

Date: 3/9/2016 2:21 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 4:35 PM >>>
This form was sent at: 8-Mar-2016 4:35 PM

NAME: tony martin

ORGANIZATION:

PHONE:

EMAIL

COMMENTS1: this project needs to move forward. the current maley drive is an embarrassment to the city. Lasalle has too much traffic, including transports that are destroying the newly fixed road. get this done.

Date: 3/8/2016 11:43 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/7/2016 7:50 PM >>>
This form was sent at: 7-Mar-2016 7:50 PM

NAME: Dr Tony Martin Sr

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Since the city approved all the new development in Garson Maley is essential. It is currently an embarrassment. I moved to Sudbury 16 years ago and Maley extension is still not a reality. If the federal and Provincial governments kick in 2/3 then this a no brainer

Date: 3/8/2016 3:37 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 1:21 PM >>>
This form was sent at: 8-Mar-2016 1:21 PM

NAME: dr tony martin sr

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: this project is essential for Sudbury . City has allowed for development in Garson so Maley extension needed. with feds and province kicking in this is a no brainer. I moved from Timmins in the year 2000 city council was talking about this project. Maley is currently an embarrassment.

Mayor - Maley Drive

From: Christine Maurice <[REDACTED]>
To: "mayor@greatersudbury.ca" <mayor@greatersudbury.ca>
Date: 3/15/2016 6:49 PM
Subject: Maley Drive

Good evening,

I have written to my councillor, Mr. Kirwan, about this matter. The Maley Drive project is very important to people in the Valley, northern part of the city and New Sudbury area. Please do all you can to make sure this project moves forward. It is crucial to future development and special interest groups have created delays for too long.

Thanks for all your hard work on our behalf.

Christine Maurice
Val Caron, ON

Date: 3/18/2016 12:16 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 12:07 PM >>>
This form was sent at: 18-Mar-2016 12:07 PM

NAME: Steve May
ORGANIZATION: N.A.
PHONE: N.A.
EMAIL: [REDACTED]

COMMENTS1: Thank you for providing an extended opportunity for the public to provide submissions on the proposed Maley Drive Extension Phase 1 project, as new information was presented to the public after the close of the written submission period prior to the March 1st public input meeting. Interestingly, some of this information was not "new" at all, in the sense that the City has been well aware of it for some time now, but had not previously shared it with the public or Council. Here I am referring to Section 10.2 of the Business Case Report which references the presence of species at risk in a location west of the existing Barrydowne/Maley Drive intersection – and right in the midst of the proposed corridor. The City must have had this information available since at least 2013, as the Business Case Report refers to two "assessments" conducted by the City in support of Overall Benefit Permits with the Ministry of Natural Resources and Forestry.

As I have already commented extensively on the Maley Drive Phase 1 Project as part of my earlier submission to Council, I will focus here exclusively on the matter related to species at risk. As you know, the 1995 Class Environmental Assessment that was prepared by Marshall Macklin Monaghan did not identify the presence of species at risk. It was this EA which the then Region of Sudbury relied on to select the best transportation alternative to address issues that it had identified at that time. That best alternative is the one that remains on the table today as part of the Maley Drive Extension, Phases 1 and 2. It is the alternative which Council is being asked to support at the upcoming Council meeting of March 22nd, 2016.

In 2008, the 1995 Environmental Assessment was supplemented by an Addendum. It did not identify the presence of species at risk in the Maley corridor. It also did not review any proposed alternatives to the location of the proposed corridor, as that was beyond its mandate.

Clearly, since 1995 and 2008, with the more recent discovery of the presence of species at risk in the corridor, the environmental circumstances impacting the Maley Drive project have changed. As you know, the Ministry of Environment and Climate Change's Code of Practice identifies the need for a new assessment at times where the environmental conditions for the project have changed. At present, there has been no new Environmental Assessment undertaken by the City which evaluates transportation alternatives which do not negatively impact the existing habitat of species at risk. Until such an undertaking is conducted, it is premature to determine that the proposed Maley Drive corridor represents the best transportation option.

I strongly urge the City of Greater Sudbury to commence a new Environmental Assessment which identifies the transportation issue under consideration, and alternatives to address that issue based on up-to-date socio-economic and environmental circumstances, including the presence of species at risk habitat. The City should also look at other transportation options, including the provision of better transit services, along with the use of transportation demand management, to address its long-term transportation needs.

I also understand that despite my urging, this isn't likely to happen. I understand too that the City is in the process of working with the Ministry of Natural Resources to obtain an Overall Benefit Permit to allow the Maley Drive Phase 1 project to proceed, as per the recommendations of the 1995 Environmental Assessment, and subsequent decisions of Council. I also understand that the portion of the proposed corridor which will impact the species at risk habitat will not be the first section of the Phase 1 project to proceed, so other elements of the Phase Project can be constructed even without an Overall Benefit Permit.

Proceeding in this manner poses significant risk to the City. What will happen if the Ministry of Natural

Resources doesn't issue an Overall Benefit Permit? The City will have built half of a road – one which doesn't connect to the Maley Drive/Barrydowne intersection. Sensible planning for this project should at the very least mean that all necessary approvals from senior levels of government are in place prior to committing to the undertaking. I understand that previous Councils resolved to pursue this project – but at the time that those Resolutions were made, there was no discussion about the need of an Overall Benefit Permit from the Ministry of Natural Resources and Forestry, because the species at risk habitat had not been identified in either the 1995 Environmental Assessment or the 2008 Addendum.

Until such a time that the anticipated impacts of the new road on the existing species at risk habitat have been assessed through an appropriate process, and should it then be determined that the best alternative is one which will negatively impact the habitat and an Overall Benefit Permit is issued, it is premature for the City to move ahead with this project, and exposing itself to the financial risk of not being able to complete the project as planned and budgeted.

Please step back and engage in the appropriate level of assessment necessary to move forward with appropriate transportation options to meet the City's future needs, while not negatively impacting species at risk as per the Endangered Species Act. Please undertake a new Environmental Assessment before proceeding with any aspect of the Maley Drive Phase 1 project.

Date: 3/16/2016 11:12 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/16/2016 8:28 AM >>>
This form was sent at: 16-Mar-2016 8:28 AM

NAME: Priscille Montgomery

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I agree with the Maley Drive project!

We need alternate routes to navigate our city.

When we lived in Thunder bay it was easy to get around the city because they had routes that diverted traffic away from the core streets.

It was the same in Duluth Minnesota, amazing alternate routes that divert the heavier (transports etc.) traffic away from the residential & business areas.

This project has been talked about and kicked around since we moved back to Sudbury 19 years ago. Its time to put the shovel in the ground and get it started.

Date: 3/16/2016 11:13 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 10:41 PM >>>
This form was sent at: 15-Mar-2016 10:40 PM

NAME: R.W. Montgomery

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: This project has been on the books & minds of sudburians for many years. It's a comforting feeling to know that this Mayor & Council is acting in the best interest of our citizens in bringing this project to fruition.

I have seen similar roads like the proposed extension in other communities; in Thunder Bay the ring road/by-pass was a great success, but it too had its distractors much like Maley does.

It quite troubling to see a very small group of sudburians hold hostage the progress of Maley Drive with inaccurate one sided information; I find these citizens & the group they formed are counter productive to not only Maley Drive but to the second Avenue project as well... I'd like the citizens who agree with these projects to voice their opinion; if they voiced it, we would have a resounding YEA to those few troublesome NAYS who oppose this project.

They constantly send opinion pieces with inaccurate information that our local press gobbles up as fact. If our local news agencies voiced the same words that they printed in their Opinion pieces from the naysayers, well, they would be regarded as trying to control the agenda at city hall. It's time; time for the city to bring Maley Drive to realization!

Date: 3/16/2016 11:12 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/16/2016 8:12 AM >>>
This form was sent at: 16-Mar-2016 8:12 AM

NAME: Robert Montgomery

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am sending my submission again.. it was not acknowledging that it was sent last night.
Thank You.

This project has been on the books & minds of Sudburians for many years.
It's a comforting feeling to know that this Mayor & Council is acting in the best interest of our citizens in bringing this project to fruition.

I have seen similar roads like the proposed extension in other communities; in Thunder Bay the ring road/by-pass was a great success, but it too had its distractors much like Maley does.
It quite troubling to see a very small group of sudburians hold hostage the progress of Maley Drive with inaccurate one sided information; I find these citizens & the group they formed are counter productive to not only Maley Drive but to the second Avenue project as well... I'd like the citizens who agree with these projects to voice their opinion; if they voiced it, we would have a resounding YEA to those few troublesome NAYS who oppose this project.

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If our local news agencies voiced the same words that they printed in their Opinion pieces from the naysayers, well, they would be regarded as trying to control the agenda at city hall. It's time; time for the city to bring Maley Drive to realization!

Date: 3/4/2016 12:58 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 12:52 PM >>>
This form was sent at: 3-Mar-2016 12:52 PM

NAME: Travis Morgan
ORGANIZATION: private
PHONE: [REDACTED]
EMAIL: [REDACTED]

COMMENTS1: Maley Drive does not have the best return for the City. If the City is so determined to take cars off Lasalle, perhaps the City could focus its energies on Public Transit. There are funds for improving our public transit provided by both Federal and Provincial governments. Invest in something that can reach the vast majority of the city, not something that benefits so few and costs everyone so much.

Date: 3/17/2016 1:18 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 12:45 PM >>>
This form was sent at: 17-Mar-2016 12:44 PM

NAME: Claude Nadon
ORGANIZATION: Individual
PHONE: [REDACTED]
EMAIL: [REDACTED]

COMMENTS1: With all the negative comments regarding the Maley Drive extension, I wanted to provide an option that could be more acceptable. I believe that the extension is warranted but there are some outcomes that are difficult to predict such as the amount of traffic that will benefit and possible development opportunities.

I believe that the city should consider developing the extension as a two lane road with turning lanes where required and reasonable connection to the roads being crossed. The two lane road should be designed to an enhanced standard to accommodate truck traffic. I believe the reduced cost would likely satisfy many taxpayers and still provide an adequate option for users to by pass Lasalle Boulevard and the Kingsway.

In twenty or thirty years, when the road needs rehabilitation, the city would be in a better position to consider a four lane design to accommodate increased traffic or other needs.

Thank you for the opportunity to comment.

Claude Nadon
[REDACTED]

Date: 3/17/2016 1:18 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 12:37 PM >>>
This form was sent at: 17-Mar-2016 12:37 PM

NAME: Nathalie
ORGANIZATION:
PHONE:
EMAIL:
COMMENTS1: Disagree with Maley Drive Extension!!!



January 20, 2016

Mayor and Council
Tom Davies Square
200 Brady Street
Sudbury, P3A 5P3

Dear Mayor and Council,

RE: Maley Drive Extension

As you are aware, the Greater Sudbury Chamber of Commerce has been active in advocating for the completion of the Maley Drive Extension for several years now. Our members have consistently identified road infrastructure and congestion as a priority for the City of Greater Sudbury. We would like to reiterate our support for the Maley Drive Extension.

The chamber believes that the construction of the extension will create positive ripple effects in the community in terms of economic growth, infrastructure, reduced traffic congestion, road safety, and new jobs. A third east-west arterial road will also lessen business disruptions, redirect large slurry trucks reducing wear and tear on our roads and will result in improved efficiencies in the transportation of supplies.

The time to act on Maley Drive is now and we encourage Council to make a swift decision to prioritize the advancement of the extension. With the new federal government currently undertaking pre-budget consultations, we believe that there is a short window of opportunity for our community to secure very important funding that will boost our economy in a time when we are facing challenging global growth conditions that are impacting us locally.

The federal government is looking for shovel ready projects to fund and it is our understanding that they will move quickly to get dollars out the door to stimulate the economy. There are many factors that are currently working in favour of the Maley Drive Extension - the provincial nod to commit to the project, the provincial prioritization of the project under the new Building Canada Plan, as well as the current federal and provincial political alignment. Further, we have two federal representatives at the local level on the government side seeking to represent the needs of Greater Sudbury on the national stage. The City has also invested significantly in maintaining Maley Drive in a construction ready state.

This type of alignment is rare; it is not known if and when we will come across an opportunity of this magnitude again. We are confident that these provincial and federal infrastructure dollars will be allocated elsewhere, likely in Southern Ontario, if we do not urgently move forward with our own funding request in support of the extension. We also remind Council that although there are many worthy projects requiring funds in Greater Sudbury, these specific provincial and federal funds have been earmarked and therefore cannot be easily transferred to other initiatives.

As a city with a renewed long-term economic plan, we need to think about what will further position us as the regional hub of the North. The completion of the Maley Extension will help position Sudbury to take advantage of future investments and projects. This project will not only benefit Greater Sudbury but will also be critical to enhancing regional economic development - providing easier access to provincial highways, improving Canadian public infrastructure, and benefitting our globally-significant mining sector.

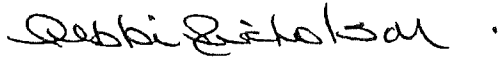
We would like to see these valuable infrastructure dollars being spent in our community to bolster economic growth in our region.

Enclosed please find a copy of a 2014 motion advanced by the chamber's Maley Drive Task Force and approved by our Board of Directors that outlines the chamber's position on Maley Drive.


We would be happy to discuss this further with you. If interested, please contact us at policy@sudburychamber.ca.

We look forward to your response on this matter.

Yours truly,



Debbi M. Nicholson
PRESIDENT & CEO



David Boyce, Chair
MALEY DRIVE TASK FORCE

cc: Northern Life
Sudbury Star
Le Voyageur

Motion: Maley Drive Taskforce 2014

WHEREAS, the Greater Sudbury Chamber of Commerce is an advocate for economic development;

WHEREAS, the Greater Sudbury Chamber of Commerce's membership has identified roads and the relief of traffic congestion in the City as top priorities;

WHEREAS the Maley Drive Extension will improve safety and traffic flow within the City of Greater Sudbury for the benefit of its citizens, businesses and the mining companies operating in the City;

WHEREAS, the Greater Sudbury Chamber of Commerce has advocated for the timely completion of the Maley Drive Extension since 2009;

WHEREAS, more than \$4 million has been spent by local government to maintain Maley Drive in a construction ready state and has set aside \$2.4 million a year since 2009 to advance the project;

WHEREAS the provincial government has agreed to allocate \$26.7 million towards the first phase of the Extension and the federal government has expressed support to finance the project;

WHEREAS, the overall construction of the Maley Drive Extension will create approximately 1,400 jobs and contribute an estimated \$156 million to the national gross domestic product, reduce traffic by as much as 4,000 vehicles a day on routes including the Kingsway and Lasalle Boulevard, remove heavy truck traffic from major arterial routes, enhance safety, improve access to core business and retail areas of the city and increase the efficiency of transporting aggregate and ore within the City of Greater Sudbury;

WHEREAS, the Maley Drive Extension will help position the City of Greater Sudbury as an attractive location for future business opportunities, such as a processing plant for ore mined in the Ring of Fire;

WHEREAS, this project requires demonstrated community support in order to be advanced as a priority project by the new City Council and with the Provincial and Federal governments;
THEREFORE BE IT RESOLVED THAT the Maley Drive Taskforce recommends to the Board of Directors THAT it reaffirms its support for the Maley Drive Extension project and that it carry out a public advocacy campaign that supports the timely completion of this project.

March 18, 2016

Tony Cecutti, General Manager of Infrastructure
City of Greater Sudbury
200 Brady St.
Sudbury, ON P3A 5P3

Dear Mr. Cecutti,

RE: Maley Drive Extension Project

Thank you for the opportunity to submit additional comments about the Maley Drive Extension Project.

To summarize my concerns:

- I am concerned that the stated benefits are unachievable or will benefit only very select sectors of our population; that some may only be realized if both phase 1 and phase 2 of the project are done; and that some may only be realized with additional non-funded interventions.
- I am concerned that our share of the phase 1 costs will be much higher than \$27.5M and that doing phase 1 will commit us to doing phase 2 which has as of yet an undetermined cost.
- I am concerned that we are not properly evaluating or mitigating the damage this project will cause to our environment and to species at risk.
- I am concerned that there is not a clear understanding of the real level of public support for this project and that the opinions of experts like Dr. David Robinson, a respected economist, have not been given the proper weight in the decision to build this road.
- I am concerned that we continue to think that road expansion is a top priority for our City, to the detriment of other necessary projects.

Background

I'm a mother and grandmother who has family here and who wants to see a better city for me and for my children and grandchildren.

I am a concerned taxpayer, who strongly believes in citizen and political engagement. I've owned my home in New Sudbury for over 30 years.

I live close to Falconbridge Road, and use Lasalle daily – with my car, on my bike, while walking (sometimes with my dog Holly), and I take transit. My trips there aren't pretty. Lasalle is ugly, with lots of gas fumes, lots of traffic at certain times of the day, and sometimes a lot of speeding. It's not pleasant, even in my car.

I can say the same for many of our roads that were built exclusively for cars. I want to see New Sudbury (and all of Greater Sudbury) become a more liveable community because it's my home. I have made a conscious decision to not move away, to retire here, and I want my community to reflect my needs and wants.

My feedback reflects my personal perspective as a taxpayer, and I am not representing any group or organization. I am not an engineer or an urban planner, but I have travelled extensively and have seen what other cities are doing. And I am concerned that the decisions made today will return to haunt my grandchildren.

I want to see my tax dollars go towards projects that will have concrete and measurable results, and that have a major “liveability” impact on all of our residents.

Please accept my following comments.

Council vote, March 22, 2016

I am concerned that there is a Council vote on Maley Drive on March 22nd. Will Council have an opportunity to see all of the submitted comments prior to the vote? If they do not, they will not have seen all citizen submissions prior to making a decision, which makes this exercise moot. Even if the feedback is provided, how can they digest this information in time to make an informed decision? If the City is really serious about doing proper community consultation, we need to do better. Having a vote two business days after the consultation period is closed tells residents that their input really doesn't count.

Stated benefit: Maley's going to save drivers money.

Maley will apparently save drivers \$11.1 million per year and 457,000 vehicles hours per year. Auto drivers will save \$1.15 million annually while truck drivers will save approximately \$360,000 per year in vehicle operating costs. Exactly how many people will benefit – 1,000? 10,000? 50,000? I rarely use Maley; maybe less than 10 times per year. So I can tell you that I won't be one of those individuals who'll be saving dollars. So who exactly will benefit? Are we subsidizing only a select few?

Stated benefit: Maley's going to cut down on CO2 emissions.

As someone who believes that we need to do better with our environment, I support cutting emissions. In Canada, the transportation sector produces 23% of greenhouse gas emissions, second only to oil and gas, which comes in at 25%. But Maley is only going to save us 2,459 metric tons of CO2 and \$218,000 per year. That's a pretty low return on investment.

I'd like to see us to fund initiatives with more impact that will make our air better for me and for my family. For example, let's set a target to decrease 10% of car traffic city-wide, especially single passenger car traffic and let's implement measures to make sure we reach that target. Let's use Transportation Demand Management to make a real difference.

In your last presentation to Council, you did not present any data on the impact of building the road, including the CO2 emissions that will be created by the construction and the impact of having less vegetation and trees.

Will Maley truly be of benefit for CO2 emissions? And the stated benefits will be reduced even more if phase 2 is done.

Stated benefit: Maley's going to reduce traffic on Lasalle

I'm concerned that there are so many studies now that indicate that building more roads just creates more traffic. Are we really going to realize the traffic reductions that we expect or is Maley not going to make any difference at all?

Stated benefit: Maley supports the mining industry

I appreciate that we want to support one of our larger economic drivers. But frankly, neither I nor anyone in my family will see a direct benefit from my tax dollars being spent on Maley. Are we subsidizing one industry to the detriment of other subsidies that would impact more people, or that would increase the quality of life for us all?

Stated benefit: Maley's going to reduce congestion and allow businesses to get more done in a day

There have been comments from some residents that we have such severe congestion that we need to build additional roads and widen other roads. But we're really not congested in comparison to other cities. And when we're congested it's only for a small percentage of the day – during rush hour. Does our "congestion" really need to be reduced by building a road? Or can it be dealt with in other ways?

Stated benefit: Maley's going to create jobs

We will apparently generate 780 jobs. However, not for me, not for my family and not for anyone that I know. And I'm concerned that this project is creating only temporary jobs, not permanent ones, and that people who will be getting those jobs won't necessarily be Sudbury residents. There are no long-term job benefits to Maley and this is a detriment, not a benefit. Maybe we need to prioritize and subsidize initiatives that will create permanent jobs?

Maley's going to cost city tax payers \$27.5M

I keep hearing that the City has set all of this aside. That's not what the Capital Budget reports say. Do we or do we not have the full amount? If we don't, how are we going to get the rest? Will other projects not get done because we need to direct scarce funds to Maley? And what happens if there's a significant cost over-run? Will you increase my taxes to pay for this? Will you decrease services in other areas to pay for this?

I'm concerned that the costs will be much more than expected. If I understand correctly, you have built in a 5% confidence factor on the costs of phase 1 of the project. How accurate is this? That seems to be a pretty low figure. You can appreciate that if you come back to Council with an ask to increase the budget for whatever reason, there will be a massive uproar.

I am also concerned that most of the benefits that have explained seem to be based on the whole Maley project (phase 1 and phase 2 together). Yet we have no confirmed costs for phase two. What happens if you don't get approval to build phase 2? Will the stated benefits be realized?

I am very concerned that this project will become an elephant that we will have to continue to feed for many, many years.

Benefit: Maley's going to get the ore and other large trucks off Lasalle

This is a benefit I can support. It's scary walking and riding a bike when those trucks zoom up beside you. However, we talk about "encouraging" trucks to use Maley. If one of the primary considerations is that we want to remove this traffic from Lasalle, we need to do more than just "encourage".

There will still be some truck traffic because of deliveries of goods to businesses, but we need to legislate that the undesired trucks will not be allowed to use Lasalle.

Benefit: Maley's going to promote walking, cycling, and use of public transit by removing traffic volumes and large vehicles from Lasalle

That would indeed be a benefit, but just removing traffic and large vehicles isn't going to help make Lasalle more liveable. Lasalle will still be a dangerous road for people who walk, bike and take transit. There are other things that you **must** do if you want to realise this objective.

You need to make all sidewalks safer and plow them in the winter – just as good as you plow the road. You need to install more bus shelters, clear all bus stops of snow to encourage people to take the bus, and make bus service more frequent. You need to build physically separated bike lanes or cycle tracks by doing a road diet or narrowing lanes. You need to do traffic calming on the road, and enforce speed limits. You need to retrofit intersections so they are safer for pedestrians and cyclists.

Those initiatives will promote walking, cycling, and use of public transit and until they are done, there will be very little benefits realized.

Where is the budget and timelines for these initiatives?

Maley's going to make Lasalle more liveable for everyone

An underlying message is that Lasalle will become more liveable. But that won't happen just by building Maley. Are you going to plant trees and other greenery, hide all of those really ugly parking lots, put benches for people to sit and rest, put in parkettes, encourage meeting places for people, provide people with a reason to walk and bike along this street? Building Maley won't make Lasalle better just on its own.

Stated benefit: Maley Drive will be constructed with paved shoulders that will provide separation for cyclists

My understanding was that Maley would be a through-road, that is, you can only get on or off at the major intersections. You'll see high speed traffic, large volumes of traffic and all of those large trucks that now won't use Lasalle.

However, there is a lot of talk about how Maley will "open up development". Will development be allowed off Maley? There are currently destination points on Maley, and now there's talk of having more.

Cycling is not just a recreational activity. It is a vital transportation option for many of our residents, one that is reliable, cheap, and better for your health. From a social equity perspective, we have an obligation to provide safe and comfortable transportation options for everyone on all of our roads.

Very few people will feel safe on paved shoulders on this type of road. We need to ensure that cyclists of ages and abilities are able to get to the destinations they need to get to. Maley needs to be a valid corridor for all transportation. There should be separated bicycle infrastructure on Maley. Physically separated, not just separated with a line on the pavement.

Environmental impact

I am one of the Co-Chairs of the Junction Creek Stewardship Committee. I am very concerned about the impact on the Creek, which is a jewel in my ward. I am very concerned about the impact on species at risk and about the impact on the affected wetlands.

I fear that any effective mitigation that will be needed will drive up the cost of the project, and that the City may take the position that it can't afford to do proper mitigation. We have an environmental and ethical obligation to ensure that building any road does not adversely affect our environment or destroy other species.

Will there be a commitment to do whatever it takes to do this? And where will the money come from?

Our wetlands have a definite role in our ecosystem and in flood mitigation. Has there been an assessment of the impact of destroying wetlands which currently minimize flooding in the City core?

Federal and provincial funding

I clearly understand that any federal and provincial funding for this project cannot be used for projects. We would need to reapply with other projects. I understand that we are nervous about withdrawing this project after having aggressively promoted it. But are we making a major mistake to save face? Even if our share of the costs could be significantly higher?

The federal government's yet to be announced build fund has been promoted by many federal politicians, including the Finance Minister and Prime Minister Trudeau. I have watched interviews where there are stated priorities, in particular social housing and public transportation.

We seem to be going in the opposite direction. Our focus seems to be all on roads. I am very concerned that the only "shovel ready" projects that our city seems to have are ones to build more roads. That's in direct opposition to so many other cities and to what we really need.

The future

We need to stop living in the past, and look to the future. Just because projects have been on the books for a number of years doesn't mean that they are the right thing to do now. Maley Drive is not the only road project that needs to be reassessed.

And the future is not about building more roads. It's about reducing single passenger car traffic, it's about making public transit affordable and reliable, it's about making our streets and roads safer for everyone, it's about realizing that our very high level of continued subsidization of car drivers is unsustainable.

We are apparently ready to fund this project in order to address specifically the needs of people who drive cars and trucks. We need to also fund projects that address the liveability of our community and the needs of people who can't or don't want to own cars.

In summary

If we decide to move forward with this initiative, it should be complimented by other initiatives that will truly benefit our community as a whole. That would include retrofitting Lasalle to make it more liveable, doing whatever it takes to mitigate damage to the wetlands and to species at risk,

implementing Transportation Demand Management programs that will reduce single passenger car traffic and therefore also permanently reduce CO2 emissions across the city, implementing bylaws to ban ore and other large trucks from Lasalle (exception local deliveries to businesses), and planning for “shovel-ready” projects that aren’t exclusively focused on building roads (things like social housing and transit). And if you truly believe in Complete Streets and safe multi-modal transportation options for all of our residents, then you will build separated cycling infrastructure on Maley Drive.

I look forward to a report which evaluates the success of Maley Drive after it’s built, and information on whether we stayed within budget and realized all of our objectives and stated benefits.

Sincerely,

Rachelle Niemela

[REDACTED]
[REDACTED]
[REDACTED]

24 Eden Point Drive
Sudbury, Ontario

March 1, 2016

Mr. Fern Cormier
Councillor, Ward 10
City of Greater Sudbury

RE: Maley Drive

Dear Mr. Fernier:

I am writing to you to indicate that I strongly support the construction of the Maley Drive Extension.

I have watched this issue evolve over the years since the early 1990's when the mining companies decided to move from rail to truck to move their ore and concentrate from mine to mill to smelter. At the time I was with MTO, and I was the provincial representative on Sudbury Region's team to update the transportation plan. It was this plan, together with the trucking action plan, that examined the Maley Drive Extension, and prioritized it along with other roadway improvements.

I am still of the opinion that this project should proceed. I have reviewed all the material posted by the City staff, and I agree with their analysis and conclusions.

There are a lot of arguments flying around regarding this project, some of dubious relevance, some just plain wrong. The key fact here is that Sudbury has a lack of east-west arterial roadways. Lasalle and the Kingsway are congested. This lack of major road capacity will tend to put a drag on development, and travel in the city will increasingly become more congested, frustrating and unsafe.

Maley Drive can clearly be justified on transportation grounds alone. It is also one of those rare road projects that has significant benefits for broader regional economic development. This project is a very good investment for the City.

The cry to fix up existing roads before building Maley seems compelling. However, the building of new roads or widening roads is based on broader community-wide planning considerations, and is a separate matter from maintaining the existing system. When I worked for MTO, we could have argued that we need to fix all the deficient roads and bridges before we widened Highway 11 or Highway 69. Such a decision would have been wrong. The objectives related to expanding the highway system are very different from those related to maintaining existing infrastructure.

Funding for such large projects is always a problem, but it seems that all levels of government are, or likely will be, on board with Maley Drive. You may have noticed in the press the emphasis the federal government is placing on infrastructure projects that contribute to the economy and enhance productivity as opposed to just preservation. It seems to me, Maley Dr is the perfect fit based on federal criteria. Further, I don't see another strong contender in Sudbury.

Remember, existing Maley Dr is in terrible condition and it needs to be rebuilt. This will be very expensive. This work will have to be done even if the City does not proceed with the extension, presumably(?) with 100% city funds.

In summary, the opportunity is here to have an important link funded and built. In my experience working with municipalities all across Ontario, I can tell you this is a very rare opportunity for any municipality. It is a major decision for Council to proceed with a large project such as Maley Drive but this is one of those rare times when bold steps need to be taken to move the City forward.

I encourage you to support this project.

Sincerely,

Frank Patterson



cc Mayor B Biggar
Tony Cecutti

Date: 3/7/2016 9:58 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 12:30 PM >>>
This form was sent at: 5-Mar-2016 12:30 PM

NAME: John Pearson

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Maley Drive is a disgrace to this city! Continuous patching achieves nothing! The four lane proposal is an excellent suggestion but will never be done in the near future so it is mandatory that something must be done to improve the surface. If not by rebuilding, at least by a shave and pave project!!!jo

Date: 3/18/2016 8:57 AM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 6:34 PM >>>
This form was sent at: 17-Mar-2016 6:34 PM

NAME: Steve Popichak

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Please get on with starting the Maley Drive project as soon as possible ! This has been talked about for an eternity, with nothing happening ! Misguided people keep raising silly objections (ie- it's not needed (yes it is, and it will be an asset), we should fix potholes instead (ridiculous to think the pothole situation could be made perfect by not doing an infrastructure project), let's study more (we've studied enough), what about the environment (the environmental effect here is no worse than hundreds of other roads in Sudbury or elsewhere), etc, etc).

Because of the natural topography and hills, and existing development, locations and options for new roads in Sudbury are extremely limited. Maley Drive actually provides a rare available corridor. Right now, Lasalle Blvd. is the only "through" east-west road through the New Sudbury area. If the City was being designed from scratch now, there is no way only one east-west road would be put through the population of New Sudbury. Maley Drive is the one available option to help rectify that.

And right now, provincial and federal governments are willing to pay for a large chunk of this road. Not going ahead with it now, and not getting a new road on the cheap would be irresponsible, stupid and shortsighted. Even if for some reason you did not go ahead with a 4 lane version, at least you should extend Maley Drive from Barrydowne to Regional Road 80 as a two lane road, to at least create another through route and arterial route. This has been talked about for far, far too long ! Do something !

Date: 3/18/2016 4:02 PM
Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 4:00 PM >>>
This form was sent at: 18-Mar-2016 4:00 PM

NAME: Ray Potvin

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: This is to lend my support to this project...it must go ahead now

Date: 3/15/2016 8:48 AM
Subject: Fwd: MALEY DRIVE SUBMISSIONS
Attachments: RIA Report 160310-001.pdf

>>> "Thomas PRICE" <[REDACTED]> 3/14/2016 7:22 PM >>>

It would appear obvious that those presenting the motion regarding Maley Drive that is on the March 22, 2016 Council agenda had and have no intention of considering the public submissions that are open until March 18, 2016.

I am still however, submitting the attached document for consideration by Councillors.

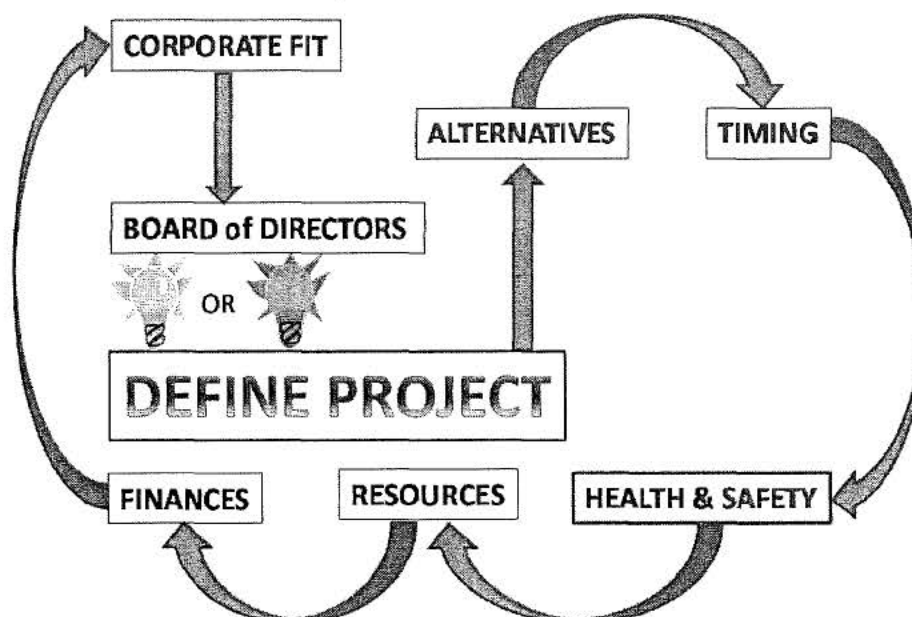
I am respectfully requesting that Councillors read at least the first four pages and pages 11, 12, & 13 before discarding the document.

Beyond that the decisions are in your hands.

All others please feel free to copy and distribute as you wish.

Respectfully yours Tom Price.

BUSINESS CASE



ROADS INFRASTRUCTURE ALTERNATIVES

in the
City of Greater Sudbury

160310-001

The contents of this document represent the opinions of the author and while being based on numerous published reference materials and being peer reviewed endows no responsibility to those materials or reviewers for the opinions expressed. The document is intended for general knowledge and carries no restrictions regarding use, reproduction or distribution.

Prepared by: Thomas Price

PREFACE

Sudbury City

Sudbury, Ontario was incorporated as a town in 1893 and existed as a town until being incorporated as a city in 1930. Sudbury then existed as a city from 1930 until 1973 at which time it was amalgamated with other communities in the area.

The Regional Municipality of Sudbury

The City of Greater Sudbury (CGS) has evolved through two stages of amalgamation since 1972 spanning 44 years. The first amalgamation in 1973 formed a two tier government. The two tier government was made up of Sudbury City and a number of smaller communities. Each of the communities managed local issues but functioned under a broader regional government that managed issues common to the entire group.

The City of Greater Sudbury

The second amalgamation in 2000 dissolved the two tier system, dissolved the individual communities and combined all communities into one larger or “Greater” city. The localized managing of issues was removed, the elected governance body was reduced by 80% and municipal employment was to have been reduced as well due to efficiencies of size and other factors. For a number of reasons municipal employment has instead increased.

5 to 50 Lane kilometers amongst 3600

Prior to the first amalgamation in 1973 the Sudbury City considered a project to construct an additional east-west roadway across the top of the City. The roadway (about 5 lane km of City infrastructure) would have been located to the north of and parallel to the existing LaSalle Boulevard in a green field corridor in alignment with Maley Drive. That project is now known as the Maley Drive Extension (about 50 lane km of CGS infrastructure).

TODAY

The project has today survived both amalgamations while increasing in scope by an order of magnitude. CGS has retained the same level of priority for the project even though a much larger area of responsibility with differing needs was created by both amalgamations. The importance has been carried forward into the larger corporate body of the CGS seemingly without adequate consideration of the Corporate Fit. This has resulted in a number of equally important and in many cases more critical road conditions within the CGS being denied a level of care and custody necessary for the best interests of constituents, the economy and our environmental footprint.

The evaluation contained herein looks at 13 alternatives for addressing Roads Infrastructure issues within the spacial and political boundaries of the City of Greater Sudbury as a whole. Maley Drive is only one of those alternatives.

BACKGROUND

CGS Roads Infrastructure has been heavily influenced by the extension of Maley Drive project which has been under consideration for more than 30 years. CGS applied for senior government assistance in funding the project in 2009. That funding has not been granted in the seven years that have elapsed since application was made in spite of numerous attempts to provide more information and more justification for the granting of those funds.

The project cost has escalated and the scope has expanded resulting in the total cost increasing from \$115,000,000 to \$150,000,000. In an effort to remain within an expected granting capacity the project has now been broken into Phase 1 at \$80,000,000 and Phase 2 at \$70,000,000 with Benefits from the project accruing following completion of Phase 2. Grants, if approved, are expected to apply to Phase 1 only. The Provincial government has voiced support for Phase 1 of the project contingent on Federal grants being approved.

As of March 1, 2016 no grants have been approved (Appendix "A", Slide 1).

Many roads in the CGS are badly deteriorated and in need of massive amounts of infrastructure spending to correct the situation. A report prepared for the CGS by KPMG and submitted in 2012 defined the problem in monetary terms.

"The gap between actual and required spending has resulted in an immediate roads infrastructure deficit of approximately \$700 million, with a further \$570 million to be required on existing infrastructure over the next ten years. In addition, new infrastructure requirements arising from growth amount to a further \$241 million."

Simply stated the Maley Drive Extension is 1.5% of Sudbury roads requiring 21% of the funds needed towards the immediate roads infrastructure deficit.

A significant safety issue in October of 2014 combined with the two situations described above gave the author cause to question how roads infrastructure priorities are established. The October 2014 issue is shown in Appendix "A", Slide 13 as MR4 and has still not been remedied.

Not finding any answers, a report was issued in early January 2015 questioning why Maley drive was still being promoted at the expense of other projects which should warrant higher priority. There have still been no suitable answers forthcoming.

On March 1, 2016 a presentation focusing on safety issues related to Roads Infrastructure was made to CGS Council in a public input meeting. That presentation is attached as Appendix "C" and some of the safety issues are discussed in Section 6 and Appendix "C".

In the absence of a high level Business Case addressing these disparities, the high level analysis contained herein looks at thirteen alternative Roads Infrastructure projects including the Maley Drive project in an effort to determine the Corporate Fit.

ROADS INFRASTRUCTURE ALTERNATIVES - 2016

CONCLUSIONS

High level Business Case comparing of 13 different Roads Infrastructure Alternatives
The Benefits are tabulated in a matrix included as Appendix "B", Page 2.

ROADS INFRASTRUCTURE - ALTERNATIVES PRIORITIES

PRIORITY	ALTERNATIVE	BENEFITS	TOTAL TAX BURDEN	MUNICIPAL TAX BURDEN
1	MR15 Upgrade	36	\$10,000,000	\$8,000,000
2	Lorne Street Upgrade	30	\$20,000,000	\$20,000,000
3	Barry Downe Extension	28	\$90,000,000	\$36,000,000
4	Fielding Rd Hwy17 Sep'n	27	\$20,000,000	\$4,000,000
5	MR35 Upgrade	24	\$20,000,000	\$8,000,000
6	Flooding Issues	23	\$20,000,000	\$20,000,000
7	Howey/Bancroft Upgrade	23	\$50,000,000	\$20,000,000
8	Southview Hwy 17 Sep'n	23	\$20,000,000	\$4,000,000
9	MR55/MR4 Hwy17 Sep'n	22	\$30,000,000	\$6,000,000
10	Hawthorne Extension	21	\$50,000,000	\$20,000,000
11	Bridges & Culverts	16	\$10,000,000	\$10,000,000
12	Lorne/Regent Grade Sep'n	2	\$20,000,000	\$16,000,000
13	Maley Drive	-64	\$150,000,000	\$90,000,000

The evaluation clearly demonstrates a number of high priority projects within the Corporation but is limited in defining the actual priorities as the alternatives selected may not be inclusive of other equally important alternatives. It is recommended;

- That a HOLD be placed on the application for funding of the Maley Drive project,
- That CGS develops verifiable quantification and prioritization of alternative roads infrastructure projects. Considerable information already exists towards facilitating a listing compliant with a good Corporate Fit and,
- Make new application to senior governments for funding towards a number of the higher priority projects identified by the prioritization process.

The metrics for Safety are heavily overshadowed by the Global Health aspect of atmospheric emissions. Safety in the prevention of fatalities, personal injury and property damage is addressed as a separate issue in Section 6. It is expected that senior government agencies willing to contribute funding for questionable economic gain will be equally or more willing to come to the table with funding for prevention of fatalities and personal injuries.

The evaluation process used in arriving at these results has been peer reviewed and endorsed by 20 constituents of the CGS with varied backgrounds, locations within the CGS and areas of expertise.

INDEX

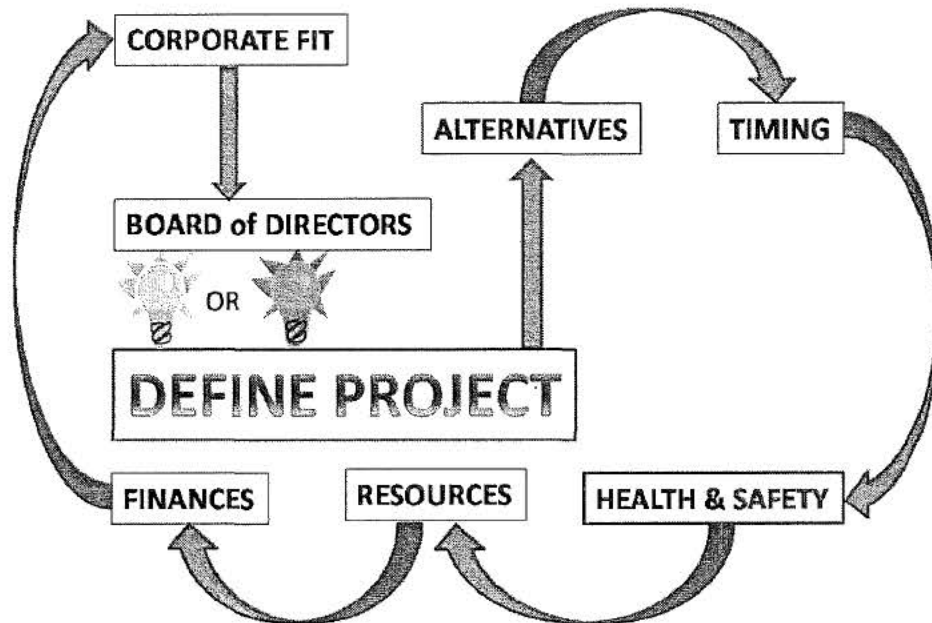
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1.0 EVALUATION CATEGORIES

1.2 MODEL

The Business Case model that has been used for comparison of the alternatives is as demonstrated below (Also in Appendix “A” as Slide 2).

BUSINESS CASE



1. Thirteen alternatives of differing composition, magnitude and influence within the CGS were identified. (Section 2)
2. High level project definition was undertaken for each alternative using previously established definitions where available and basing the definitions on comparable conditions where necessary. (Section 5)
3. The categories viewed in the above graphic were used and augmented by sub-categories for valuation purposes. (Section 1.2)
4. Metrics were established for each category. (Section 3.1)
5. A matrix was developed to allow side-by-side comparison of the alternatives. (Section 3.2)
6. The matrix was populated with values and totaled for each alternative.
7. The alternatives were ranked according to the tabulated benefits from the matrix. (Section 4)
8. Four individuals of four different disciplines performed a preliminary peer review.
9. A secondary review was carried out by twenty random constituents of the CGS.

ROADS INFRASTRUCTURE ALTERNATIVES - 2016

1.2 CATEGORIES

Categories thought necessary for making decisions were taken from the Business Case model above and listed below as; Timing, Health & Safety, Resources, Finances, Corporate Fit and Goals.

Each of the major categories was sub-divided into more specific sub-categories known to be of importance to the main categories.

TIMING	Construction (APA)
HEALTH & SAFETY	Atmospheric emissions
	Ecological Impact
	Traffic stress
	Residents
RESOURCES	Project Management
	Contractors
	Construction Labour
	Construction Materials
FINANCES	Cost
	Funding
	Municipal Tax Levy
	Business Impact
	Monetary Destination
CORPORATE FIT	Short Term Issues
	Long Term Planning
	Economic Development
GOALS	Mining Material
	East/West Core Traffic
	Lasalle Traffic Damage
	Ring Road

2.0 ALTERNATIVES

A random list of alternatives was established based on assumed benefits to the CGS. These alternatives were inserted into a matrix in no specific order so as to maximize the impartiality of the comparisons.

The alternatives, their order of evaluation, their geographical locations and visual aids to their definition are as indicated below and in Appendix “A” as Slides.

<u>Order</u>	<u>Project</u>	<u>Slide</u>
	Locations Map	3
1	Fielding Road & Highway 17 separation	4
2	Southview Drive and Highway 17 separation	4
3	MR55/MR4 and Highway 17 separation	5
4	Maley Drive Extension	6
5	MR35 upgrade to four lanes	7
6	Hawthorne extension to Notre Dame Avenue	8
7	Barry Downe Road extension to Hanmer	9
8	Howey/Bancroft upgrade	8
9	Lorne Street upgrade	10
10	Lorne & Regent intersection upgrade	11
11	Bridges & culverts repairs or replacement	12
12	Flooding issues.	13
13	MR15 upgrade between Val Caron and Chelmsford	14

Further more detailed definitions of each project are included in the Project Definition Section 5.

3.0 VALUATION

3.1 METRICS (Appendix “B”, Page 1)

The metrics used for assigning comparative values are defined in Appendix “B” and were developed in a manner to minimize unfair weighting between alternatives. The metrics use well established and publicly available data.

3.2 MATRIX (Appendix “B”, Page 2)

Each Business Case category was reviewed and relative metric values were established for each alternative appropriate to that category.

4.0 PRIORITIES (Appendix “B”, Page 3)

Priorities for moving forward were established by totaling the Benefits for each alternative from the matrix and sorting the alternatives from maximum benefits to minimum benefits.

5.0 PROJECT DEFINITIONS

High level scoping has been used for the following definitions of alternatives using previously established definitions or using components from previously established definitions.

5.1 FIELDING ROAD & HIGHWAY 17 (Appendix “A”, Slide 4)

This alternative is located along the South-west Highway 17 by-pass near the MR55 interchange. The intersection is currently a level crossing of a secondary road across Provincial Highway 17 which is also the Trans-Canada Highway. The project will replace the level crossing with a grade separation bridge allowing Fielding Road to overpass Highway 17. Highway 17 would no longer be accessible from Fielding Road or Kantola Road.

5.2 SOUTHVIEW DRIVE & HIGHWAY 17 (Appendix “A”, Slide 4)

This alternative is located along the South-west Highway 17 by-pass near the Long Lake Road interchange. The intersection is currently a level crossing of a secondary road across Provincial Highway 17 which is also the Trans-Canada Highway. The project will replace the level crossing with a grade separation bridge allowing Southview Drive to underpass Highway 17. Highway 17 would no longer be accessible from Southview Drive.

5.3 MR55/MR4 & HIGHWAY 17 (Appendix “A”, Slide 5)

The MR55 portion of this alternative is located along the Highway 17 west of the community of Whitefish where MR55 intersects the four lane portion of Highway 17. The intersection is currently a level crossing of a secondary road across Provincial Highway 17 which is also the Trans-Canada Highway. The project will replace the level crossing with a grade separation interchange located further east on the four lane portion of Highway 17.

The MR4 portion of this alternative is located along the Highway 17 further west of the community of Whitefish where MR55 intersects the two lane portion of Highway 17. The intersection is currently a level crossing of a secondary road across Provincial Highway 17 which is also the Trans-Canada Highway. The project will replace the level crossing with the same grade separation interchange as MR55 located further east on the four lane portion of Highway 17.

5.4 MALEY DRIVE EXTENSION (Appendix “A”, Slide 6)

This alternative will upgrade the existing two-lane Maley drive to four lanes, extend the four lanes westward and southward to intersect with LaSalle Boulevard near College Boreal and upgrade two lanes from there westward to near MR35. Grade separation interchanges are included for the LaSalle/Maley connection and the MR80/Maley intersection. Grade separation is included for the crossing of the Trans-Continental CN Rail line near Falconbridge Road.

Other intersecting street connections are as defined in the “Maley Drive Extension – Phase 1 Business Case Report” presented by the CGS in February 2016.

- 5.5 MR35 UPGRADE** (Appendix “A”, Slide 7)
This alternative will upgrade a section of MR35 between Azilda and Chelmsford from the current two-lane road to four lanes. As no room exists for roundabouts at existing intersections controlled by stop-lights the intersections would remain as stop-light controlled.
- 5.6 HAWTHORNE EXTENSION to NOTRE DAME** (Appendix “A”, Slide 8)
Hawthorne currently extends westward from Barry Downe Road towards Notre Dame. This alternative would extend Hawthorne to connect with Notre Dame. Some upgrade of the existing residential area already serviced by Hawthorne is included and a grade separation is included for crossing an existing CN rail line through that area. The extension will pass through an ecologically sensitive area and appropriate technologies would be employed.
- 5.7 BARRY DOWNE ROAD EXTENSION** (Appendix “A”, Slide 9)
This alternative would upgrade Barry Downe Road from Cambrian College to Maley Drive and extend Barry Downe to Notre Dame Street in Hanmer. Included is upgrading and extension of Main Street in Val Caron eastward to connect with the Barry Downe extension.
- 5.8 HOWEY/BANCROFT UPGRADE** (Appendix “A”, Slide 8)
The Howey/Bancroft corridor would be upgraded to four lanes with appropriate intersection controls dependent on available space. The upgrade would extend from Paris Street to Second Avenue.
- 5.9 LORNE STREET UPGRADE** (Appendix “A”, Slide 10)
This alternative would upgrade Lorne Street from west of the Big Nickel to Elm Street. The project would be carried out simultaneous to an upgrade for Water/Wastewater services along the same corridor.
- 5.10 LORNE & REGENT INTERSECTION** (Appendix “A”, Slide 11)
This alternative would consist of a grade separation between Regent Street and the existing rail line. Secondary service roads would be terminated and/or reworked to facilitate the intersection of only Regent Street and Lorne Street.
- 5.11 BRIDGES & CULVERTS** (Appendix “A”, Slide 12)
There are a number of bridges and culverts within the CGS that are currently in need of repairs or replacement. This alternative would consist of a multi-year program to systematically address these cases on a priority basis. The ones demonstrated in Slide 12 are of immediate concern.
- 5.12 FLOODING ISSUES** (Appendix “A”, Slide 13)
There are a number of roads throughout the CGS that flood during and following periods of heavy precipitation and spring run-off. These result in hazards to motorists, restrict or negatively impact commerce and restrict access be first

responders. This project would include a program for eliminating the flood zones. One of the more serious is the MR4 where a high velocity stream runs along the roadway for about 500 meters with no guard rails and almost no shoulders.

5.13 MR15 UPGRADE (Appendix “A”, Slide 14)

This alternative would upgrade the existing MR15 route westward from Val Caron to Chelmsford. The section in Val Caron from MR80 to Whitson River has been recently upgraded as has been the section in Chelmsford from MR35 to Main Street. Some of the heavy access areas would include a third turning lane.

6.0 SAFETY

The intent of this report is to address Roads Infrastructures as implied in the report title and not about Maley Drive. More needs to be discussed about safety of the Roads Infrastructure that already exists.

During a public input session on March 1, 2016 regarding the Maley Drive Project a 10 minute presentation was made towards changing the focus from Maley Drive onto fatality related conditions within the CGS. Due to the importance of safety, that presentation is attached as Appendix “C”.

Traffic safety, although heavily publicized and emphasized has not kept up to industrial safety in the analyzing and correcting of safety issues that exist or are created in physical facilities.

Example: In a mining fatality, inquests are almost a standard reaction and examine the causes behind the cause. Operator error is not an acceptable cause unless there are no supporting causes beyond the operator’s control. This is seldom the case.

From the inquest comes a set of recommendations for changes to prevent further fatalities and mining companies are quick to recognize shortcomings and rectify conditions accordingly.

This does not happen with traffic fatalities except occasionally where alcohol is involved. In looking at the causes behind the cause of traffic fatalities there are a number of design/construction factors that can minimize the potential for a fatality.

These factors although weighing heavily in the “Health & Safety – Traffic Stress” category of the matrix in Appendix “B”, Page 2 are understated in relation to other factors in the matrix.

Discussion of Alternatives 1, 2, 3 & 6 follow to facilitate understanding of the conditions that can be corrected and therefore should carry significant priority above what is possible to demonstrate in the evaluation matrix. Similar risks are associated with other Alternatives that were evaluated.

6.1 Alternatives 1 & 2 - Fielding Road/Hwy 17 & Southview Drive/Hwy 17

These two intersections have resulted in 6 fatalities and numerous personal injuries and property damages. There was no need for these to occur. Had the two secondary roads not intersected with Highway 17 and a grade separation crossing been installed instead none of these fatalities would have occurred. Further fatalities can be prevented by correcting those two intersections.

6.2 Alternative 3 – MR55/MR4 Highway 17

The MR55 intersection with Highway 17 has resulted in 6 fatalities. The intersection is from one side of a four-lane highway, is on a curve down-stream of a hill and down-stream of traffic accelerating from a 90 kph two-lane zone to a 100 kph four-lane zone. Actual conditions are that traffic is accelerating from 100 or 105 kph to 115 or 120 kph. Traffic on MR55 approaches from the south and can turn either right (east) or left (west) from a stop sign. Traffic turning right into the eastbound lanes has no run-up/merge lane. Traffic turning left must first cross the eastbound lanes then turn left into the westbound traffic with no run-up merge lane.

The intersection of MR4 with Highway 17 has a very high potential for fatalities. Mining activity has commenced on MR4 with more planned for the immediate future. Heavy mine haul trucks access Highway 17 from MR4 through a 90 degree intersection turning left across a heavily travelled lane of traffic with no run-up lane. Truck traffic on MR4 has been additionally intensified by all secondary roads to the west of MR4 being designated “No Trucking” roads. Entry to Highway 17 is not easy and dictates the degree of risk that drivers are prepared to take that could lead to a fatality.

At a previously accident-free intersection there has been two personal injury/property damage accidents already since traffic through the intersection has changed and future mining plans already being implemented along MR4 will intensify the hazard even further.

Both of these conditions could have been eliminated had the MR55 entrance been satisfied by the construction of a cloverleaf connection further to the east as proposed by the MTO at an earlier date designated as Option 11. Future fatalities can be prevented by correcting these two situations.

6.3 Alternative 6 – Flooding Issues

Flooding was the trigger point for this report as noted in the BACKGROUND at the beginning.

Traffic conditions in October of 2014 resulted in at least two near miss situations witnessed by the author, reported to 911 and 311 and video recorded. One incident involved a young mother and her toddler and the other involved an elderly lady. Both had personal conditions that made getting through the area necessary as there was no other route. The only alternative route had a bridge washed out several months earlier that the CGS elected not to replace. The bridge in the alternative route has been replaced by private interests but the extra distance makes first responder use of it impractical.

The MR4 situation where a high velocity stream runs along the roadway for about 500 meters with no guard rails and almost no shoulders presents a hazard for approximately 140 residents as well as mining and logging related truck traffic. Added to this situation is the presence and continuing generation of significant pot holes in the road surface. These potholes created lurching actions and panic conditions for the two drivers previously noted. Had either of them veered into the stream there could have been fatalities.

Hazard to the residents is multiplied by the truck traffic which is a recent addition since the reopening of Totten Mine in Worthington. Conditions are relatively as indicated in Appendix "A", Slide 14.

An exception is that the road level has been increased slightly thus decreasing the depth of any over-the-road flooding that occurs. As well the ditch along the ride hand side of the road in the photograph has been cleaned and the stream running along the left hand side of the photo has been cleaned and deepened. Considerable expense is now being incurred by excavator removal of ice from the ditch and the stream prior to spring break-up. Both the ditch and the stream have vertical banks from the edge of the travelled surface of the road and there is no room for guard rails. Frost action has initiated separation of the minimal shoulders from the road towards the ditch and stream.

No additional precautions have been taken against vehicles accidentally entering the stream which is about 2440 mm (8'-0") deep during flooding conditions and flowing at high velocity. Less severe conditions in the Holland Marsh area near Barrie, Ontario resulted in fatalities until adequate guarding was installed following one of the fatalities.

Both the flooding and the exposure to a deep, high velocity stream create high risk for;

- Residential traffic
- Commercial traffic,
- Industrial traffic and,
- First responder access during an emergency.

Given an appropriate priority these risks can be mitigated or eliminated.

APPENDIX “A”

ALTERNATIVES

Roads Infrastructure Alternatives

Past & Present Focus: Maley Drive

What's the Status?

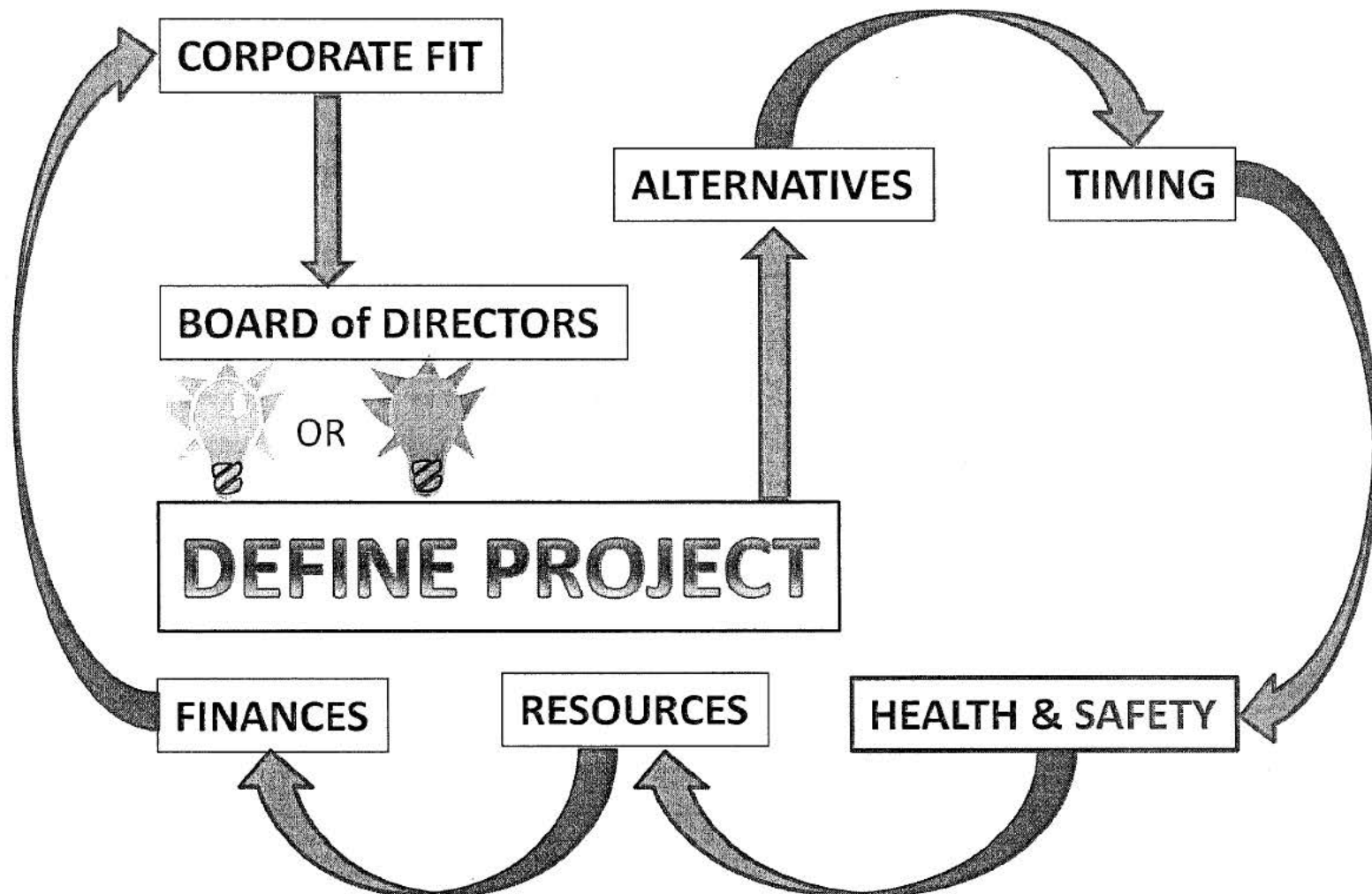
MALEY DRIVE PARTIAL FUNDING APPROVALS

APPLIED FOR MAY 9, 2009

YEAR	SUDBURY	ONTARIO	CANADA
2009	✓	✗	✗
2010	✓	✗	✗
2011	✓	✗	✗
2012	✓	✗	✗
2013	✓	✗	✗
2014	✓	✗	✗
2015	✓	✗	✗

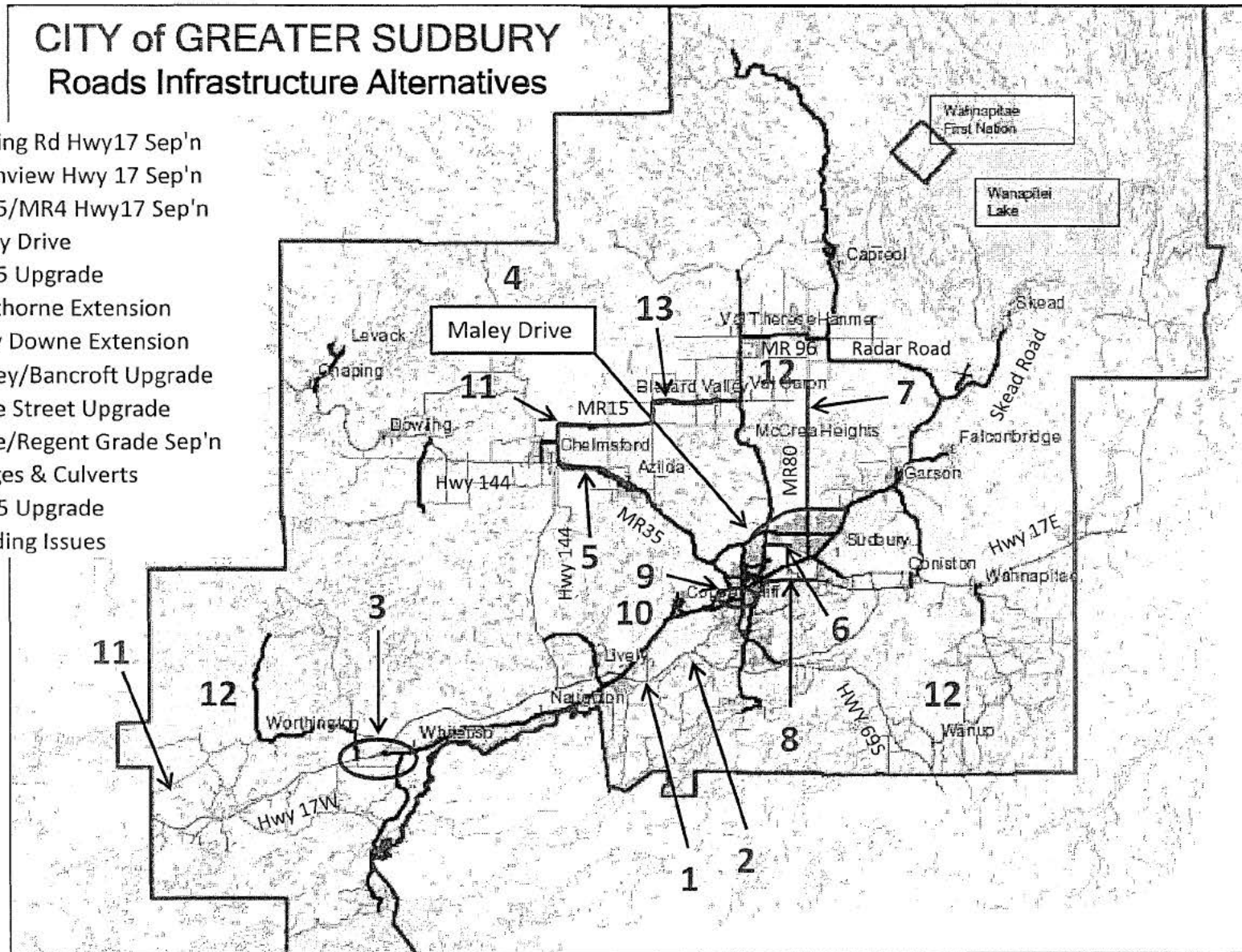
YOU SHOULD BE WONDERING WHY

BUSINESS CASE

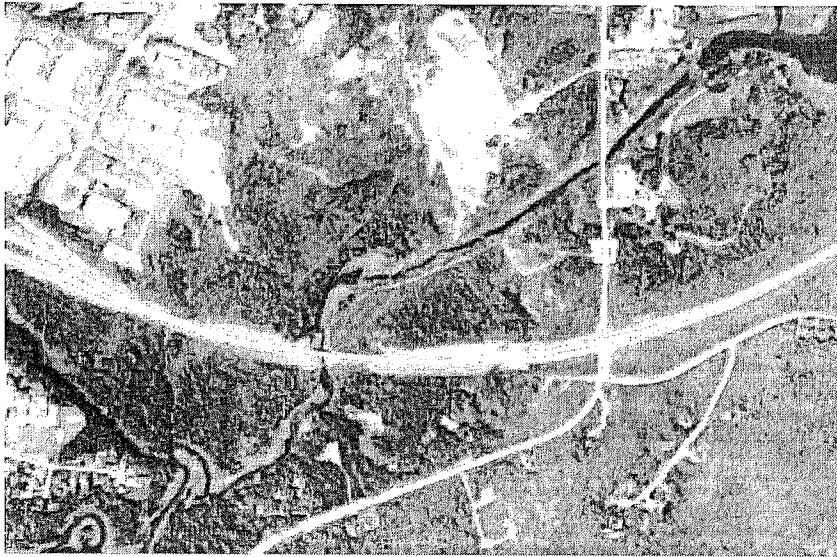


CITY of GREATER SUDBURY Roads Infrastructure Alternatives

- 1 Fielding Rd Hwy17 Sep'n
- 2 Southview Hwy 17 Sep'n
- 3 MR55/MR4 Hwy17 Sep'n
- 4 Maley Drive
- 5 MR35 Upgrade
- 6 Hawthorne Extension
- 7 Barry Downe Extension
- 8 Howey/Bancroft Upgrade
- 9 Lorne Street Upgrade
- 10 Lorne/Regent Grade Sep'n
- 11 Bridges & Culverts
- 12 MR15 Upgrade
- 13 Flooding Issues

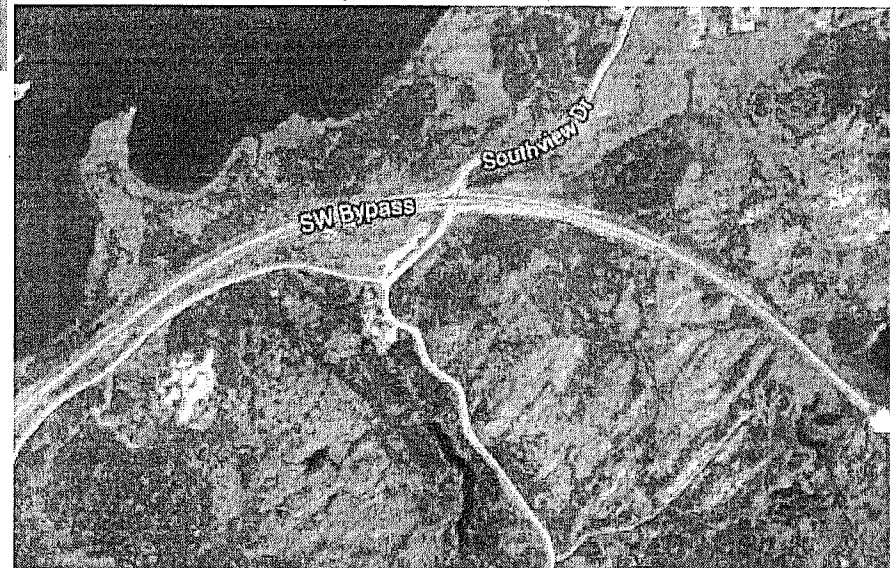


Roads Infrastructure Alternatives

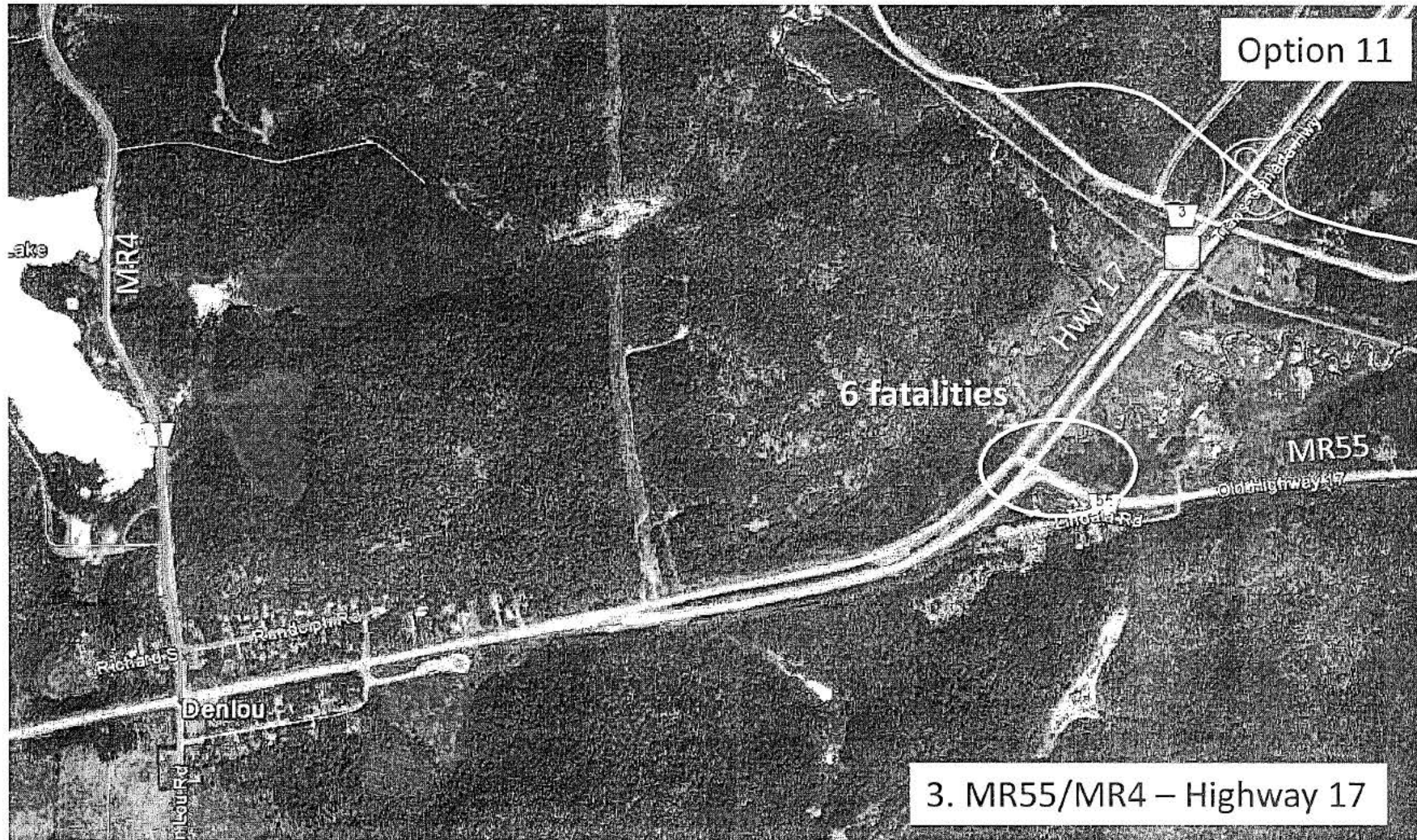


1. Fielding Road – Highway 17
5 fatalities

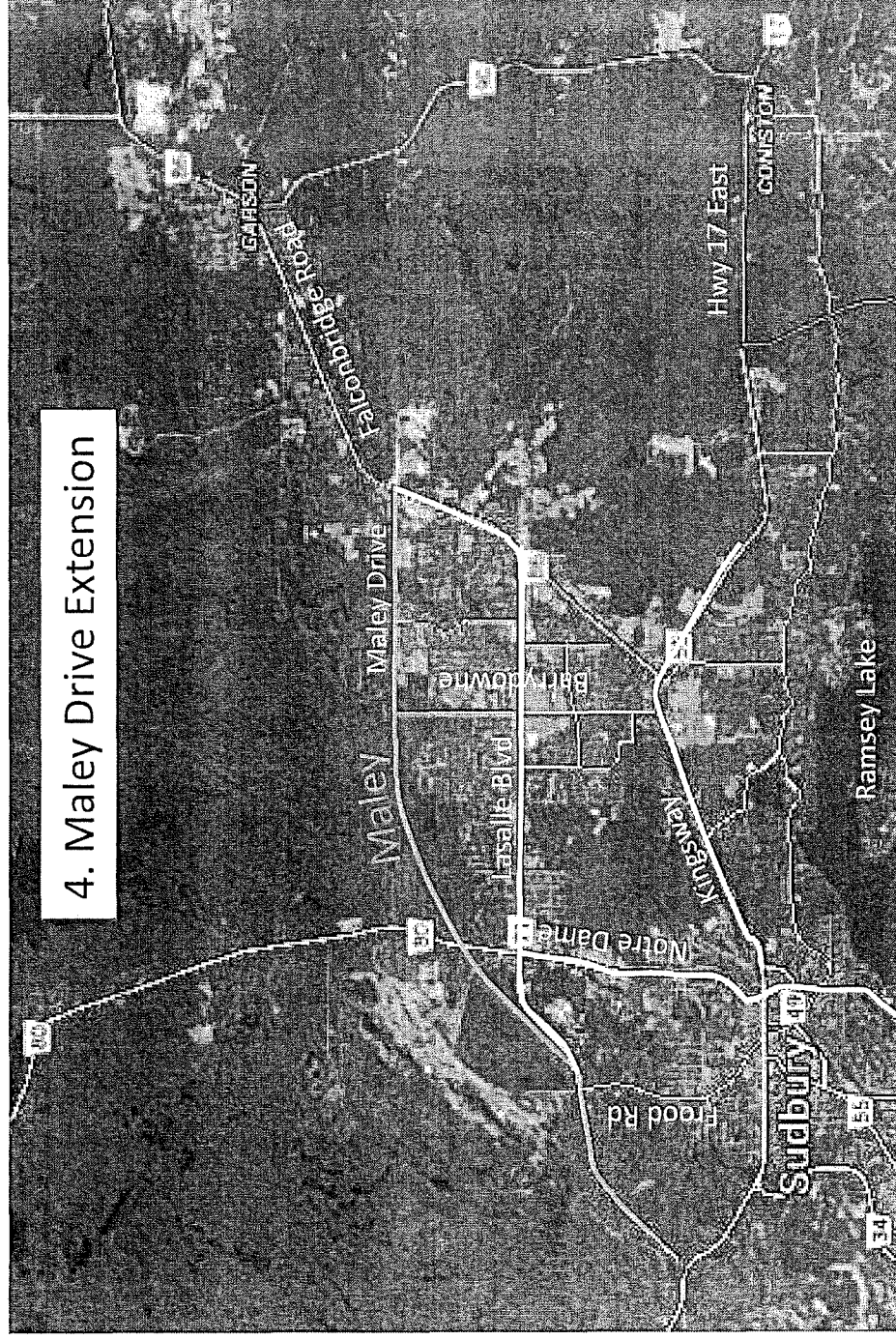
2. Southview – Highway 17
1 fatality



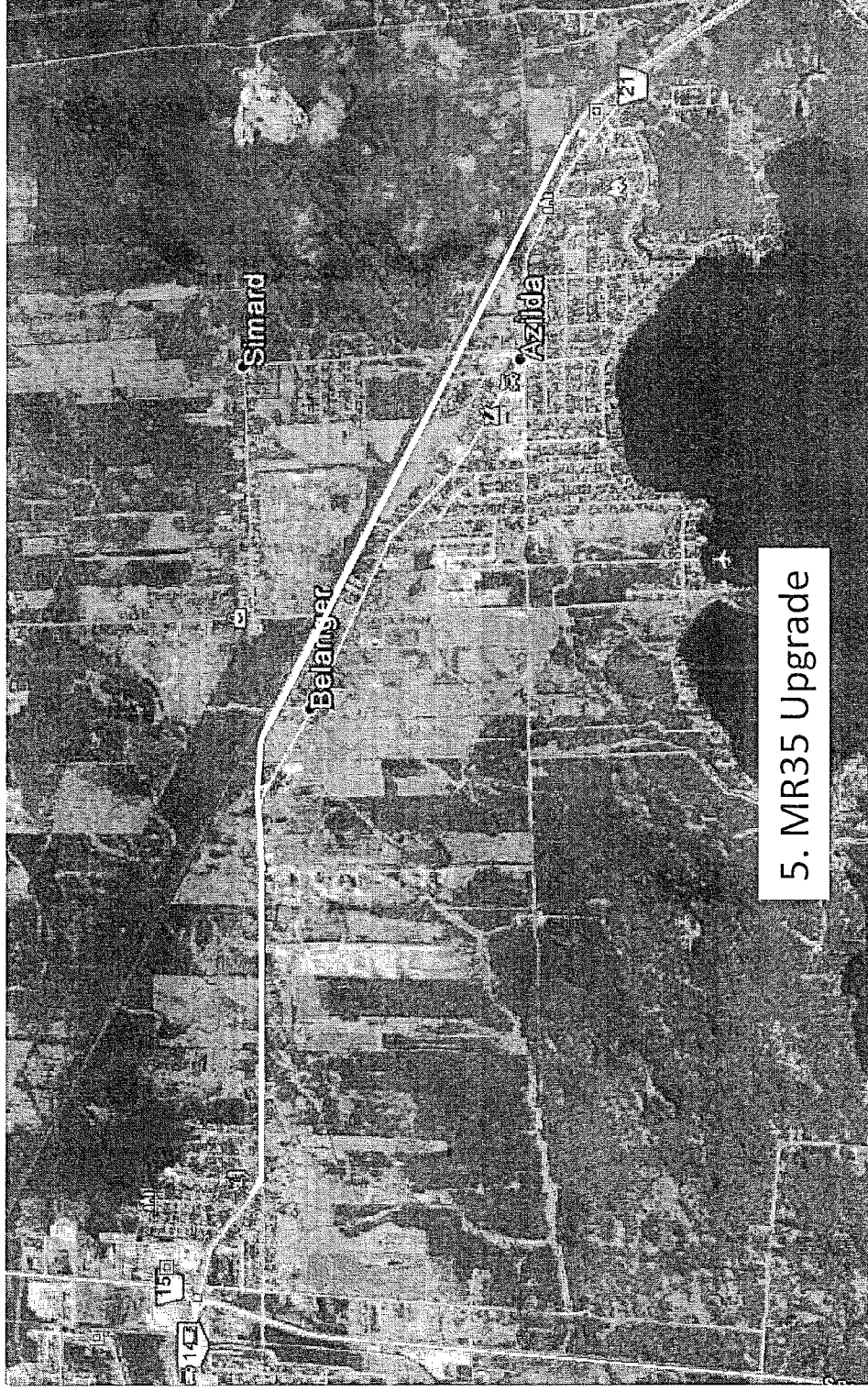
Roads Infrastructure Alternatives



Roads Infrastructure Alternatives



Roads Infrastructure Alternatives



Roads Infrastructure Alternatives

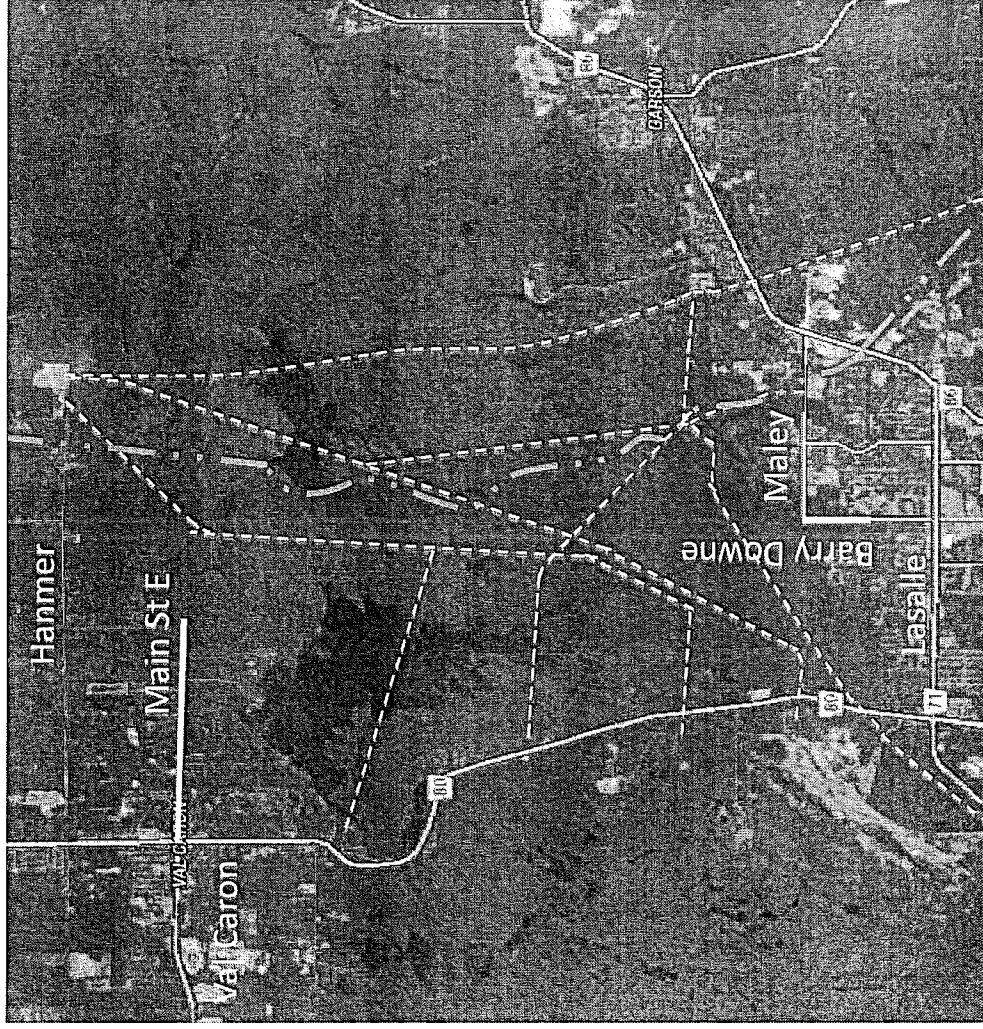
6. Hawthorne Extension



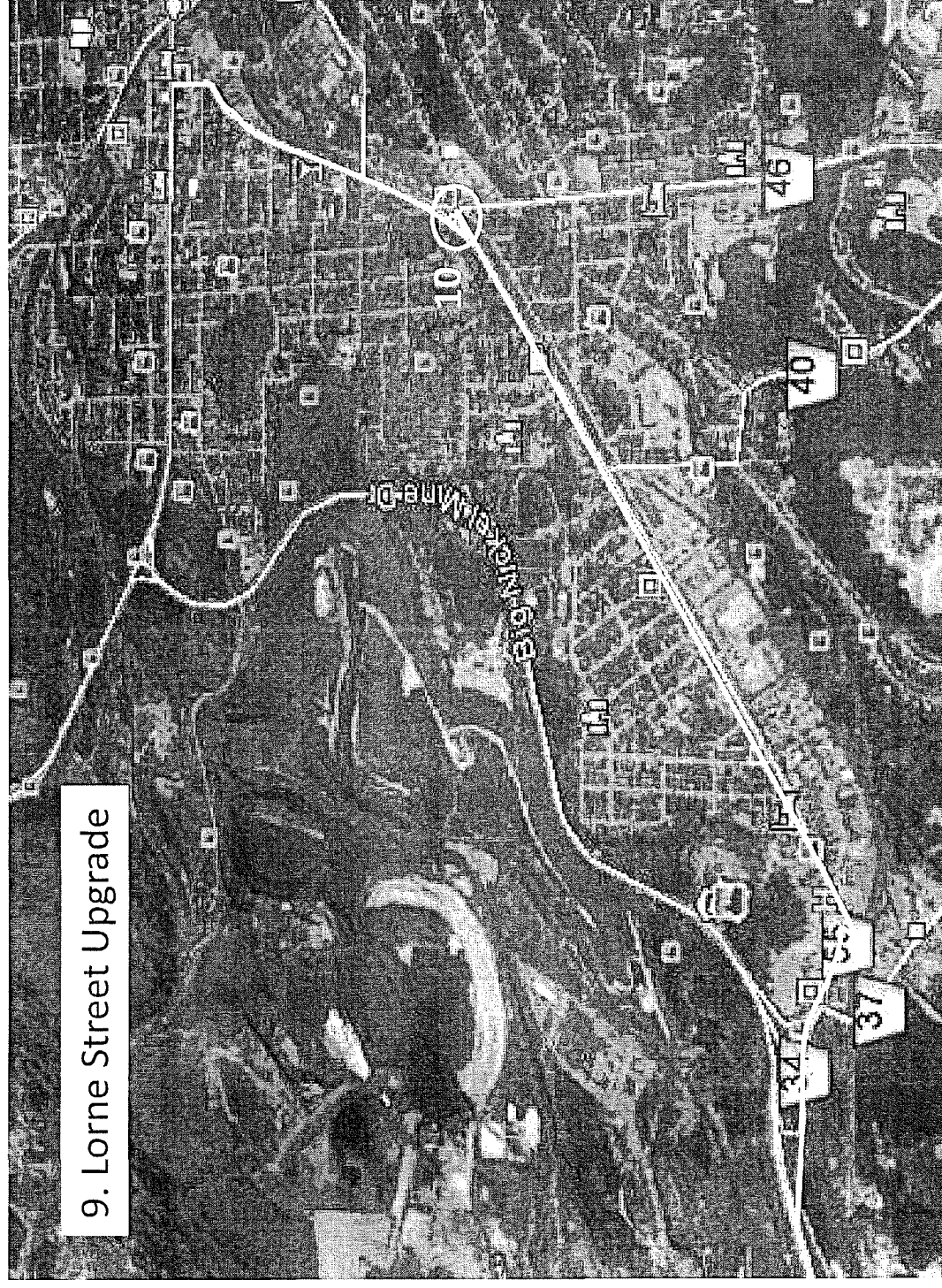
8. Howey/Bancroft Upgrade

Roads Infrastructure Alternatives

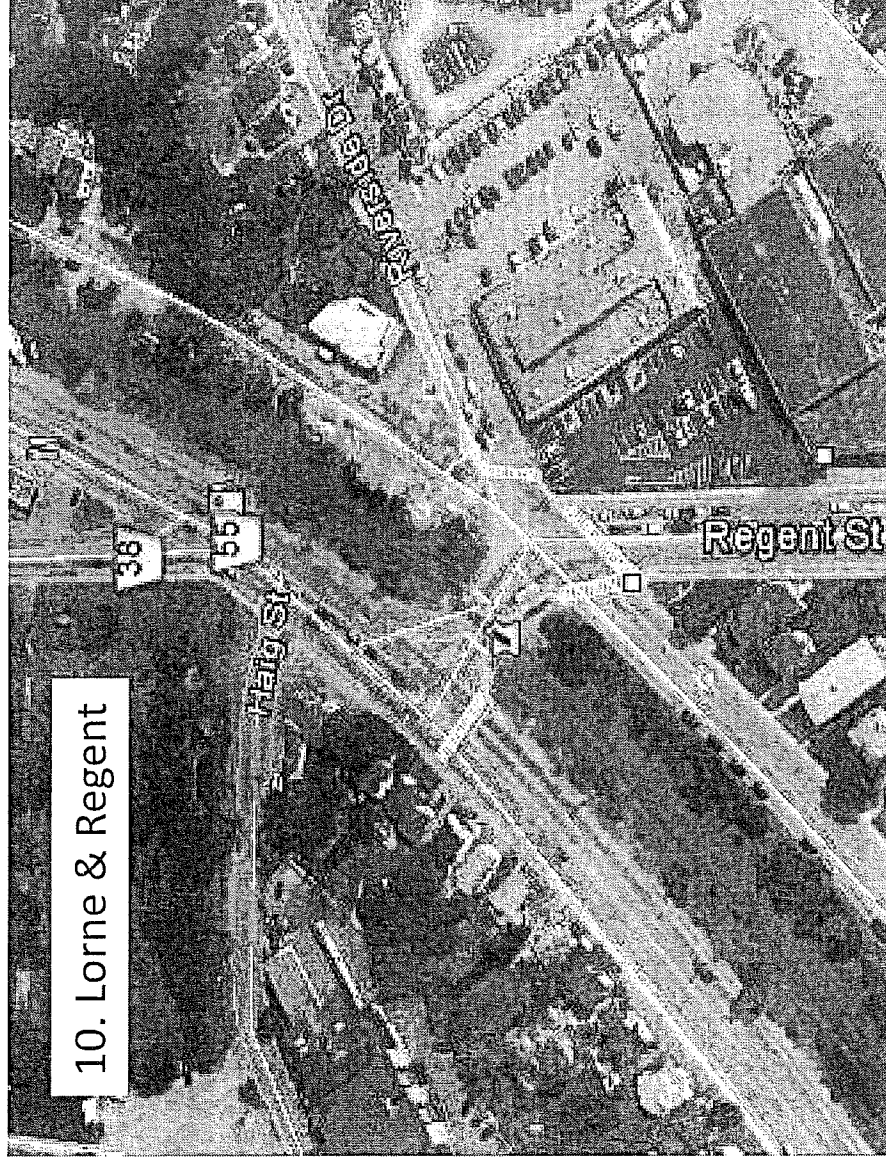
7. Barry Downe Extension



Roads Infrastructure Alternatives

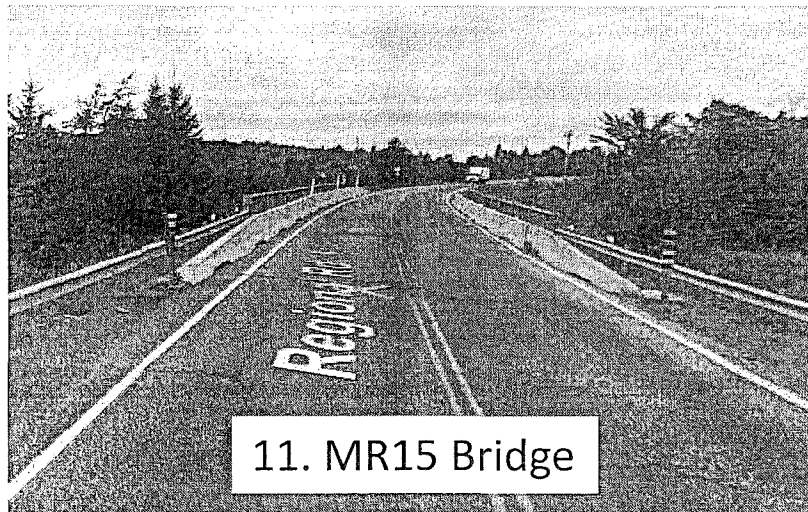
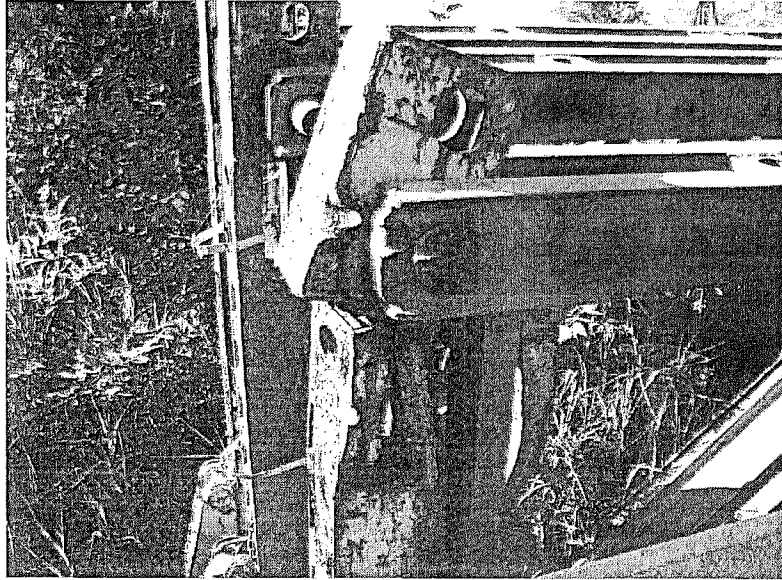
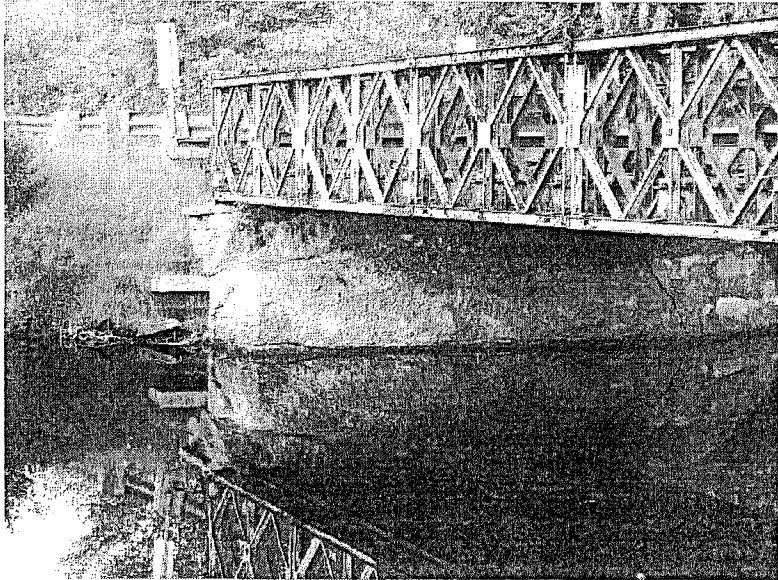


Roads Infrastructure Alternatives



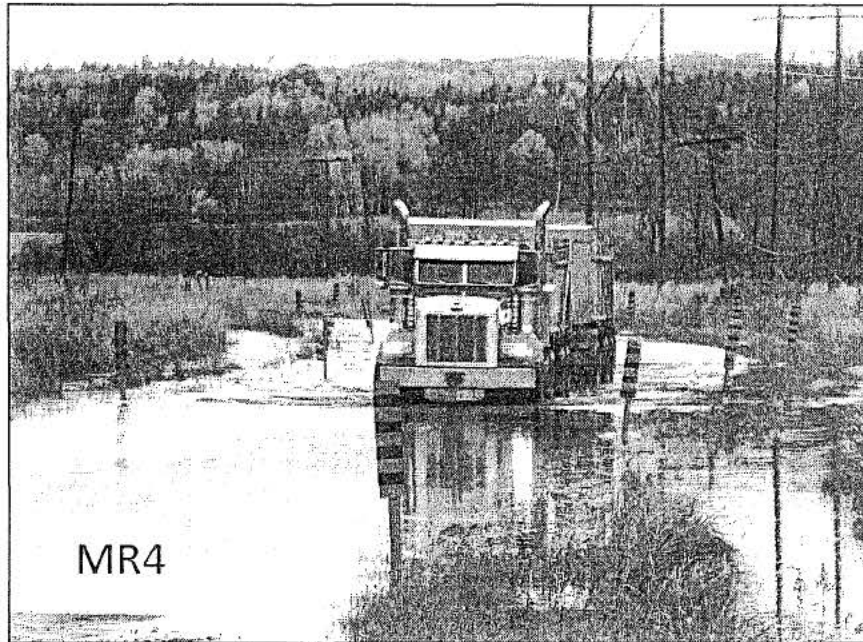
Roads Infrastructure Alternatives

11. Spanish River Road Bridge

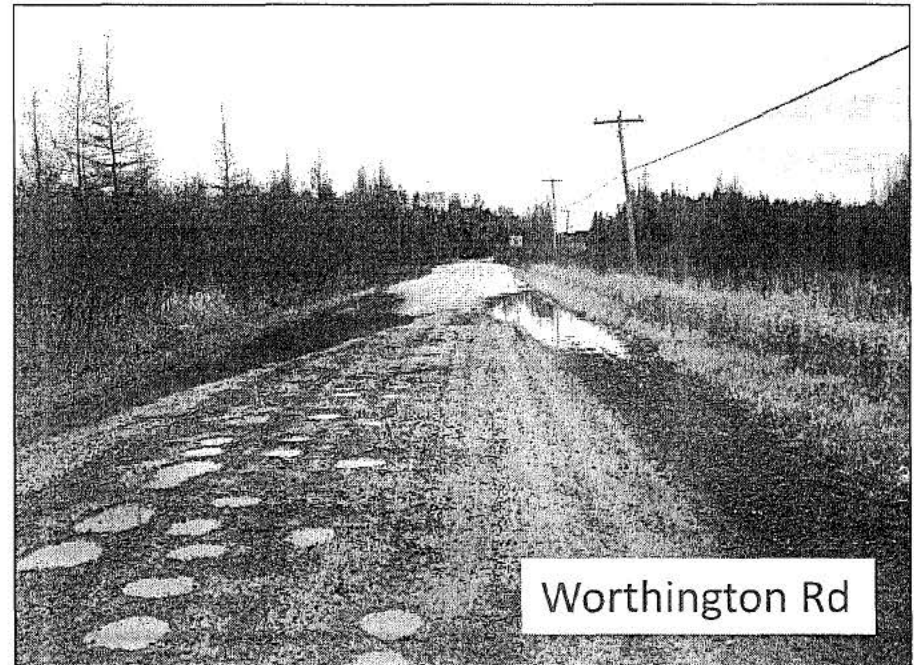


11. MR15 Bridge

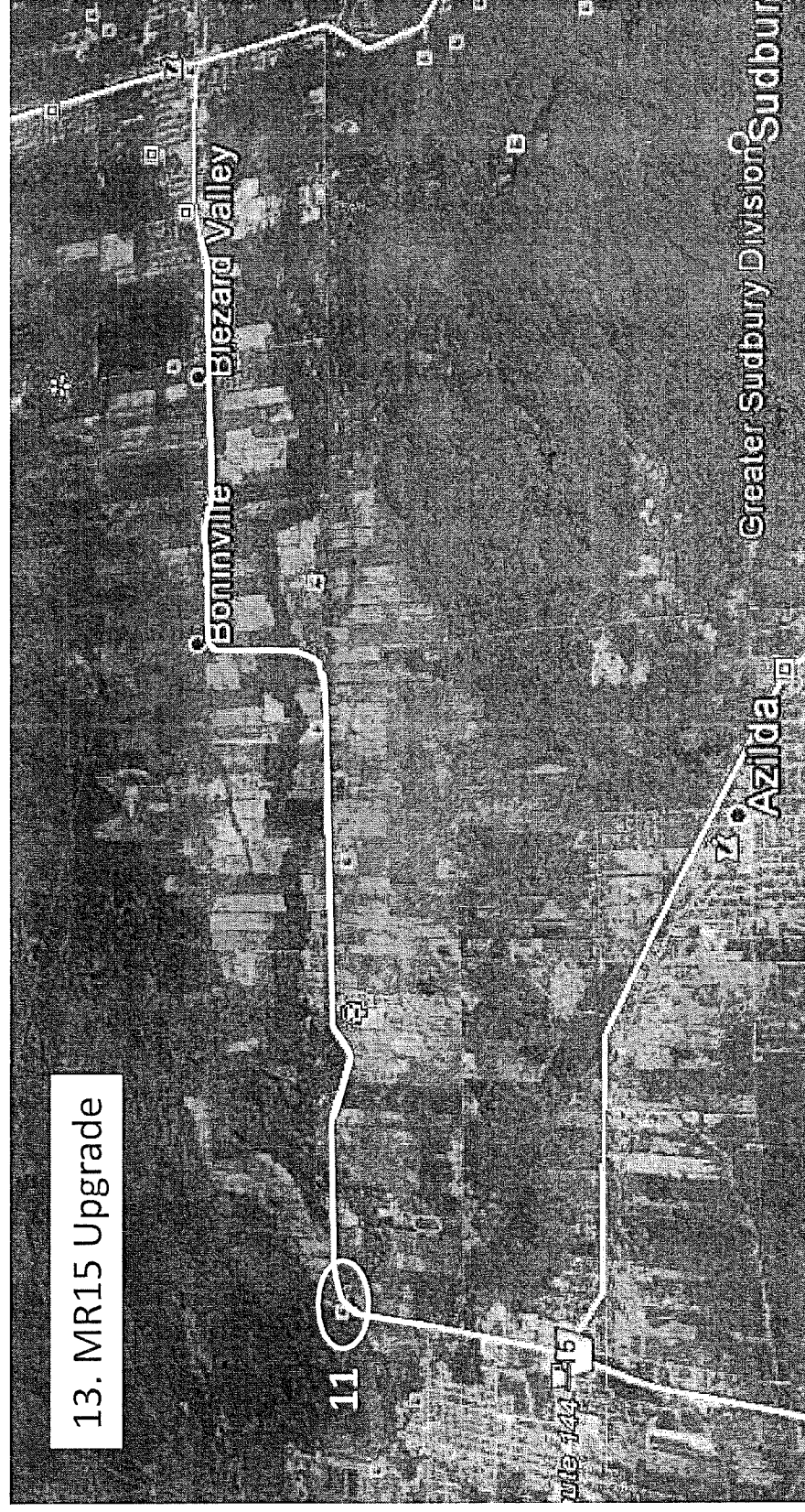
Roads Infrastructure Alternatives



12. FLOODING



Roads Infrastructure Alternatives



APPENDIX “B”

VALUATIONS

ROADS INFRASTRUCTURE - ALTERNATIVES BENEFITS MATRIX

	Valuation Criteria	
TIMING	Construction (APA)	One negative point for each year to completion After Project Approval
HEALTH & SAFETY	Atmospheric ¹	One negative point for each 10,000 tonnes of carbon dioxide emissions
	Ecological Impact	Degree of negative impact on local ecology
	Traffic	Degree of impact on traffic safety
	Residents	Degree of impact on residential areas
RESOURCES	Project Management	Plus 1 to 10 for local, minus 1 to 10 for out-of-town
	Contractors	Plus 1 to 10 for local, minus 1 to 10 for out-of-town
	Construction Labour	Plus 1 to 10 for local, minus 1 to 10 for out-of-town
	Construction Materials	Plus 1 to 10 for local, minus 1 to 10 for out-of-town
FINANCES	Cost ²	One negative point for each \$10 million of cost
	Funding	Degree of shared funding, one point for every 10% shared by other levels
	Municipal Tax Levy	Degree of impact on municipal levy ranked minus 1 to minus 10
	Business Impact	Negative 1 to 10 based on impacting local businesses during construction
	Monetary Destination	1 to 10 based on % remaining local
CORPORATE FIT	Short Term Issues	1 to 10 on degree of addressing current issues
	Long Term Planning	Degree of benefit towards long term non-motorized transportation
	Economic Development	1 to 10 based on effectiveness in providing opportunities for development
GOALS	Mining Material	1 to 10 based on effectiveness in addressing mine haul traffic
	East/West Core Traffic	Degree of effectiveness towards Kingsway & Lasalle traffic
	Lasalle Traffic Damage	1 to 10 based on Lasalle only
	Ring Road	Beneficial towards future ring road concept

ROADS INFRASTRUCTURE - ALTERNATIVES BENEFITS MATRIX

	ALTERNATIVE	1. Fielding Rd Hwy17 Sep'n	2. Southview Hwy 17 Sep'n	3. MR55/MR4 Hwy17 Sep'n	4. Maley Drive	5. MR35 Upgrade	6. Hawthorne Extension	7. Barry Downe Extension	8. Howey/Bancroft Upgrade	9. Lorne Street Upgrade	10. Lorne/Regent Grade Sep'n	11. Bridges & Culverts	12. Flooding Issues	13. MR15 Upgrade
TIMING	Construction (APA)	-2	-2	-3	-6	-2	-2	-3	-2	-2	-2	-4	-2	-2
HEALTH & SAFETY	Atmospheric emissions	-2	-2	-7	-20	-3	-6	-5	-2	-2	-4	-5	-1	-2
	Ecological Impact	0	0	-8	-8	-2	-8	-4	0	0	0	-2	-4	0
	Traffic stress	6	6	10	2	6	9	8	6	6	4	2	4	5
	Residents	1	1	5	-2	4	-2	8	-2	4	1	4	5	4
RESOURCES	Project Management	-2	-2	-4	-6	-2	-2	-4	-2	2	-2	2	2	2
	Contractors	-2	-2	-4	-6	-2	-2	-6	-4	4	-2	4	4	4
	Construction Labour	-2	-2	-2	-6	0	0	-2	0	4	-2	0	0	0
	Construction Materials	-2	-2	-2	-6	2	2	4	2	6	-1	2	4	4
FINANCES	Cost	-2	-2	-3	-15	-2	-5	-9	-5	-2	-2	-1	-2	-1
	Funding	8	8	8	4	6	6	6	6	0	2	0	0	2
	Municipal Tax Levy	-2	-2	-2	-6	-4	-4	-4	-4	-10	-8	-10	-10	-8
	Business Impact	0	0	0	-8	-4	0	0	0	-4	-2	0	0	-1
	Monetary Destination	8	8	8	4	8	4	4	2	8	4	8	8	4
CORPORATE FIT	Short Term Issues	10	8	10	1	5	10	8	10	6	4	5	5	5
	Long Term Planning	8	8	10	4	6	10	10	10	10	10	10	10	10
	Economic Development	2	0	0	2	2	0	6	0	0	0	0	0	3
GOALS	Mining Material	0	0	6	2	6	0	2	0	0	0	1	0	3
	East/West Core Traffic	0	0	0	2	0	8	6	8	0	1	0	0	2
	Lasalle Traffic Damage	0	0	0	3	0	3	3	0	0	0	0	0	2
	Ring Road	0	0	0	1	0	0	0	0	0	1	0	0	0
	TOTALS	27	23	22	-64	24	21	28	23	30	2	16	23	36

ROADS INFRASTRUCTURE - ALTERNATIVES PRIORITIES

PRIORITY	ALTERNATIVE	BENEFITS	TOTAL TAX BURDEN	MUNICIPAL TAX BURDEN
1	MR15 Upgrade	36	\$10,000,000	\$8,000,000
2	Lorne Street Upgrade	30	\$20,000,000	\$20,000,000
3	Barry Downe Extension	28	\$90,000,000	\$36,000,000
4	Fielding Rd Hwy17 Sep'n	27	\$20,000,000	\$4,000,000
5	MR35 Upgrade	24	\$20,000,000	\$8,000,000
6	Flooding Issues	23	\$20,000,000	\$20,000,000
7	Howey/Bancroft Upgrade	23	\$50,000,000	\$20,000,000
8	Southview Hwy 17 Sep'n	23	\$20,000,000	\$4,000,000
9	MR55/MR4 Hwy17 Sep'n	22	\$30,000,000	\$6,000,000
10	Hawthorne Extension	21	\$50,000,000	\$20,000,000
11	Bridges & Culverts	16	\$10,000,000	\$10,000,000
12	Lorne/Regent Grade Sep'n	2	\$20,000,000	\$16,000,000
13	Maley Drive	-64	\$150,000,000	\$90,000,000

APPENDIX “C”

SAFETY

10 MINUTE MALEY

Tom Price

46 year resident and tax payer in the area

50 highly successful years in the field of Engineering

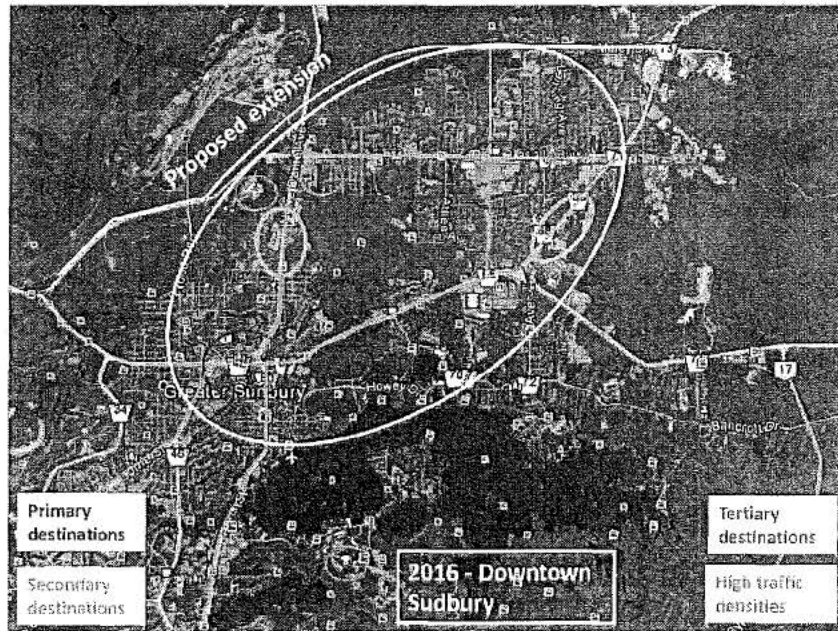
I am not an Engineer

Prepared By: TL Price, Feb 2015 Rev Feb 2016

1

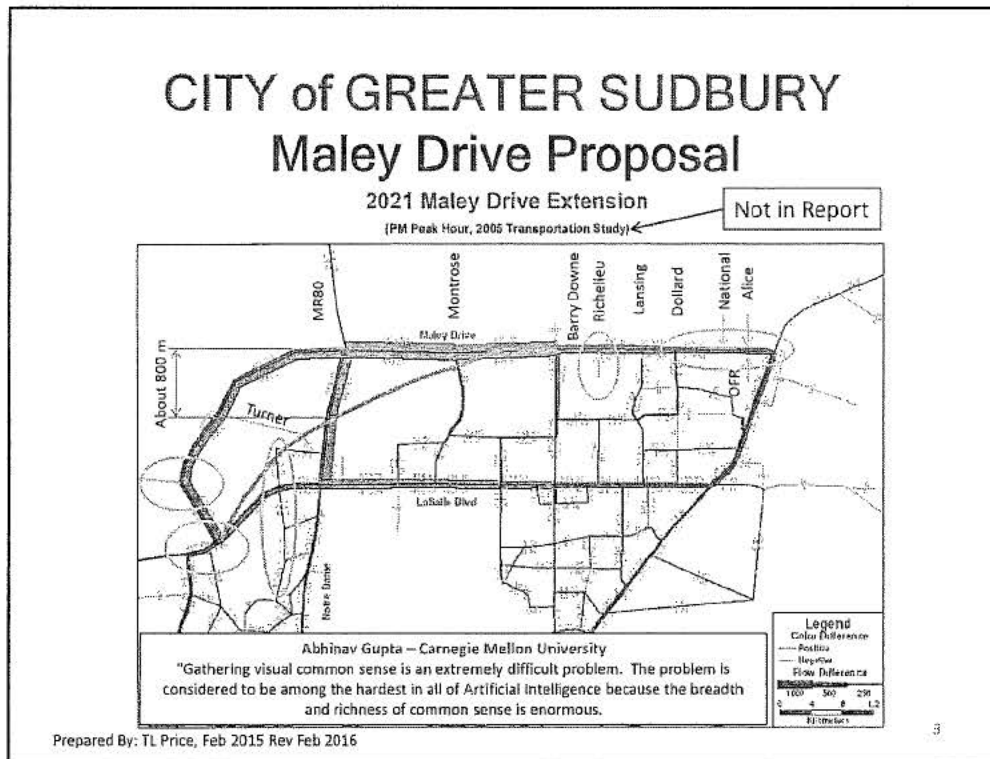
1. Considerable attention has been paid over the last year as to whether I am an engineer or not presumably towards establishing some level of credibility to comment on the project.
2. My evaluation is based on common sense towards the engineering information as presented by the CGS staff and their engineering consultants.
3. I have had extensive experience in the engineering field and have been a key evaluator in many projects both smaller and larger than this one.

10 MINUTE MALEY



Prepared By: TL Price, Feb 2015 Rev Feb 2016

1. Downtown Sudbury has continued to concentrate traffic due to planning strategies.
2. All except one of the visioning major projects would add to this congestion.
3. Maley Drive would be outside of the sphere of destinations and not directly influential in accessing any of them.

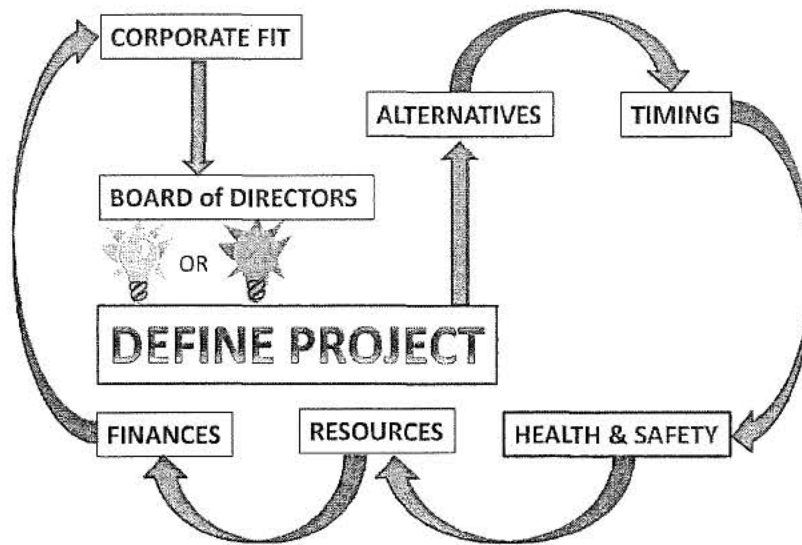


1. Computer model print-out for changes in traffic due to Maley Drive Extension provided by CGS in early 2015.
2. The route calculated by the model was with a 90 degree intersection with MR80 directly west of the Barry Downe/Maley intersection. Current plans indicate an intersection half way between the one modelled and the LaSalle/Notre Dame intersection.
3. From MR80 west the route is shown through the Frood Mine complex of Vale with a connection from Turner Avenue.
4. From west to east (left to right).
5. Traffic volume on Frood Road is indicated as increasing.
6. A new road is indicated between Frood Road and College Boreal contributing to traffic volume.
7. A road that doesn't presently exist is modelled coming into the extension north of LaSalle Boulevard on the current Frood Road into Frood Mine. It is modelled as contributing to the traffic volume.
8. A collector road is shown between the College Boreal intersection and the LaSalle/Notre Dame intersection running parallel to Notre Dame and contributing traffic to both LaSalle and Notre Dame. This road does not exist.
9. No connection is shown from the Bonaventure subdivision via Richelieu. Is that connection to Maley going to be terminated?
10. A connection from Dollard in the Madison Heights subdivision is shown the contributes to the traffic volume. This connection does not currently exist and Dollard does not currently extend that far north. Will it be extended creating a short-cut through

Madison heights?

11. National Street, Alice Street and Old Falconbridge Road are not connected and no change in traffic flow is indicated from them.

BUSINESS CASE



Prepared By: TL Price, Feb 2015 Rev Feb 2016

4

1. A typical Business Case evaluation process.
2. Once a project has been defined the progress steps indicated go into producing a Business Case on which management is capable of reaching a decision whether to support or deny the project.
3. Time limitations on the presentation restricts addressing the categories to Safety only.

