

Request for Decision

MTO Highway 69 and Highway 17 Route Planning Comments - Highway 17 from Estaire Rd interchange to Highway 17 and Highway 17 from Highway 69 to Bancroft Drive

Presented To:	Operations Committee
Presented:	Monday, Nov 16, 2015
Report Date	Wednesday, Oct 28, 2015
Type:	Managers' Reports

Recommendation

THAT the City of Greater Sudbury directs staff to forward comments to the Ministry of Transportation regarding the Transportation Environmental Study Report Highway 69 and Highway 17 Route Planning, Preliminary Design, and Environmental Assessment Study from Estaire Road to Bancroft Drive as outlined in the report dated October 28, 2015 from the General Manager of Infrastructure Services.

Background

The Ministry of Transportation (MTO) retained Stantec Consulting Ltd. (Stantec) to carry out a Route Planning, Preliminary Design, and Environmental Assessment Study for Highway 69 from the existing Estaire Road interchange to Highway 17, and for the Highway 17 Southeast By-Pass from Highway 69 to Bancroft Drive, a distance of approximately 16.5 km.

The purpose of the study was to determine and designate a route for a four-lane Controlled Access Highway. The study identified a Recommended Plan for a four-lane Controlled Access Highway 69 and Highway 17 that will improve safety and operations, and is consistent with the provincial mandate to provide a transportation system that supports the Province's economic, social and environmental objectives.

Highway 69 and the Highway 17 Sudbury Southeast By-Pass in the Greater Sudbury area form a strategic link in the provincial highway system and provide provincial highway access between Southern Ontario to the City of Greater Sudbury. Highway 69 also connects the Richard Lake, McFarlane Lake and Burmac communities to the City and supports both local and provincial traffic.

Signed By

Report Prepared By

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Oct 28, 15

Division Review

David Shelsted
Director of Roads & Transportation
Services
Digitally Signed Oct 28, 15

Recommended by the Department

Tony Cecutti
General Manager of Infrastructure
Services
Digitally Signed Oct 28, 15

Recommended by the C.A.O.

Kevin Fowke
Acting Chief Administrative Officer
Digitally Signed Nov 8, 15

The development of corridor and route alternatives and the selection of a Preferred Plan for a Controlled Access Highway 69 from the Estaire Road interchange to Highway 17 (Appendix A), and for Highway 17 from Highway 69 to Bancroft Drive (Appendix B), and the Possible Highway 69 Implementation Plan (Appendix C) followed a systematic process, which included a consultation process.

The consultation process notified interested parties of the project and provided an opportunity for input to the study and decision-making processes. This was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with various government agencies and ministries, non-government interest groups, businesses and property owners, including meetings with the Ministry of Natural Resources and Forestry, City of Greater Sudbury, Richard Lake Stewardship Committee, and the Friends of McFarlane Lake Stewardship Committee.

Public input was received at four Public Information Centres (PICs) and continuously during the study through correspondence and emails from the project website. As the project progressed, on-going contact was also maintained with groups and organizations with interests in the study area.

The Preferred Plan for Highway 69 from the Estaire Road interchange to Highway 17, and for the Highway 17 Southeast By-Pass from Highway 69 to Bancroft Drive includes upgrading both highways to Controlled Access Highways with access restricted to interchange locations only. The Plan includes a new interchange between Highway 69 and Highway 17, and a new interchange at South Lane Road.

The Transportation Environmental Study Report commits to future consultation and provides a summary of identified concerns, mitigating measures and other future commitments. Future consultation during Detail Design will include dealing with all outstanding issues, including permits/approvals from external agencies, detailed environmental investigations regarding impacts and mitigation and engineering investigations to confirm the final design, and future consultation with the public, municipalities, and ministries/ agencies, as well as a summary of environmental effects and proposed mitigation.

In regards to the City, the MTO has agreed to future consultation on the following:

- Confirm design details during Detail Design
- Ongoing consultation regarding interim improvements to existing Highway 69.
- VETAC/Re-greening Committee to identify potential re-greening opportunities and develop landscape and replanting plan during Detail Design.

Infrastructure Services and Planning staff have reviewed MTO's Preferred Plans and have the following additional comments:

- That the City of Greater Sudbury be consulted on the construction of new local/service roads and their potential transfer to the City. This consultation shall include the impact of future capital and operation costs. The MTO has not made a recommendation on future ownership.
- The east end of Pioneer Road is designated General Industrial and these existing businesses currently have direct access to Highway 69. The Preferred Plan removes this direct access and forces all traffic to the proposed interchange (or traffic signals on the Implementation Plan) at South Lane. This General Industrial traffic is routed through a residential area (designated Living Area 2) to access the provincial highway on roads that are currently seasonally load restricted. As a minimum, the surrounding roads from the industrial area to the relocated provincial highway access need to be reconstructed to a standard such that there are no seasonal load restrictions. This will minimize the impact to the existing local businesses and future economic growth.
- Ongoing consultation with the City of Greater Sudbury for interim improvements will include the potential for active transportation opportunities with the goal of minimizing the separation of the community by the highway. This will include discussions on the timing of the multi-use trail and the pedestrian/snowmobile bridges/culverts shown on the Implementation Plan.

It is recommended that these comments be forwarded to the MTO for inclusion into the Transportation Environmental Study Report.