

## 2 PUBLIC CONSULTATION SUMMARY

Public consultation has been an integral part of the development of the Transportation Study Report and has been ongoing throughout the life of the study. This section has been prepared to summarize the numerous public consultation events specifically focused on the TSR and to highlight the themes of the comments received.

### 2.1 Public Consultation Regarding Existing Conditions

Public consultation was conducted with identified stakeholders and the general public in order to obtain a better understanding of existing conditions, current concerns and views on the future transportation network of Greater Sudbury.

Numerous methods were used to engage residents of Greater Sudbury and solicit feedback on the transportation network. In addition to face-to-face meetings, an online survey was developed and notices were distributed in newspapers, via the City's website and via City Facebook and Twitter accounts. The online survey, which requested feedback regarding residents' concerns on existing mobility and future improvements, is included in **Appendix A**.

This section summarizes public consultation regarding existing conditions.

#### 2.1.1 Meeting with Mining and Trucking Industry Representatives

A consultation meeting was held with representatives of the mining and trucking industries on January 11, 2012 to introduce the purpose and schedule of the study and to obtain information and feedback on items of concern for industry. The participants predicted several areas of future growth in truck volumes and road corridors of concern. The route from Chelmsford to downtown Sudbury was identified as critical for the mining industry. Future mining activity projected north of Capreol and Victoria Mine will result in increased truck movements. Growth in the mining industry from Whitefish to Copper Cliff is expected to increase truck traffic in this area.

Attendees also discussed existing conflicts between trucks, pedestrians and cyclists. The consensus among the trucking representatives was for the provision of separate pathways away from motor vehicle traffic for these vulnerable users. Where a separate pathway is not available, they suggested wider partially or fully paved shoulders.

#### 2.1.2 Public Information Centre #1

Public Information Centre (PIC) #1 was held on January 11, 2012, from 4 p.m. to 7 p.m. in Room C12 of the City Hall building at Tom Davies Square. The combined Notice of Study Commencement and announcement of PIC#1 is included in **Appendix B**. The PIC was structured as a drop-in meeting with presentation boards, which are included in **Appendix C**. The presentation boards addressed the process, schedule, and existing conditions for roads, cycling and pedestrian infrastructure. They also included interactive boards on which participants were asked to rank their choices and provide direct feedback on the proposed transportation solutions.

Extensive outreach was conducted leading up to the meeting to inform the general public. Prior to the PIC, an online survey was developed in English and French to solicit feedback from the public. Newspaper advertisements to promote the PIC and launch the online survey were run in the following newspapers on January 4, 2012:



- *Northern Life*;
- *Le Voyageur*, and
- *Sudbury Star*.

Newspaper advertisements to promote the online survey were run in the following newspapers during the week of January 9, 2012:

- *Valley Meteor*, and
- *Walden Today*.

Public service announcements in English and French to promote the January 11 PIC and online survey were distributed to the following groups on January 4, 2012:

- Local news media;
- Laurentian University, Cambrian College and College Boreal newspapers;
- Boards of Education;
- Community Action Networks;
- Rainbow Routes;
- Sudbury Trail Plan; and
- Advisory Panels (via Clerk's Office).

Additional outreach measures to promote the PIC and online survey included:

- Advertising on Facebook during the five days prior to the Transportation Study PIC (January 6 to 10);
- Twitter announcements about the PIC;
- Introductory web content for the Official Plan has been posted on the City of Greater Sudbury web site at the following URLs:
  - [www.greatersudbury.ca/officialplan](http://www.greatersudbury.ca/officialplan) (English);
  - [www.greatersudbury.ca/planofficiel](http://www.greatersudbury.ca/planofficiel) (French);
  - The online survey was accessible from both the English and French Official Plan websites;
- Transportation Study updates were posted in CGS News, which is distributed via e-mail to all City of Greater Sudbury employees on Mondays; and
- A message to City of Greater Sudbury employees was posted on the Chief Administrative Officer's blog. The message informed employees about the Transportation Study and its importance, and encouraged them to participate in the consultation process and talk about it with their families and friends.

The PIC was conducted as a drop-in open house and over 100 people attended throughout the evening. Attendees were given the opportunity to read about the study through a series of 20 poster boards, visual displays and discussions with representatives from the City and MMM Group. Attendees were encouraged to actively participate in the development of the study through comment sheets, poster board polls and an online survey. Several maps on poster boards were displayed for the purpose of having attendees post their comments about a specific location. The online survey was made available during the PIC.

There were a number interactive poster boards at the PIC on which attendees could cast votes in a poll or write comments on a map about concerns or ideas regarding specific locations. The first poll-related question asked participants to identify what should be focused on in the evaluation of the study. The feedback received is illustrated in **Table 2**.



**Table 2: Focus of the Transportation Study Report**

Ranking of Most Important Considerations		Potential Considerations	Potential Changes/Effects suggested for Assessment
33	19%	Reduction in the amount of auto travel per person in Sudbury, to increase sustainability and community health	<ul style="list-style-type: none"> <li>• Changes to land use allocations</li> <li>• Network improvements for walking, cycling and transit</li> </ul>
29	17%	Enhancements to the bike network (See Active Transportation Facility Matrix for descriptions)	<ul style="list-style-type: none"> <li>• On-road bike lanes</li> <li>• On-road cycle paths</li> <li>• Shared auto / bike routes</li> <li>• Off-road trails</li> </ul>
23	13%	Transit Service Levels	<ul style="list-style-type: none"> <li>• Increased transit frequencies (considered at a strategic level)</li> </ul>
19	11%	Natural Environment	<ul style="list-style-type: none"> <li>• Amount of natural area affected (wetlands, areas of natural and scientific interest, watercourses)</li> </ul>
16	9%	Enhancements to the sidewalk network	<ul style="list-style-type: none"> <li>• New sidewalk links</li> <li>• Widening of sidewalks</li> <li>• Addition of pedestrian signals at signalized intersections</li> </ul>
10	6%	Improved road access to outlying areas including Val Caron, Hanmer, Chelmsford, Lively, Coniston, and Garson	<ul style="list-style-type: none"> <li>• Road widening</li> <li>• New road links</li> </ul>
9	5%	Intersection improvements	<ul style="list-style-type: none"> <li>• Optimize signal timings</li> <li>• Increase intersection capacity</li> <li>• Address safety concerns</li> </ul>
9	5%	Improved Access into downtown	<ul style="list-style-type: none"> <li>• Road improvements</li> <li>• Bike access enhancements</li> <li>• Transit service improvements</li> <li>• Sidewalk enhancements</li> </ul>
9	5%	Air quality effects	<ul style="list-style-type: none"> <li>• Network improvements for walking, cycling and transit</li> <li>• Road network changes to reduce congestion</li> </ul>
6	3%	Improved access to Laurentian University / College Boreal / Cambrian College	<ul style="list-style-type: none"> <li>• Road improvements</li> <li>• Bike access enhancements</li> <li>• Transit service improvements</li> <li>• Sidewalk enhancements</li> </ul>
5	3%	Improved road connections that can provide opportunities for better service	<ul style="list-style-type: none"> <li>• Widening roads to 4-lane cross-section where appropriate</li> <li>• Queue jump lanes and priority traffic signals for transit at intersections</li> </ul>
3	2%	Accommodation of freight movements by truck	<ul style="list-style-type: none"> <li>• Expanding or improving the truck route network</li> <li>• Improving key intersections used by trucks</li> </ul>
3	2%	Cost	<ul style="list-style-type: none"> <li>• Capital and operating cost</li> </ul>

The next poll-related question asked participants to identify which active transportation options they find the most comfortable, on a scale from 1 (most comfortable) to 3 (least comfortable). The number and proportion of respondents answering 1, 2 or 3 for each facility type is shown in **Table 3**. The rows have been listed to show the most comfortable facility types, based on respondent answers.



**Table 3: Preferred Active Transportation Options**

Potential Active Transportation Facility Types	My Level of Comfort					
	1 (Most Comfortable)		2 (Comfortable)		3 (Least Comfortable)	
	#	%	#	%	#	%
Separated Bike Lanes and Cycle Tracks	30	91%	2	6%	1	3%
Multi-use Trails (off-road)	21	81%	2	8%	3	12%
Sidewalks	15	68%	3	14%	4	18%
Other (Transit)	6	67%	3	33%	0	0%
Signed Only Bike Route	8	44%	3	17%	7	39%
Bike Lanes and Shoulder Bikeways	10	37%	8	30%	9	33%

A map of the active transportation routes being considered in the study was provided at the PIC. Attendees were encouraged to post comments about specific locations. Below is a list of responses that relate to specific locations:

- The bike route on Grandview Boulevard is unappealing to some cyclists due to its hilly nature;
- Bike routes that access New Sudbury shopping areas need to be shown;
- Lasalle Boulevard is a major route that has limited bicycle access;
- The neighbourhood located south of Lasalle Boulevard and east of Municipal Road 80 should be connected to the trail route in the New Sudbury Conservation Area;
- There is no bus that goes to Dynamic Earth;
- Pedestrian and cycling facilities on Kelly Lake Road should be upgraded to improve access to Junction Creek Waterway Park and Copper Cliff Trail;
- There is a section of Junction Creek Waterway Park missing;
- Ramsey Lake Road is a flat road which avoids a portion of Paris;
- The Class II bike route on Notre Dame Street should be upgraded to a Class I bike route;
- Relating to the Kingsway in New Sudbury: all arterials should include an option for commuter cyclists;
- Transit needs priority at Copper Street and Kelly Lake Road in Copper Cliff;
- The two-way transit corridor on Municipal Road 80 between Valleyview Road and Dominion Drive in Valley East needs more places to cross safely;
- If a road is to be built between Capreol and Maley Conservation Area, a bike lane or off-road trail is needed;
- The multi-use trail on Municipal Road 80 between Lasalle Boulevard and Cambrian Heights Drive is a good idea;
- There should be washroom and public facilities east of Whitson Lake and north of Maley Conservation Area;



- There is very little population to warrant the Maley Extension. Who will pay for it?;
- There is concern about future developments (in wetland) that would lead to more traffic on Lasalle Boulevard, endangering school children and pollution;
- There should be bike facilities on the Kingsway. There are businesses and restaurants that cyclists want to get to;
- The trails east of Municipal Road 80, south of Lasalle Boulevard and north of the New Sudbury Conservation Area are incomplete;
- The Maley Drive Extension should be completed;
- Need a safer rail crossing behind Sudbury Place;
- Regarding bike lanes along Falconbridge: the centre turning lane should be removed to slow vehicular traffic and increase safety for pedestrians and cyclists;
- Bike lanes are needed all along Lasalle Boulevard for improved connectivity ;
- There should be better facilities and connections on Ramsey Lake Road between South Bay Road and Laurentian University and the route to hospital (Algoma). There are no sidewalks in the area. There is a speeding issue around the main hospital, necessitating measures to protect pedestrians and children in playground;
- A path connection between Caswell Drive and Paris Street is required;
- On-road bike lanes are needed on Lorne Street to provide a connection to downtown and the new school of architecture; and
- A connection between Brennan Road and Delki Dozzi Track is desired.

### 2.1.3 Online Survey

The online survey was launched on January 4, 2012 and more than 500 surveys were received over the duration of this study. Survey responses were compiled and are summarized in this section. The survey had five questions, in which participants ranked several criteria, including:

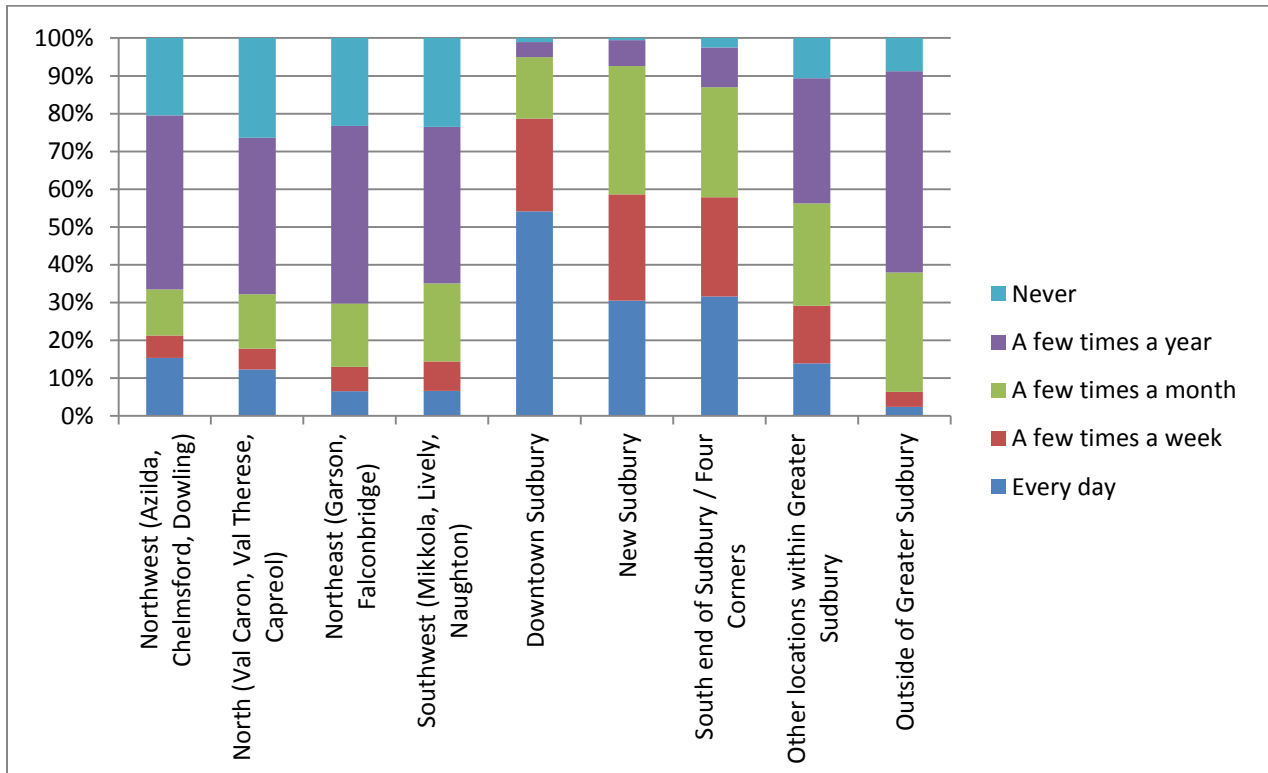
- Travel destinations;
- Transportation modes;
- Views on alternative transportation;
- Their desired objectives for the study; and
- Barriers to providing alternative transportation.

The survey also allowed participants to expand on their thoughts about the top three issues of concern regarding transportation, the top three transportation improvements they would like to see, and the top three biggest challenges or constraints to providing greater transportation choices.

The most popular destinations are downtown Sudbury, New Sudbury and the South End (Four Corners) as illustrated in **Figure 1**.

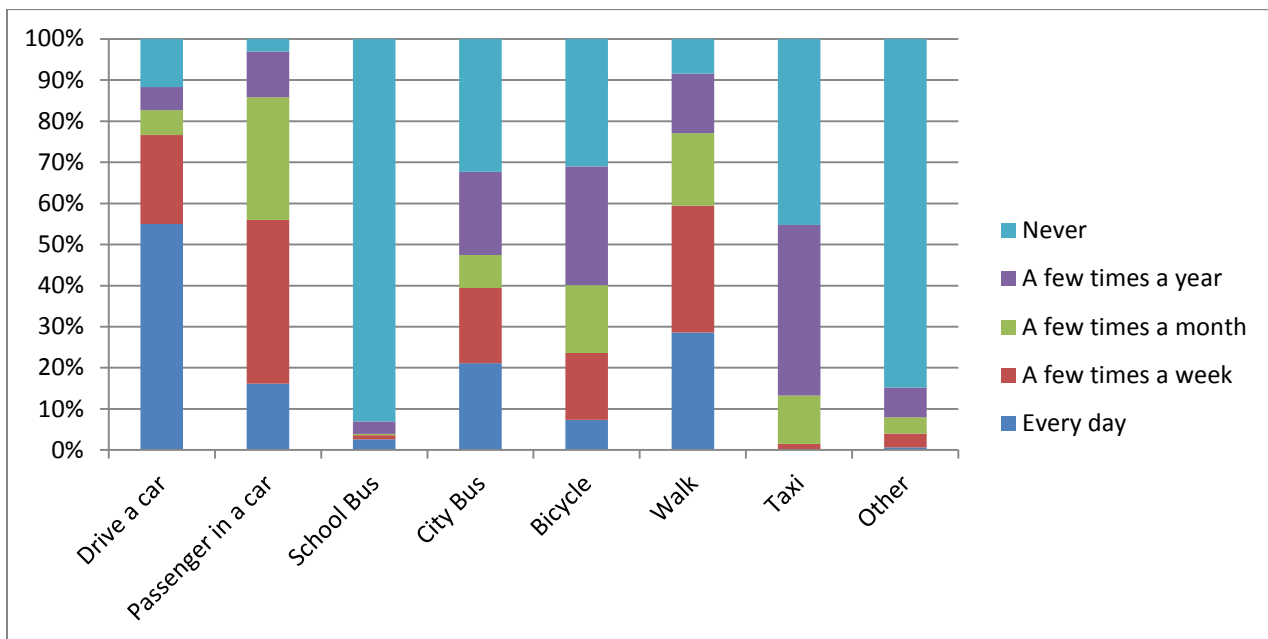


**Figure 1: Proportion of Trips Made within Greater Sudbury**



The majority of daily trips are made in an automobile, followed by city buses and walking as illustrated in **Figure 2**.

**Figure 2: Modes of Transportation Used in Greater Sudbury**



The next question asked participants to rank on a five-point scale ranging from most important to least important, several improvements that might encourage them to use alternative modes of transportation. The detailed responses are ranked from high to low in order of the proportion of respondents that rated each item as the ‘most important’. Please refer to **Table 4**. Responses relating to active transportation (walking and cycling) are fairly evenly spread in terms of priority, however it can be seen that three of the top four responses relate to transit.

**Table 4: Survey Results: Potential Improvements to Sudbury’s Transportation System**

Answer Options	Most Important	Important	Somewhat Important	Least Important	Not Important At All
Improve bike, walk or transit connections to key destinations (schools, work, shopping, community centres)	17%	9%	4%	2%	2%
Improved and expanded bus routes	16%	7%	7%	6%	5%
Bike lanes or paved shoulders on roads	15%	10%	6%	4%	5%
Improvements to bus stops - shelters, benches, route information	10%	10%	10%	9%	5%
More multi-use hiking and cycling trails	9%	10%	12%	9%	7%
Snow removal	9%	11%	10%	8%	4%
More sidewalks	6%	13%	12%	8%	4%
Maps identifying cycling, trail and pedestrian routes	6%	11%	14%	11%	7%
Secure bicycle parking	6%	12%	12%	11%	10%
Other	3%	1%	1%	1%	29%
Shower/change facilities at schools/places of employment	2%	6%	12%	33%	23%

The following question asked participants to rank several objectives they would like to see the study focus on. Participants ranked improving the quality of life and health of Greater Sudbury residents, improving walking and cycling as transportation options, and enhancing the sustainability of the transportation system as the most important objectives with each receiving over 20% of the “most important” votes. The results of the survey are illustrated in **Table 5**.

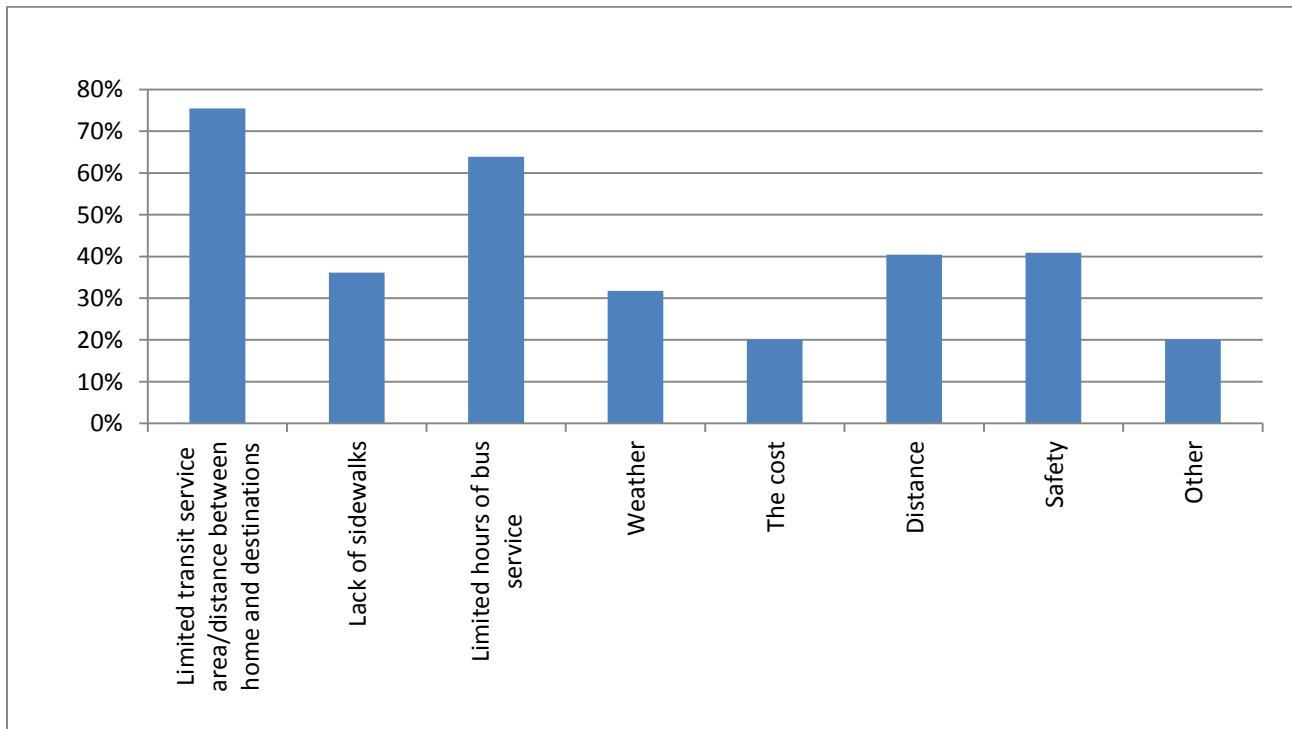


**Table 5: Survey Results: Desired Objectives for the study**

Answer Options	Most Important	Important	Somewhat Important	Least Important	Not Important at All
Improve the quality of life and health of Sudbury residents	24%	16%	8%	3%	0%
Improve walking and cycling as transportation options	22%	14%	10%	13%	9%
Enhance the sustainability of the transportation system	21%	18%	9%	5%	6%
Improve connections between the communities in Greater Sudbury	17%	19%	17%	9%	12%
Provide better access to commercial areas (e.g. retail shopping areas)	9%	17%	28%	37%	24%
Support employment activity, including mining	8%	16%	29%	34%	48%

Several barriers discouraging residents from choosing alternative transportation modes were identified in the next question and participants were asked to select which barriers they believed were the most relevant. The majority of participants thought that having limited transit service areas/distances between homes and limited hours of bus service were the dominant barriers to use of alternative modes of transportation. The detailed results of this question are illustrated in Figure 3.

**Figure 3: Survey Results: Barriers to Alternative Modes of Transportation**





In the first opinion question of the survey, participants were asked the top three issues of concern regarding transportation. Below is a summary of the recurring concerns:

- Transit Service
  - Lack of connecting routes to outer areas of the City
  - Lack of transfer stations aside from the downtown terminal. Riders are forced to go long distances because they must transfer at the downtown terminal;
  - The hours of operation are unreasonable, especially after 10 p.m. when the buses become very infrequent;
  - The safety of using the downtown bus terminal is a concern especially at night; and
  - The bus fare is perceived to be too high when compared to the cost of using an automobile.
  
- Bicycle Infrastructure
  - Lack of bike lanes;
  - Safety is compromised for cyclists in current conditions; and
  - There are limited multi-use trails for cyclists to reach nearby communities.
  
- Official Plan
  - Several roads have an improper road class designation;
  - There are trucks using roads that are not suitable for them, including some that carry hazardous waste; and
  - The proposed Laurentian University Link should be dropped.
  
- Car-centred Mentality
  - Expanding and widening roads is not the solution;
  - Lack of education among residents about sustainable transportation; and
  - There are no incentives to use public transportation.
  
- Lack of New Roads
  - There is a need for a secondary exit from the university grounds (NB: this contradicts a previous comment stating the link should be dropped; residents had mixed opinions about this issue)
  
- Unmaintained Roads
  - Roads are in bad condition; and
  - Sidewalks are not cleared of snow in a timely manner.
  
- Congestion
  - Traffic lights needs to be coordinated better; and
  - Roads are not adequately planned for new developments.

Almost every respondent discussed issues with the transit system in Greater Sudbury as well as the bicycle infrastructure.



The second opinion question asked participants to list the top three transportation improvements they would like to see. Respondents expanded on their concerns that they listed in the previous questions. The following is a list of the top three responses from all of the participants in order of the most frequent:

- Increase transit service coverage by offering more routes;
- Improve bus schedules by increasing frequency and extending the hours of operation; and
- Improve the bicycle infrastructure and pedestrian trails.

The last opinion question asked participants to list the top three challenges or constraints to providing greater transportation choices. Again, many respondents expanded on their previous opinion-related questions. Topics included:

- A perceived lack of initiative from City Hall in terms of vision for the future of Greater Sudbury's transportation system, leadership, long-term planning and accountability.
- The car-centred mentality of many residents;
- Corporate influence over government policy;
- High traffic volumes;
- Enforcements issues;
- Not enough cycling infrastructure;
- Budgetary constraints;
- Insufficient bus routes and confusing schedules;
- The large geographical area covered by the city, with long trips, distances and low population density;
- The climate;
- Existing road conditions; and
- The aging population and the limited choice of transportation modes available to seniors, especially in outer lying communities.

#### **2.1.4 PIC#1 Consultation Summary**

The meetings with the SMAP and industry representatives, the attendance at PIC #1 and the large number of online surveys completed show a high level of engagement among Greater Sudbury residents in the transportation planning process. The majority of the participants in the public outreach activities desire a multi-modal transportation network whose focus is on transit and active transportation, such as cycling and pedestrian facilities, and less focus on automobile-oriented facilities. However, it is recognized that industry is an important economic driver in the City and its needs, particularly in terms of freight, must be accommodated and balanced with those of the travelling public.

## **2.2 Public Consultation Regarding the Preferred Transportation Alternative**

The second Public Information Centre (PIC) was held on June 19, 2013 to obtain feedback on the recommended preferred transportation alternative for the road network, the recommended active transportation network and the transportation policies that support the various elements of the Transportation Study.



Following the large turnout experienced at the first PIC, it was anticipated that there would be significant interest in this second session so the workshop was widely publicized. Newspaper advertisements were distributed in English and French and the PIC meeting notice was posted on the City's website as shown in **Appendix D**.

The PIC was conducted as a drop-in open house and an estimated 80 to 100 people attended throughout the evening. Residents were given the opportunity to read about the study through a series of 20 poster boards, visual displays and discussions with representatives from the City and MMM Group. Attendees were encouraged to provide their feedback on the presented road and active transportation networks. The following is a summary of the major themes and comments received.

### South Bay Road Extension

- No other campus can boast a trail network like Laurentian University: do not destroy the University's best feature;
- Leave New Sudbury Conservation Area, the area on the west side of Lake Laurentian and the Nickeldale Conservation Area alone;
- Drop the South Bay Road extension proposal: the improvement is not needed;
- Do not destroy the Laurentian University trails;
- Ramsey Lake Road should be widened to include a reversible lane operating eastbound in the morning and westbound in the afternoon;
- The road extension would be a waste of money;
- The green space is used very frequently; and
- The proposed link should be removed from the Official Plan.

### Maley Drive

- There should be a dedicated truck route;
- It should be converted to a toll highway, similar to Highway 407; and
- The proposals are too expensive and not needed.

### Montrose Avenue

- There are grave concerns regarding potential short cutting trucks and cars;
- There is concern about the secondary arterial designation, the size of the road and the speed of vehicles travelling along it;
- Do not destroy peaceful residential neighbourhood; and
- Conduct a study to forecast traffic movements on Maley Drive and Montrose Avenue.

### Active Transportation Network Comments

- Signed routes do nothing to protect cyclists;
- Parkwood Street is not appropriate for cycling due to high-speed traffic, bad visibility and a significant incline;
- Lorne Street is not cyclist friendly;
- There is a big hill on Martindale Road;



- Southview Drive has traffic volume and speed issues with conflict areas at intersections;
- York Street has a big hill;
- To avoid the hill on Hyland Drive, it is better to continue west on Wembley Drive, turn onto Wellington Heights and then onto Hyland to reach the signal-controlled intersection at Regent Street;
- Regent Street is not signed near Lake Nepahwin and is not a safe route; and
- Old Highway 69 is a dangerous route for bikes: there is a shoulder only on one side of the road, in the northbound direction.

### Roads or Destinations Requiring Active Transportation Connections

- Moonrock Avenue and Regent Street;
- Ramsey Lake Road and Laurentian University; and
- Cambrian Heights Drive extension and side streets such as Madeleine Avenue and Martin Avenue.

### Complete Streets

- This is a good idea, but will it be implemented?
- Why are roads being reconstructed today without active transportation facilities?

### Other Suggestions/Comments:

- More emphasis should be placed on carpool lanes and bike lanes before constructing on new roads;
- Bike facilities should be provided on more arterial roads;
- Steps on Brady Street and Larch Street should be fitted with bike ramps;
- Cycle tracks, paved shoulders or in-boulevard facilities should be added to Falconbridge Highway;
- Sidewalks are needed on Ramsey Lake Road and Paris Street;
- It is currently difficult to access businesses on the Kingsway; and
- Municipal Road 80 should be widened to provide bike lanes.

The presentation boards used at PIC#2 are included in **Appendix E**. Public and stakeholder comments received through the first and second Public Information Centres have been summarized in the Consultation Register provided in **Appendix F**.

## 2.3 Public Consultation Regarding the Draft Transportation Study Report

At the request of City Council, a third Public Information Centre was held on June 24, 2015 to gather public feedback on the Draft Transportation Study Report. The TSR was made available to the public online, at City Hall and at City libraries. Newspaper advertisements were distributed in English and French and the PIC meeting notice was posted on the City's website as shown in **Appendix G**.

Prior to the PIC, a special meeting was held with the SMAP to review their comments on the TSR. The comments and response are included as part of the Draft TSR comment register in **Appendix H**.



The PIC began with a drop-in open house from 4:00 to 7:00p.m. in the foyer of Tom Davies Square. Over 50 people attended throughout the event. Residents were given the opportunity to read about the purpose of the study and the proposed recommended policies and projects included in the study through a series of approximately 20 poster boards. City and MMM Group staff were on hand to answer questions. Attendees were encouraged to provide their feedback on the presented road and active transportation networks.

Feedback received included:

- General support for the policies presented, with a focus on support for the “complete streets” policy;
- General support for the recommendations, with a focus on support for a transit master plan;
- Opposition to the proposed direct connection of Montrose Avenue to Maley Drive; and
- General support for the active transportation network.

The presentation boards displayed during PIC#3 are provided in **Appendix I**.

Following the public open house, Council convened a special meeting to hear comments from the general public. City and MMM staff provided a brief overview of the TSR and then Council invited the public to speak. 24 people registered to provide oral comments. A summary of the main comments provided and the response and action is included in the Draft TSR comment register found in **Appendix H**.

A public comment period was announced for June 24<sup>th</sup> through August 28<sup>th</sup> to receive additional written feedback on the Draft TSR. The written comments received at PIC#3, the oral comments made to Council at the June 24<sup>th</sup> public meeting and the written comments received from June 24<sup>th</sup> through August 28<sup>th</sup> were compiled into a comment register. Responses to the comments were included in the Draft TSR comment register, provided in **Appendix H**. Key themes that emerged from the numerous comments received included:

- Some of the policies within the Transportation Study Report need to be fully developed prior to the finalization of the Study;
- What are the next steps?;
- Does the Transportation Study Report address multi-modal travel?; and
- A transit master plan is required.

These themes were addressed in a staff report presented to City Council on October 20, 2015. The staff report is available in **Appendix J**.

## 2.4 Meetings with Sustainable Mobility Advisory Panel

The Sustainable Mobility Advisory Panel (SMAP) has been engaged as a key stakeholder in helping to create a transportation master plan that supports the guiding principles of healthy communities, sustainability and economic vitality. Transportation Study Report-focused meetings with the SMAP were held in 2011 on August 18 and November 23; in 2012 on January 12 and May 3; on June 17, 2013; on June 24, 2015 and on June 28, 2016. The purpose of these meetings was to obtain feedback from the SMAP on the direction of the study, to understand the completed and ongoing work of the SMAP and to gather feedback on the proposed active transportation routes. In addition, City staff attended other SMAP meetings throughout the development of the TSR.



## 2.5 Committee and Council Presentations

The Transportation Study Report (TSR) has been presented to the Operations Committee or City Council a total of five times:

- Operations Committee, June 17, 2013 – to update the Committee on the progress on the TSR;
- Operations Committee, March 23, 2015 – to present the preliminary draft transportation network and draft recommendations;
- City Council, May 12, 2015 – to present the complete draft TSR report with network and policy recommendations;
- City Council, June 24, 2015 – to provide an overview of the draft TSR and to hear public comments; and
- City Council, October 20, 2015 – review of the draft TSR.

While no formal presentation was made to Council at the October 20, 2015 Council meeting, City staff did answer Councillor questions when the staff report was pulled for further review and discussion. The staff report and Draft TSR comment register that was included with the October 20, 2015 Council agenda are provided in **Appendix J** and **Appendix H**, respectively.

Council passed two motions related to the TSR at the October 20, 2015 Council meeting:

- Resolution CC2015-344 that "City staff be directed to bring the final version of the Transportation Master Plan which incorporates the public consultation comments and proposed revisions, as well as an implementation plan and timelines, back to Council for further consideration and public consultation, prior to publishing a Notice of Completion."
- Resolution CC2015-345 that "City staff be directed to incorporate a meandering design of Montrose Avenue to the Maley Drive Extension, such as is illustrated in Appendix "A", into the Transportation Master Plan."

Accordingly, this Transportation Study Report is being brought before Council again prior to the issuance of the Notice of Study Completion. The resolution regarding Montrose Avenue is acknowledged and addressed in more detail in **Section 8.7.4**.

