Relative Rating				Rationale for Rating
	A1	A2	A3	A4	
Potential Impacts on Traffic Safety	●	●	●	●	- Level of Service similar for all alternatives - Barrydowne Extension and New University Link would have less access points reducing potential conflict areas. - New University Link would provide alternative route to access the University and would reduce congestion on Paris Street at Ramsey Lake Road and at the Four Corners.
Total Network Travel Time	●	●	●	●	- Total travel time similar for all alternatives - New University Link would reduce travel time for a greater number of people. - Barrydowne Extension would reduce traffic congestion on Notre Dame and Falconbridge Road.
Level of Transportation Service	●	●	●	●	- Barrydowne Extension and New University Link would provide additional capacity and alternative routes. - New roads provide opportunity to control access resulting in higher road capacity. - Barrydowne Extension increases congestion along the Kingsway.
Overall Transportation Rating	●	●	●	●	

○ Least Favourable

● Most Favourable

Alternative A1: Barrydowne Extension /Ramsey Lake Road widening; A2 Barrydowne Extension/New University Link
 A3 Notre Dame/Ramsey Lake Road widening; A4Notre Dame/New University Link

Social/ Cultural Environment

Sub-Factor	Relative Rating				Rationale for Rating
	A1	A2	A3	A4	
Potential Impacts on "Existing Character" of neighbourhoods	●	○	●	●	- Notre Dame and Ramsey Lake Road are existing roads therefore widening options would have less impact on neighbourhoods. - Barrydowne Extension would have significant negative impact on neighbourhoods in Valley East and at the south end of Barrydowne Road. - Notre Dame widening options would have negative impact the neighborhoods at the south end of Valley East.
Potential to Reduce Residential Through Traffic	○	●	●	●	- New University Link would improve operations on Paris street. - Barrydowne Extension would increase potential of neighbourhood infiltration in Valley East and at the south end of Barrydowne Road.
Overall Social/Cultural Rating	●	●	●	●	

○ Least Favourable



● Most Favourable

Alternative A1: Barrydowne Extension /Ramsey Lake Road widening; A2 Barrydowne Extension/New University Link
 A3 Notre Dame/Ramsey Lake Road widening; A4Notre Dame/New University Link

Natural Environment

Sub-Factor	Relative Rating				Rationale for Rating
	A1	A2	A3	A4	
Potential Impacts on Terrestrial Ecosystems	●	○	●	●	- Barrydowne Extension would have the greatest impact affecting approximately 10 km of wooded area and the Maley Conservancy Area. - New University Link would pass through a recreational area, and would affect approximately 4 km of wooded area. - Notre Dame and Ramsey Lake Road widenings would have least impact.
Potential Impacts on Aquatic Ecosystems	●	○	●	●	- Barrydowne Extension would impact a lake and 6 rivers. - Notre Dame and Ramsey Lake Road widenings would have least impact.
Potential Effects on Existing Environmentally Sensitive Areas	●	●	●	●	No Provincially or Nationally environmentally sensitive areas would be affected by any of the alternative.
Potential Impacts on Air Quality	●	●	●	●	All alternatives would have similar impacts
Overall Natural Environment	●	○	●	●	
○ Least Favourable ● Most Favourable Alternative A1: Barrydowne Extension / Ramsey Lake Road widening; A2 Barrydowne Extension/New University Link A3 Notre Dame/Ramsey Lake Road widening; A4 Notre Dame/New University Link					

Economic Environment

Sub-Factor	Relative Rating				Rationale for Rating
	A1	A2	A3	A4	
Network Improvement Costs	●	○	●	●	- Barrydowne Extension would have an extremely high. Ramsey Lake Road widening and New University Link are similar in cost. - Ramsey Lake Road widening would be more easier to implement than New University Link. - Existing right of way (36m) along Notre Dame adequate for widening.
Improved Community Accessibility	●	●	●	●	- Notre Dame and New University Link would improve community accessibility. - Notre Dame would provide direct access to major employment areas and to the downtown. - New University Link would provide alternate access to University and to Paris/Ramsey lake Road area. - Barrydowne Extension is farther removed from downtown but would provide good access to the Barrydowne/Kingsway area.
Overall Economic Environment	●	●	●	●	

○ Least Favourable



● Most Favourable

Alternative A1: Barrydowne Extension /Ramsey Lake Road widening: A2 Barrydowne Extension/New University Link
A3 Notre Dame/Ramsey Lake Road widening: A4Notre Dame/New University Link

Land Use Planning

Sub-Factor	Relative Rating				Rationale for Rating
	A1	A2	A3	A4	
Capability to Influence Desirable Development Patterns	●	●	●	●	- Barrydowne Extension would have lower influence on designated growth areas. - Notre Dame and the New University Link would support major growth areas. - New University Link would provide additional capacity for Paris Street and would support accessibility to major growth areas along Paris Street. - Ramsey Lake Road widening would have less influence on development when compared to the New University Link.
Potential Impact on Existing Residences, Businesses, Institutions or Community Facilities	●	●	●	●	- Notre Dame would continue to provide direct access to hospitals, institutions and the community. - New University Link would provide increased access to facilities. - Barrydowne Extension and Ramsey Lake Road widening marginally improve access to businesses.
Overall Land Use Planning	●	●	●	●	

○ Least Favourable

● Most Favourable

Alternative A1: Barrydowne Extension /Ramsey Lake Road widening: A2 Barrydowne Extension/New University Link
 A3 Notre Dame/Ramsey Lake Road widening: A4Notre Dame/New University Link

Evaluation Table

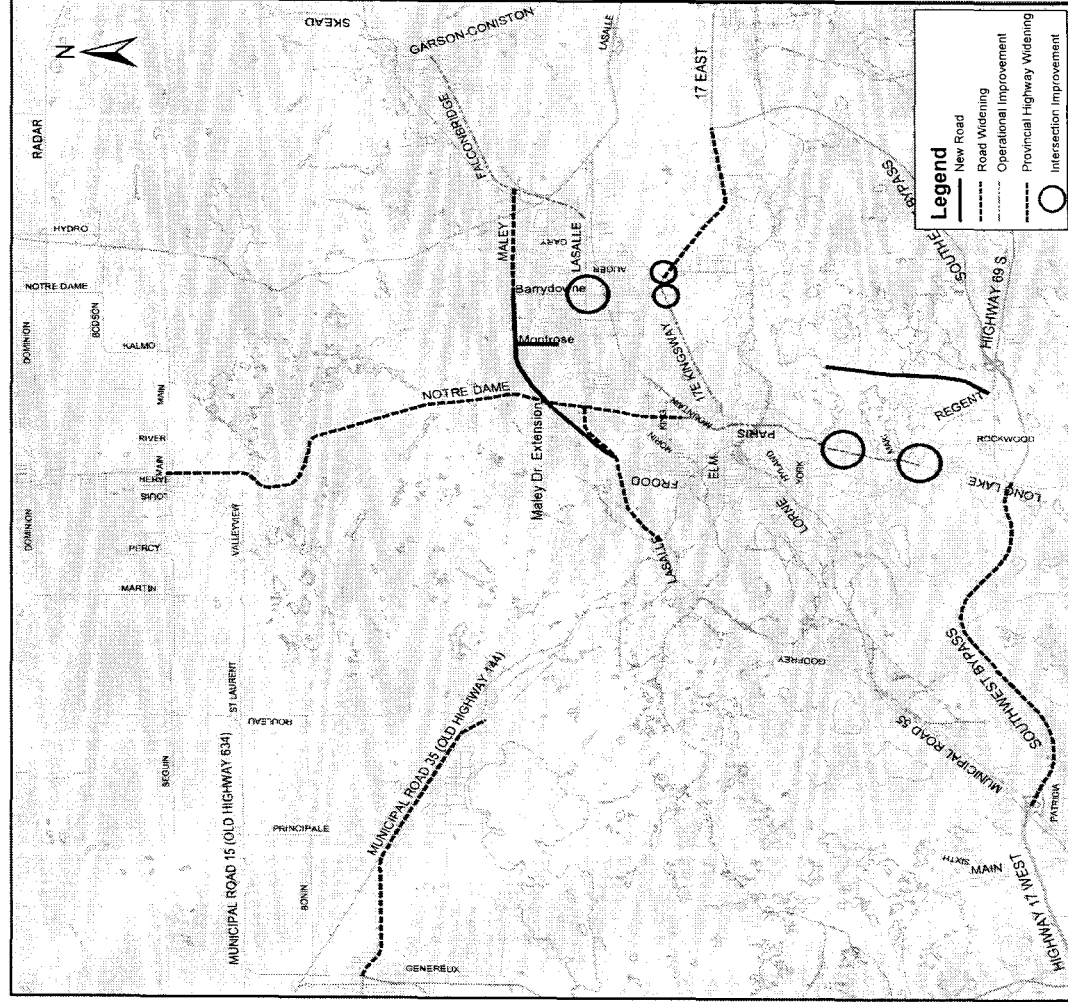
Factor	Relative Rating			
	A1 Barrydowne Extension /Ramsey Lake Road widening	A2 Barrydowne Extension/New University Link	A3 Notre Dame/Ramsey Lake Road widening	A4 Notre Dame/New University Link
Overall Transportation Rating	●	●	●	●
Overall Social/Cultural Rating	●	●	●	●
Overall Natural Environment	●	○	●	●
Overall Economic Environment	●	●	●	●
Overall Land Use Planning	●	●	●	●
Estimated Capital Cost*	\$145.0 M *	\$146.1 M *	\$127.5 M *	\$128.6 M *
Overall Evaluation of Alternative	●	●	●	●

○ Least Favourable

● Most Favourable

* Excluding Property
 * Includes \$22.0 M to 4-lane the Southwest Bypass.

Office Plan



New Roads	Description	Estimated Cost*
Malley Dr. Extension	Extend Malley Drive to Lasalle Blvd. Extend Montrose Ave. to Malley Drive Extension.	\$28.5 M
New University Link	Construct new road connecting Regent street (close to Access Road) and Ramsey Lake Road. 2-lane parkway section, with provision for bicycle/pedestrian trails.	\$7.0 M

Road Widening	Description	Estimated Cost*
Maley Drive Widening	Widen existing 2-lane basic cross section to a 4-lane basic cross section from Barrydowne to Falconbridge Highway.	\$3.4 M
MR 35 Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from Montee Rouleau westerly to the Northwest Bypass (Highway 144).	\$9.5 M
Notre Dame Ave Widening	Widen the existing 4-lane basic cross section to a 6-lane basic cross section from Lasalle Blvd. to Main St. (Alternatively bypass McCrea Heights).	\$14.9 M
Notre Dame Ave Widening	Widen the existing 4-lane cross section to a 6-lane basic cross section from Kathleen Street to Lasalle Blvd	\$2.7 M
Lasalle Blvd. Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from the CPR Overhead to 0.3 km west of Notre Dame Avenue.	\$4.6M
Southwest Bypass 4-Laning**	Widen the existing 2-lane cross section to a 4-lane cross section from the interchange at MR 55 to Long Lake Road	\$22.0 M
Kingsway Widening	Widen the existing 2-lane cross section to a 4-lane basic cross section from Falconbridge Road to the Southeast Bypass.	\$4.5 M

Operational Improvements	Description	Estimated Cost
Paris / Regent Street	Construct a new 2-lane fly-over along Regent Street (4 Corners).	\$6.0 M
Paris / Ramsey Lake Road	Add a tight turn channelization ramp from northbound on Paris Street to eastbound Ramsey Lake Road.	\$0.5 M
Paris	Optimize signal timing between Regent Street and St. Anne Rd.	\$0.2 M
Kingsway	Widen the Kingsway to five lanes from Brady Street to Laking Toyota where the five lane section currently exists. Add 1-lane in each direction from west of the Kingsway / Barrydowne Road intersection to east of the Kingsway / Falconbridge Road intersection.	\$12.5 M
Falconbridge Road	Provide a continuous left turn lane from Lasalle Blvd. to Garson-Coniston Road.	\$1.8 M
Lasalle Blvd. / Notre Dame Ave. Intersection	Provide an additional through lane at each of the 4 approaches.	\$3.5 M
Lasalle Blvd. / Barrydowne Intersection	Provide an additional through lane and left turn lane northbound on Barrydowne Rd. and one additional through lane in each direction along Lasalle Blvd.	\$3.0 M
Notre Dame Ave	Provide a continuous left turn lane through McCrea Heights.	\$4.0 M

*Excludes Property

COMPLEMENTARY POLICY DIRECTIONS

❖ Road Rehabilitation

- Increased Emphasis and sufficient allocation of funds.
- Development and Application of comprehensive Asset Management Strategy.
 - Allocation of Limited funds to optimize service level
 - Maximize Life Cycle.
 - Consideration of truck usage, total vehicular traffic, and road functional classification.

❖ Bike/Pedestrian Facilities

- Consideration of bicycle facilities for all new road links and road widening in the context of an overall bicycle network.
- Bike/Pedestrian facility along the new road link to Laurentian University.
- Emphasis on enforcement and education.
- Consideration of the City's Accessibility Plan.

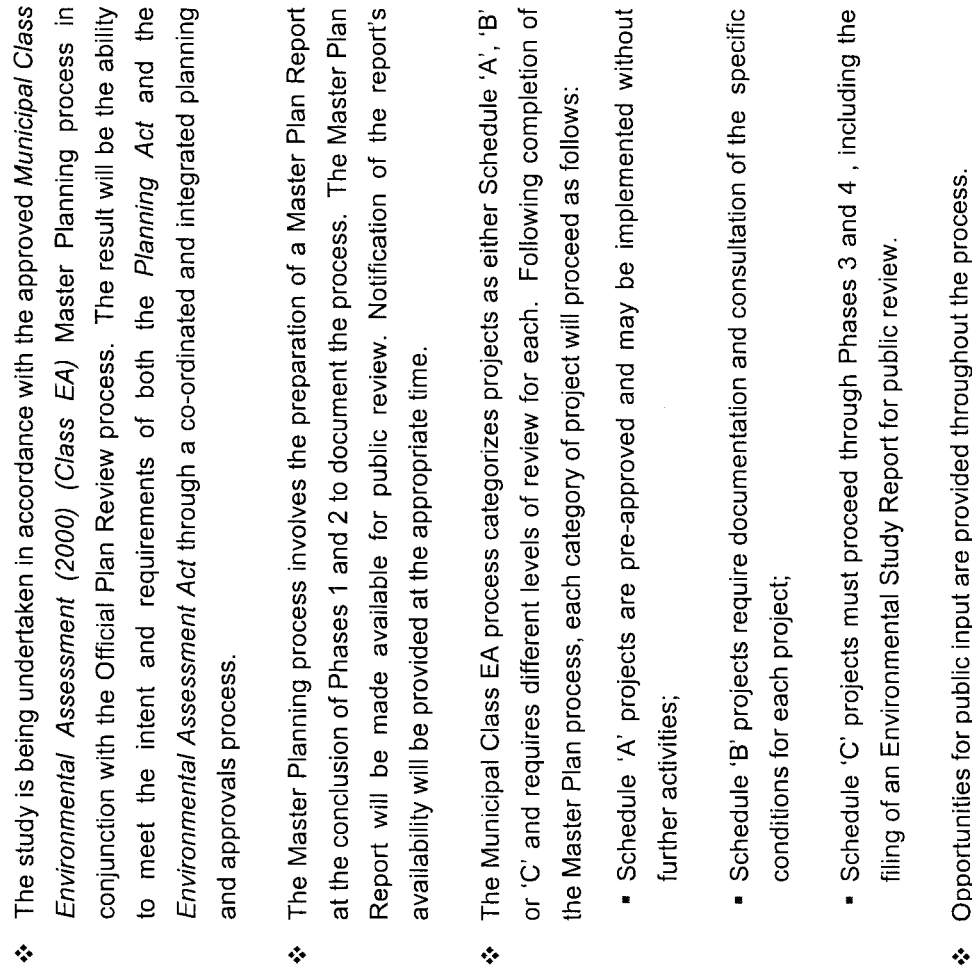
❖ Transit

- Improved collaboration with the university and colleges to have transit passes included within tuition fees.
- Provision of bus bays in view of new legislation regarding right-of-way for buses.
- Adequate funding to maintain service levels and condition of bus fleet, and to keep fare increases below cost-of-living.
- With large service area, consideration be given for satellite garages/mobile repair units/agreement with private facilities.

❖ Trucks

- Maley Drive Extension
- Improved planning and co-ordination with mining industry regarding infrastructure, and modal efficiencies.

OVERVIEW OF THE COORDINATED CLASS EA MASTER PLAN PROCESS



THE NEXT STEPS

- ❖ Comments received from the Public Information Session will be considered along with those received from government review agencies.
- ❖ Recommended network and supporting policies will be refined and prioritized.
- ❖ In addition, a Master Plan report will be prepared and made available for public review at the end of the project.
- ❖ Agencies and the public will be notified of the public review period for the Master Plan report at the appropriate time through a newspaper advertisement and letters.
- ❖ You are encouraged to contact either of the Project Team members from the City or Earth Tech Canada at any time throughout the project if you have any questions or concerns:

Chris Redmond, P. Eng.
Project Manager
Earth Tech Canada Inc.
 1040 Lorne Street South, Unit 1
 Sudbury, Ontario, P3C 4R9
 Phone: (705) 674-8343
 Fax: (705) 674-1694
 E-Mail: chris.redmond@earthtech.ca

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Appendix F

Comments from Public Information Sessions #1 and #2

TABLE 1

SUMMARY OF COMMENTS RECEIVED AT PUBLIC INFORMATION SESSION #1

Respondents were asked to answer the following three questions:

1. *Please check the category that best describes your interest in the study (City Resident; Area Resident; Area Business Owner; City Business Owner; Commuter; Other).*
2. *Does the problem / opportunity statement adequately address the existing transportation situation? Do you have any specific transportation concerns that should be included for consideration in this study?*
3. *Please provide any specific comments you may have on the alternative transportation strategies presented. Do you have any additional transportation strategies that you feel should be considered?*
4. *Please provide any specific additions, deletions or modifications you may have to the list of evaluation categories and criteria proposed for the evaluation of the alternative transportation strategies.*
5. *Please provide any additional comments/ concerns you may have about the project. If you require additional space, please attach additional paper to this form.*

No.	Public Member	Summary of Comments Received
1.		
1.	City Resident	
2.	Bicycle paths in the city need to be given much more priority. Paris St. from Science North to the Four Corners was recently upgraded without any provision for a bicycle lane. Serious lack of consideration given to pedestrians and bicyclists (non-motorized transportation) in the study. Suggestion that Sudbury look at the cities of Calgary, Edmonton and Winnipeg as examples of cities with severe winter climates that have accommodated non-motorized transport.	
3.	Bicycle paths are not addressed. Bicycle lanes, secure places to lock bicycles, and a system of paths and trails are all necessary. Transportation plans should be required to include bicycle lanes for every road upgrade.	
4.	Blank	
5.	Paris Street at Ramsey Street Lake is a serious problem and has continually been neglected each time other road upgrades have taken place on Paris Street. East-West bicycle paths are required along LaSalle Boulevard and Elm / Kingsway. North-South paths are required along Notre-Dame/Paris, Falconbridge Highway and Barrydowne Road for beginners. The recent upgrade from the Big Nickel turn off to Azilda has made an effort to accommodate non-motorized transport.	

No.	Public Member	Summary of Comments Received
2.		1. City resident 2. Non-motorized transport should be fully explored as the major focus is on vehicle routes. Project Team Members must make use of background studies done by local groups such as the former Bicycle Advisory Committee (proposed bicycle routes adopted by City Council, but never acted upon), Rainbow Routes Association (Trans Canada Trail Master Plan documents, local trail guide, etc.), Sudbury Cycling Club, Sudbury Hiking Club, etc. 3. Non-motorized commuter routes will need to plan for safe interaction between pedestrians and bicyclists/roller bladers and paths will need to be maintained year-round 4. Blank 5. Hope that this project will look at alternate (read – non-motorized) transportation options, and integrate these options into future developments.
3.		1. City resident 2. Emissions testing of all vehicles in Southern Ontario would remove the worst polluters from the road (try walking along Paris Street at Ramsey Lake in the summer, for example). Project Team Members must make use of background studies done by local groups such as the former Bicycle Advisory Committee (proposed bicycle routes adopted by City Council, but never acted upon), Rainbow Routes Association (Trans Canada Trail Master Plan documents, local trail guide, etc.), Sudbury Cycling Club, Sudbury Hiking Club, etc. 3. Motorized transport- Public transit should adopt a hub system (similar to that used by airlines and couriers) with express routes between hubs. Such systems would be efficient, cost-effective and easy to navigate. Hubs should be located in obvious locations: Downtown, Four-Corners, major malls/retail areas, Hospital(s), Universities, colleges and other major employers. Integration of public transit and school buses should be considered. Non-motorized transport- bicycle lanes are only suitable for medium density traffic conditions, high density traffic routes marked on "Daily Traffic Volumes on Major City Roads" are not suitable for bicycle lanes, alternative routes for bicyclists (low/medium density roads and separate bicycle/pedestrian trails) are necessary if non-motorized transportation is to be viable in Sudbury, sidewalks should be moved farther away from (and possibly with a barrier) major roads to protect pedestrians from pollution and hazards associated with traffic. Sidewalks require much larger amounts of sand in icy conditions than is currently used. All medium density roads should have bicycle lanes (i.e., instead of turning lanes). Bicycle lock-up facilities are needed throughout the City. Non-motorized trails should be maintained in winter either as bicycle paths or as cross-country ski paths, which should link up to Ramsey Lake skating trail. Connectivity of trails is very important - Ramsey Lake skating/walking trail should be expanded and additional access points added (i.e., York Street (Amphitheatre), Boland Avenue (General Hospital/ St. Joseph's Health Centre), Bell Park main beach. 4. Consideration should be given to: • Global Warming

No.	Public Member	Summary of Comments Received
		• Cost of Maintenance • Quality of life of commuters (perceived safety, stress, visual view along route) 5. Trails/non-motorized routes should be planned with local trail groups including, Rainbow Routes Association, Former Bicycle Advisory Committee and Sudbury Hiking Club.
4.		General Concerns: • Hope that more bicycle paths be incorporated into any road renovations in Sudbury. • Biking can be "life threatening" on major roads. • Sidewalks could be modified with a line down the middle to designate paths for pedestrians and cyclists (as in Germany), Notre Dame and Lorne Streets could easily afford this modification, as wide pavement already exists. Modifications could be flexible when obstacles arise (i.e. telephone and hydro poles, traffic signs, etc.). • Another possibility would be assigning one side of the street for pedestrians and one for cyclists could work in narrower streets. • Modifications would involve minimal costs (painting, signage, public education etc.).
5.	h	1. City Resident 2. Statements in "Needs and Opportunities" page do not address non-motorized transportation in Sudbury. Existing routes were designed solely for motorized vehicles, making travel by foot or bicycle hazardous. 3. Renovation of Paris St. last year was a missed opportunity to put in a bicycle lane. Direct routes for walkers and cyclists to get to school or work would be much better than the dangerous roads. A new strategy for this project should be "Encourage non-motorized vehicle usage." Provide secure bicycle lock-ups, a system of bike/pedestrian trails and mandate bicycle paths with every road upgrade. 4. Blank 5. A considerable problem exists in the Paris Street / Ramsey Lake Road area and this will get worse when the two hospitals amalgamate. It would be safest to remove some of the traffic by making it safer and easier for individuals to get to work on foot or bicycle. There already exists a good off road route from Science North to the downtown, it is now necessary to improve the off road routes from the south, west and east as well

No.	Public Member	Summary of Comments Received
6.	General Concerns:	• “The Barrydowne Extension” should be extensively examined and be included in the Official Plan • “I offer my assistance with this worthy project by sitting with you and your corporation members and give you insight into the strength that this project would have on our economy as a whole.” • “I request some dollar allocation in the 2004 budget to start a S.W.O.T. Analysis, and a city wide task force.”
	Other Issues:	• Maley extension - Linking Maley Drive to Municipal Road 80 (parallel to Lasalle Boulevard). • McCrea Heights traffic congestion and safety issues.
7.		1. City Resident 2. Concerns- As the city grows and traffic volume increases roads in residential areas cannot be widened and therefore more alternative routes will be necessary. There are many bad drivers in Sudbury, public awareness needs to be raised as drivers go through red lights, don't know right of way and don't signal. 3. Need to develop a complete trail system usable for both bikers and pedestrians, especially by Junction Creek. People do use those trails, but they are disconnected and difficult to use right now. 4. Blank 5. Stress environmental importance in this project (no harm) and stagger construction of the three roads. Summer 2003 was annoying because there were no alternative routes.
8.	Minnow Lake CAN October 16, 2003 Meeting Minutes	The minutes from a meeting between the Minnow Lake Community Action Network (CAN) and the City of Greater Sudbury Transportation, Engineering, and Leisure Services regarding bike lane creation were provided.

TABLE 1

SUMMARY OF COMMENTS RECEIVED AT PUBLIC INFORMATION Session #1

Respondents were asked to answer the following three questions:

1. *Please check the category that best describes your interest in the study (City Resident; Area Resident; Area Business Owner; City Business Owner; Commuter; Other).*
2. *Does the problem / opportunity statement adequately address the existing transportation situation? Do you have any specific transportation concerns that should be included for consideration in this study?*
3. *Please provide any specific concerns you may have on the alternative transportation strategies presented. Do you have any additional transportation strategies that you feel should be considered?*
4. *Please provide any specific additions, deletions or modifications you may have to the list of evaluation categories and criteria proposed for the evaluation of the alternative transportation strategies.*
5. *Please provide any additional comments/ concerns you may have about the project. If you require additional space, please attach additional paper to this form.*

No.	Public Member	Summary of Comments Received
1.		
	1. Area Resident	
	2. The City should repair the already deteriorated existing roads before building new ones. The roads make it very unpleasant to ride on Handi-Transit buses and the chairs bounce around dangerously. Sidewalks in Val Cacon should be continued to the Elizabeth Centre.	
	3. Extend the hours of service for Handi-Transit in outlying areas. The city should consider providing their own Handi-Transit Service to become more accountable for the service (booking and job performance) as well as damage to the chairs and bodily injuries.	
	4. Blank	
	5. Handi-Transit booking system: • 48 hours are required to book a ride, but only 10-15 minutes of notice are given to the passenger to change the time of pick-up • When booking on the phone passengers have been put on hold for 30 minutes, only to be told to call back the following day • Routing and pickup are not coordinated, which cause passengers to be driven around for as long as two hours, when they should be picked up in a particular order to improve efficiency and time management	

No.	Public Member	Summary of Comments Received
2.		1. City resident 2. Future Development- Previous proposals such as Hazardous Load Routes (Next Ten Years) should be resurrected. Industrial traffic to the new 4-lane highway (400 Extension to Sudbury) should be planned for. Travel mileage, traffic congestion and energy use could be reduced if the Maley Extension and the Barry Down Extension were pursued 3. Sudbury Airport - Establishment of an airport industrial park and good access roads would be a good move to attract air cargo distribution in the future (Toronto Airport is currently at maximum capacity). 4. Blank 5. Blank

TABLE 1 SUMMARY OF COMMENTS RECEIVED AT PUBLIC INFORMATION SESSION #1

Respondents were asked to answer the following three questions:

1. *Please check the category that best describes your interest in the study (City Resident; Area Resident; Area Business Owner; City Business Owner; Commuter; Other).*
2. *Does the problem / opportunity statement adequately address the existing transportation situation? Do you have any specific transportation concerns that should be included for consideration in this study?*
3. *Please provide any specific concerns you may have on the alternative transportation strategies presented. Do you have any additional transportation strategies that you feel should be considered?*
4. *Please provide any specific additions, deletions or modifications you may have to the list of evaluation categories and criteria proposed for the evaluation of the alternative transportation strategies.*
5. *Please provide any additional comments/ concerns you may have about the project. If you require additional space, please attach additional paper to this form.*

Summary of Comments Received	
No.	Public Member
1.	Anonymous
	1. City Resident
	2. Blank
	3. Would like to see multi purpose trails (bike paths/ walking paths and snowmobile trails) wherever possible (Linear Park Trail as an example). Snowmobiles could use the same trails in winter and make them walkable for others if low speed limits were imposed.
	Regional road system is not "tourist-friendly" due to poor signage. Signage is missing at intersections where the road changes direction and the road indicated on the map cannot be followed. Differing street names (which will persist) make better street numbering necessary.
	4. Blank
	5. Blank

TABLE 1

SUMMARY OF COMMENTS RECEIVED AT PUBLIC INFORMATION SESSION #2

No.	Summary of Comments Received
1.	The east exit on the Kingsway via Highway 17 East should be one of the top priorities. All entries to the City core have adequate road system except for Highway 17. Disappointed that the improvements undertaken for Barrydowne/Kingsway intersection and Falconbridge/Kingsway intersections were done without consideration of the bottleneck situation past the Falconbridge intersection. Should be at least 1 km widening done east of this intersection. Do not see any problems of traffic flow around the intersection of Paris and Ramsey Lake Road during a.m. and p.m. peak hours. Does not foresee any future problems that may be created for one site hospital as they have a second entrance which connects directly to the main parking lot. This improvement should be the last in priorities. Barrydowne extension should be an alternative or priority only when Valley East population grows over 40,000 plus. Better alternatives should be implemented and focused on than wasting time and money on a proposal that conveys convenience rather than transportation benefits. Focusing on improving the existing transportation system is much more beneficial with the limited funding available. Alternative 4 is an excellent solution as it benefits more than 50% of the population. Put aside future improvements to Lasalle Boulevard until Maley Drive extension is added to the road system.
2.	Provide Bike/multi use trails for novice and tourists. Provide passing facilities for major commuting routes such as Barrydowne, Paris and Regent. Add timing of Lasalle lights so being 10 km/h over does not give all green lights between Notre Dame and Barrydowne. When "suggesting" or "considering" bike (or passing) facilities, its never taken seriously. The provision of bike lanes or paths should be made mandatory.

No.	Summary of Comments Received
3.	City should mandate that any street that has been identified in at he bicycle advisory plans and technical and reference manuals that requires work in the future be designed to include bike lanes.
4,5,6.	• Consideration of bicycle facilities for all new road links and road widening in the context of an overall bicycle network. • Provide Bike/Pedestrian facilities along the new road link to Laurentian University • Emphasis on enforcement and education regarding bike lanes • Consideration of the City's Accessibility plan. • Provide bike lanes for roads named in the plans set out in the Bicycle Advisory Technical and Reference Manuals for the City • Plans for bike routes needs to be mandated or they will not be implemented. • Bicycle Advisory Committee Reference Manual, dated August 1997 should be included in the Transportation Plan • Transportation Plan should specify formal links between Rainbow Routes Association Bicycle Committee, City's planning, Transportation and Leisure Services departments.
7.	• Transit system should allow transfer layovers as permitted in Ottawa transit system which will allow stop overs within 90 minutes. This would allow people to do quick errands and leave their cars at home. • Do not integrate bus pass with tuition fees unless it is easy for student to decline the bus pass fees. Arrange with transit system special rates and options for student fares.

Appendix G
Household Survey Form



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Toll Free: 1-866-611-3331
e-mail: gran@vianet.on.ca

Appendix G – Survey Questionnaire

SUDBURY TRANSPORTATION SURVEY

Good Morning/Afternoon/Evening, my name is _____ and I am calling on behalf of Veri/Fact, a Northern Ontario based polling firm. We are conducting a brief survey for the City of Greater Sudbury. The City has initiated a Transportation Study to develop a long-term plan for auto, truck, bus, bicycle, and pedestrian transportation needs in the City over the next 20 years. By now you may have seen an advertisement in the newspaper or on the radio introducing the study and advising the public that a travel survey would be undertaken to help the City monitor its travel patterns and assist in determining what improvements should be made to its roads. The interview will only take about 5 to 10 minutes. Your participation in this survey is voluntary. I'd like to note that personal information received in response to this survey will remain completely confidential, and is subject to the Municipal Freedom of Information and Protection of Privacy Act and will be used for the purposes of this survey only.

Could you spare a few moments?

Are you over the age of 19 years? (If not, ask for a parent or adult over 19 years.)

First, I would like to ask you some questions that help us categorize your household. In an effort to track travel and movement throughout the city we need to develop a starting point.

1. What is your current Street address? (with postal code)

2. Is that a house, apartment or townhouse?

- | | |
|---|--------------------------|
| 1. House (Single, and Semi-detached) | ☐ |
| 2. Apartment (Condominiums, Duplexes, and Rooming houses) | ☐ |
| 3. Townhouse | ☐ |

3. How many people (#), including yourself, live in your household. *[If renting a basement unit of a house, tenants are a separate household] [For each member of household (over 15) record age and gender along with information for the next three questions]*

	Age	Gender
Member 1	_____	M F
Member 2	_____	M F
Member 3	_____	M F
Member 4	_____	M F
Member 5	_____	M F
Member 6	_____	M F
Member 7	_____	M F
Member 8	_____	M F
Member 9	_____	M F
Member 10	_____	M F

4. Do you/they have a driver's license?

Member 1	Y	N
Member 2	Y	N
Member 3	Y	N
Member 4	Y	N
Member 5	Y	N
Member 6	Y	N
Member 7	Y	N

Member 8	Y	N
Member 9	Y	N
Member 10	Y	N

5. Are you/they currently employed (or self employed) full-time, part-time, not employed, or a student?

- 1 EMPLOYED FULL-TIME
2 EMPLOYED PART-TIME
3 NOT EMPLOYED
4 STUDENT

Member 1	1	2	3	4
Member 2	1	2	3	4
Member 3	1	2	3	4
Member 4	1	2	3	4
Member 5	1	2	3	4
Member 6	1	2	3	4
Member 7	1	2	3	4
Member 8	1	2	3	4
Member 9	1	2	3	4
Member 10	1	2	3	4

6. What is the location of your/their normal place of work (or school)?

STREET ADDRESS: _____
CITY/TOWN: _____
POSTAL CODE: _____

OR

INTERSECTION: STREET A _____ / STREET B _____
CITY/TOWN: _____

OR

LANDMARK OR A BUILDING NAME: _____
CITY/TOWN: _____

[If respondent works at more than one location, record location of main place of work. If respondent works from home record "home"]

TRAVEL PATTERNS:

Now I would like to ask you about the trips that you and the members of your household made yesterday. (if Monday to Friday....IF DAY OF INTERVIEWING IS TUESDAY-SATURDAY INSERT "yesterday (Friday)", IF DAY OF INTERVIEWING IS MONDAY INSERT "Friday").

A trip refers to a one-way movement between two places for a single purpose by all modes of travel including car, transit, walking, and bicycle. For example, a trip from home to drop someone off, then to work, is considered 2 trips.

TRIP 1:

7. Where did your/their first trip start?

ORIGIN: "Home" or "work" or

STREET ADDRESS: _____
CITY/TOWN: _____
POSTAL CODE: _____

OR

INTERSECTION: STREET A _____ / STREET B _____
CITY/TOWN: _____

OR

LANDMARK OR A BUILDING NAME: _____
CITY/TOWN: _____

8. Where did you/they go first?

DESTINATION: "Home" or "Work"

STREET ADDRESS: _____

CITY/TOWN: _____

POSTAL CODE: _____

OR

INTERSECTION: STREET A _____ / STREET B _____

CITY/TOWN: _____

OR

LANDMARK OR A BUILDING NAME: _____

CITY/TOWN: _____

9. What was the approximate start time and travel time of this trip?

START TIME: _____ AM _____ PM

TRAVEL TIME: _____

10. What was the main purpose of the trip?

- | | | |
|---|--|--------------------------|
| 1 | Work | ☐ |
| 2 | Work Related (trip made for work purposes) | ☐ |
| 3 | School | ☐ |
| 4 | Pick up/Drop off passenger | ☐ |
| 5 | Shopping | ☐ |
| 6 | Social/Recreational | ☐ |
| 7 | Personal business | ☐ |
| 8 | Returning home | ☐ |
| 9 | Other (Specify) _____ | ☐ |

11. How would you describe the destination of your trip?

- | | | |
|----|---------------------------------------|--------------------------|
| 1. | Retail | ☐ |
| 2. | Office | ☐ |
| 3. | Industrial | ☐ |
| 4. | Residential | ☐ |
| 5. | Institutional (School, Hospital, etc) | ☐ |
| 6. | Other _____ | ☐ |

12. What was the main method of travel (how did you/they get there)?

- | | | |
|----|-----------------------|---|
| 1 | Auto – Driver | ☐ (Go to Question 13) |
| 2 | Auto – Passenger | ☐ (Go to Question 13) |
| 3 | Transit | ☐ (Go to Next Trip or Next Member) |
| 4 | Chartered Bus | ☐ (Go to Next Trip or Next Member) |
| 5 | School Bus | ☐ (Go to Next Trip or Next Member) |
| 6 | Taxi | ☐ (Go to Next Trip or Next Member) |
| 7 | Motorcycle | ☐ (Go to Next Trip or Next Member) |
| 8 | Bicycle | ☐ (Go to Next Trip or Next Member) |
| 9 | Walked all the way | ☐ (Go to Next Trip or Next Member) |
| 10 | Other (Specify) _____ | ☐ (Go to Next Trip or Next Member) |

13. How Many Occupants were in the Vehicle, including yourself/themselves? _____

TRIP 2:**Where did you/they go from there?**

[REPEAT QUESTIONS 7-13 FOR EACH TRIP]

Note: Continue collecting trip information until respondent indicates that was the final trip of the day.

[IF LAST TRIP OF PERSON WAS NOT TO "HOME", ASK:]

Just to confirm, the destination of the last trip was not to home, is that correct?

YES -LAST TRIP NOT TO HOME
NO -LAST TRIP WAS TO HOME

[IF "YES", CONTINUE; OTHERWISE GO BACK AND CORRECT LAST TRIP]

Now I would like to ask you about trips made by the other members of your household (age 15+).

[REPEAT Q7 TO 13 FOR EACH HOUSEHOLD MEMBER]

14. As a final question, I am going to read a list of statements regarding the existing transportation service in Greater Sudbury. Please rate your current level of satisfaction with each issue on a scale of 1 to 5 where 1 very dissatisfied, 2 is somewhat dissatisfied, 3 is neutral, 4 is somewhat satisfied and 5 is very satisfied.

1	Current Safety of the roads	1	2	3	4	5
2	Current level of Congestion on the roads	1	2	3	4	5
3	Development of New Roads	1	2	3	4	5
4	Quality of existing roads	1	2	3	4	5
5	Number of Trucks/transportations on the roads	1	2	3	4	5
6	Public Transit	1	2	3	4	5
7	Other (Specify)_____	1	2	3	4	5

On behalf of Veri/Fact and the City of Greater Sudbury, we would like to thank you for participating in this survey.

Appendix H

Volumes on Roads Crossing Selected Screenlines

**TABLE H.1 COMPARISON OF PM PEAK HOUR LINK VOLUMES
FOR ROADS CROSSING SELECTED SCREENLINES**

West Entrance		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Eastbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
2	LaSalle Blvd.	4	517	1800	0.29	4	640	1800	0.36
2	MR 35	4	535	1800	0.30	4	597	1800	0.33
2	Southview Dr.	2	48	500	0.10	2	27	500	0.05
2	Southwest Bypass	2	342	1800	0.19	2	1124	1800	0.62
2	MR 55	4	612	1800	0.34	4	1568	1800	0.87
			2054	7700			3957	7700	
SL	Westbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
2	LaSalle Blvd.	4	633	1800	0.35	4	780	1800	0.43
2	MR 35	4	954	1800	0.53	4	1211	1800	0.67
2	Southview Dr.	2	70	500	0.14	2	154	500	0.31
2	Southwest Bypass	2	513	1800	0.29	2	1416	1800	0.79
2	MR 55	4	741	1800	0.41	4	1817	1800	1.01
			2911	7700			5378	7700	

Lasalle South		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Northbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
4	Notre Dame Ave.	5	1648	2000	0.82	5	2154	2000	1.08
4	Barry Downe Rd.	5	1263	2000	0.63	5	972	2000	0.49
4	Frood Rd.	2	326	900	0.36	2	372	900	0.41
4	Falconbridge Hwy.	4	998	1800	0.55	4	1360	1800	0.76
			4235	6700			4858	6700	
SL	Southbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
4	Notre Dame Ave.	5	798	2000	0.40	5	1278	2000	0.64
4	Barry Downe Rd.	5	1021	2000	0.51	5	1598	2000	0.80
4	Frood Rd.	2	195	900	0.22	2	69	900	0.08
4	Falconbridge Hwy.	4	818	1800	0.45	4	1000	1800	0.56
			2832	6700			3945	6700	

**TABLE H.1 COMPARISON OF PM PEAK HOUR LINK VOLUMES
FOR ROADS CROSSING SELECTED SCREENLINES**

Lively-Azilda to Sud		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Eastbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
5	Seguin St.	2	264	500	0.53	2	400	500	0.80
5	MR 15	2	230	900	0.26	2	0	900	0.00
5	MR 24	2	60	900	0.07	2	45	900	0.05
5	Hwy. 17	4	341	3600	0.09	4	915	3600	0.25
5	MR 35	2	389	900	0.43	2	765	900	0.85
5	MR 55	2	238	900	0.26	2	59	900	0.07
			1522	7700			2184	7700	
SL	Westbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
5	Seguin St.	2	134	500	0.27	2	198	500	0.40
5	MR 15	2	410	900	0.46	2	0	900	0.00
5	MR 24	2	90	900	0.10	2	74	900	0.08
5	Hwy. 17	4	425	3600	0.12	4	1918	3600	0.53
5	MR 35	2	666	900	0.74	2	867	900	0.96
5	MR 55	2	462	900	0.51	2	276	900	0.31
			2187	7700			3332	7700	

Valley East-Sudbury		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Northbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
7	Falconbridge Hwy.	4	601	1600	0.38	4	1506	1600	0.94
7	MR 80	4	1365	1800	0.76	4	2119	1800	1.18
7	Garson-Coniston Rd.	2	95	900	0.11	2	206	900	0.23
			2061	4300			3831	4300	
SL	Southbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
7	Falconbridge Hwy.	4	347	1600	0.22	4	579	1600	0.36
7	MR 80	4	585	1800	0.33	4	615	1800	0.34
7	Garson-Coniston Rd.	2	157	900	0.17	2	164	900	0.18
			1089	4300			1358	4300	

**TABLE H.1 COMPARISON OF PM PEAK HOUR LINK VOLUMES
FOR ROADS CROSSING SELECTED SCREENLINES**

Rayside-Balfour - Sud		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Eastbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
9	MR 15	2	385	900	0.43	2	639	900	0.71
9	MR 35	2	540	900	0.60	4	702	1800	0.39
			925	1800			1341	2700	
SL	Westbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
9	MR 15	2	315	900	0.35	2	286	900	0.32
9	MR 35	2	960	900	1.07	4	1748	1800	0.97
			1275	1800			2034	2700	

East Entrance		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Eastbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
10	Bancroft	2	99	700	0.14	2	296	700	0.42
10	Kingsway	2	683	900	0.76	2	596	900	0.66
10	Southeast Bypass	2	272	1800	0.15	2	1276	1800	0.71
			1054	3400			2168	3400	
SL	Westbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
10	Bancroft	2	81	700	0.12	2	37	700	0.05
10	Kingsway	2	561	900	0.62	2	597	900	0.66
10	Southeast Bypass	2	223	1800	0.12	2	1137	1800	0.63
			865	3400			1772	3400	

Barry Downe		EXISTING ROAD NETWORK				FUTURE TRAFFIC ON COMMITTED ROAD NETWORK			
SL	Eastbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
12	LaSalle Blvd.	5	1114	2000	0.56	5	1286	2000	0.64
12	Kingsway	5	1900	2000	0.95	5	1891	2000	0.95
			3014	4000			3177	4000	
SL	Westbound	Num Lanes	Count	Capacity	V/C	Num Lanes	Flow	Capacity	V/C
12	LaSalle Blvd.	5	1082	2000	0.54	5	1651	2000	0.83
12	Kingsway	5	1600	2000	0.80	5	1979	2000	0.99
			2682	4000			3631	4000	