

11 TRANSPORTATION STUDY REPORT IMPLEMENTATION

11.1 Recommended Transportation Strategy

Based on the analysis of the three transportation alternatives, the ‘Sustainability Focused’ alternative is recommended as the preferred transportation alternative. This section defines an implementation phasing for projects up to the ultimate horizon year, 2031.

11.2 Implementation Plan

An implementation plan has been developed to prioritize road improvements recommended in this Transportation Study Report. This includes short, medium and long term horizons that are approximately 5, 10 and 15 years into the future, respectively. Projects were assigned to each phase based on their likely impact on congested links identified in the existing conditions analysis, the phasing of nearby projects that are expected to generate increased traffic volumes, and the current understanding of the City’s priorities.

A fourth category of recommended road improvements was designated for development-driven roads. As the name suggests, these projects will proceed when they are needed to provide access to new developments. For the purposes of this analysis, the development-driven projects are assumed to be constructed by the year 2031.

11.3 Phasing of the Recommended Road Improvements

The short, medium and long term transportation improvements, and development-driven transportation projects, are summarized in **Table 48**, **Table 49**, **Table 50** and **Table 51**, respectively.

Table 48: Road Links Recommended for Construction in the Short Term (Generally 0 to 5 Years)

#	Road Name	Recommendation	From	To
2	Maley Drive	Extend	Lasalle Boulevard	Barry Downe Road
4	Maley Drive	Widen two-lane to four-lane	Barry Downe Road	Falconbridge Highway
15	Ramsey Lake Road (or alternate, subject to Class EA)	Widen two-lane to four-lane	Paris Street	South Bay Road
18	M.R. 35	Widen two-lane to five-lane	M.R. 15	Notre Dame Street East
1	M.R. 80 (or alternate, subject to Class EA)	Widen four-lane to six-lane	M.R. 15	Kathleen Street
11	The Kingsway	Widen four-lane to five-lane	Downtown	East of Lloyd Street
7	Second Avenue	Widen two-lane to five-lane	Donna Drive	Kenwood Drive



Table 49: Road Links Recommended for Construction in the Medium Term (Generally 6 to 10 Years)

#	Road Name	Recommendation	From	To
17	Maley Drive	Widen two-lane to four-lane	Lasalle Boulevard	M.R. 35
8	Barry Downe Road	Widen five-lane to six-lane	Westmount Avenue	The Kingsway
13	Howey Drive	Widen two-lane to four-lane	Elgin Street	Bancroft Drive
14	Larch Street	Extend	Elgin Street	Lorne Street

It is recommended that the time between the implementation of the extension and widening of the aforementioned sections of Maley Drive be minimized. This will avoid traffic volumes generated by one improvement increasing congestion on sections still awaiting improvement.

Table 50: Road Links Recommended for Construction in the Long Term (11 to 15 or More Years)

#	Road Name	Recommendation	From	To
5	Falconbridge Highway	Widen four-lane to five-lane	Maley Drive	Garson-Coniston Road
6	Maley East Bypass	New road construction	Falconbridge Highway	Subject to EA and consultation with MTO
12	Ste. Anne Road	Extend	Mackenzie Street	College Street

It is recommended that an Environmental Assessment be conducted to determine the optimal corridor for the Maley East Bypass. The alignment shown in the 2005 Transportation Study Report has been carried over for modelling purposes. This would connect the existing intersection of Maley Drive with Falconbridge Road to the upgraded interchange of the Trans-Canada Highway with the Kingsway. However, the final alignment is to be determined in conjunction with the Ministry of Transportation of Ontario (MTO). As an alternative to the connection with Highway 17, Maley Drive may be extended east to the Garson Coniston Road.

The alignment used in the modelling analysis allows for the most accurate assessment of demand for a continuous bypass linking Lasalle Boulevard and Highway 69. In the 'Sustainability Focused' alternative, the highest projected unidirectional volume on the Maley East Bypass links (between Falconbridge Road, Lasalle Boulevard and Highway 17) is 152 vehicles. This represents less than 10% of the available capacity. Even in the 'Auto Focused' alternative, in which higher volumes are generated by the Barry Downe Road extension, no more than 463 vehicles are expected. Consequently it is recommended that the Maley East Bypass or the Maley Drive extension to Garson-Coniston Road be part of the long-term strategy, with further evaluation of projected traffic demand to be undertaken following implementation of the surrounding highway upgrades to assess whether either of those links is required.

The proposed widening of Falconbridge Highway to add a two-way left turning lane between Maley Drive and Garson-Coniston Road is also included in the long term phase. However, traffic volumes should be monitored following implementation of the Maley Drive improvements and there may be benefit in bringing forward the widening of the southern section between Maley Drive and Metcalfe Avenue.



The two-way left turning lane is currently proposed to extend as far east as the Garson-Coniston Road. As highlighted in **Section 8.3**, congestion is also expected along the section between Garson and Greater Sudbury Airport. There is an opportunity to develop a commercial hub at the airport. As plans to expand the airport are developed and implemented, the performance of this roadway section should be monitored closely. Widening should be considered where required at a future date, which may be beyond the 2031 horizon, or may be co-ordinated with the widening that is currently proposed.

The Ste. Anne Road extension is one component of the Downtown Master Plan and the priority may change based on the implementation of the Downtown Master Plan.

Table 51: Development-driven Road Projects

#	Road Name	Recommendation	From	To
3	Montrose Avenue North	Extend	Current terminus	Maley Drive extension
9	Montrose Avenue South	Extend	Notre Dame Avenue	LaSalle Boulevard
10	Silver Hills Drive	New road construction	Bancroft Drive	Kingsway
16	Remington Road	Extend	Current terminus	Gateway Drive
20	Martilla Drive	Extend	Current terminus	Paris Street
21	John Street	Extend	M.R. 80	Bodson Drive

The recommended phasing of short, medium and long term road improvements is displayed in **Figure 82** for the overall city and **Figure 83** through **Figure 86** for specific areas.



Legend

- Phasing**
- Development - Driven
 - Phase 3 - Generally 11-15 years and beyond
 - Phase 2 - Generally 6-10 years
 - Phase 1 - Generally 0-5 years
 - Potential Roads for Future Consideration (after 2031)
 - Roads to be constructed as part of new developments
- Existing Road Network**
- Existing Provincial Road / Highway
 - Existing Roads
- Regional Trails and Routes**
- Trans Canada Trail
- Destinations**
- Airport
 - Arena / Community Centre
 - College / University
- Other**
- Lakes and Rivers
 - Parks and Conservation Areas
 - Active Railway
 - Abandoned Railway

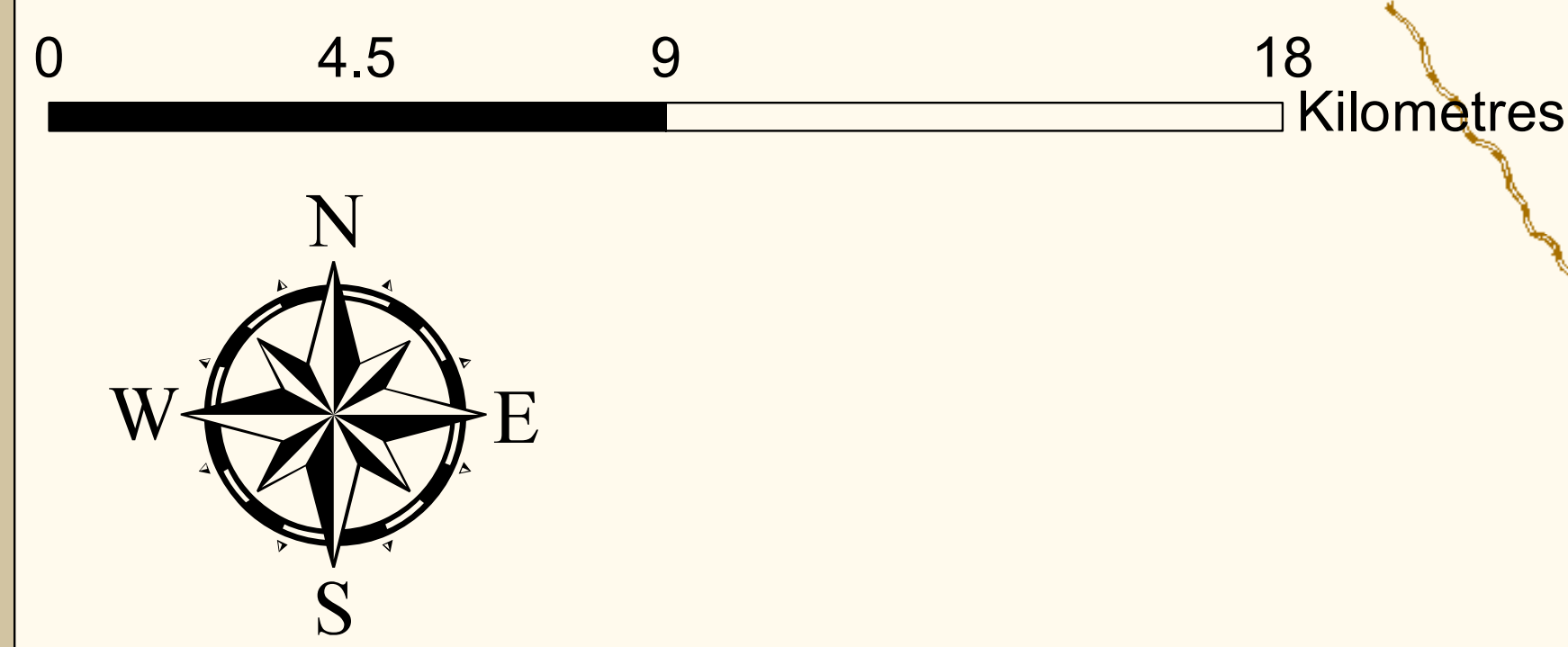
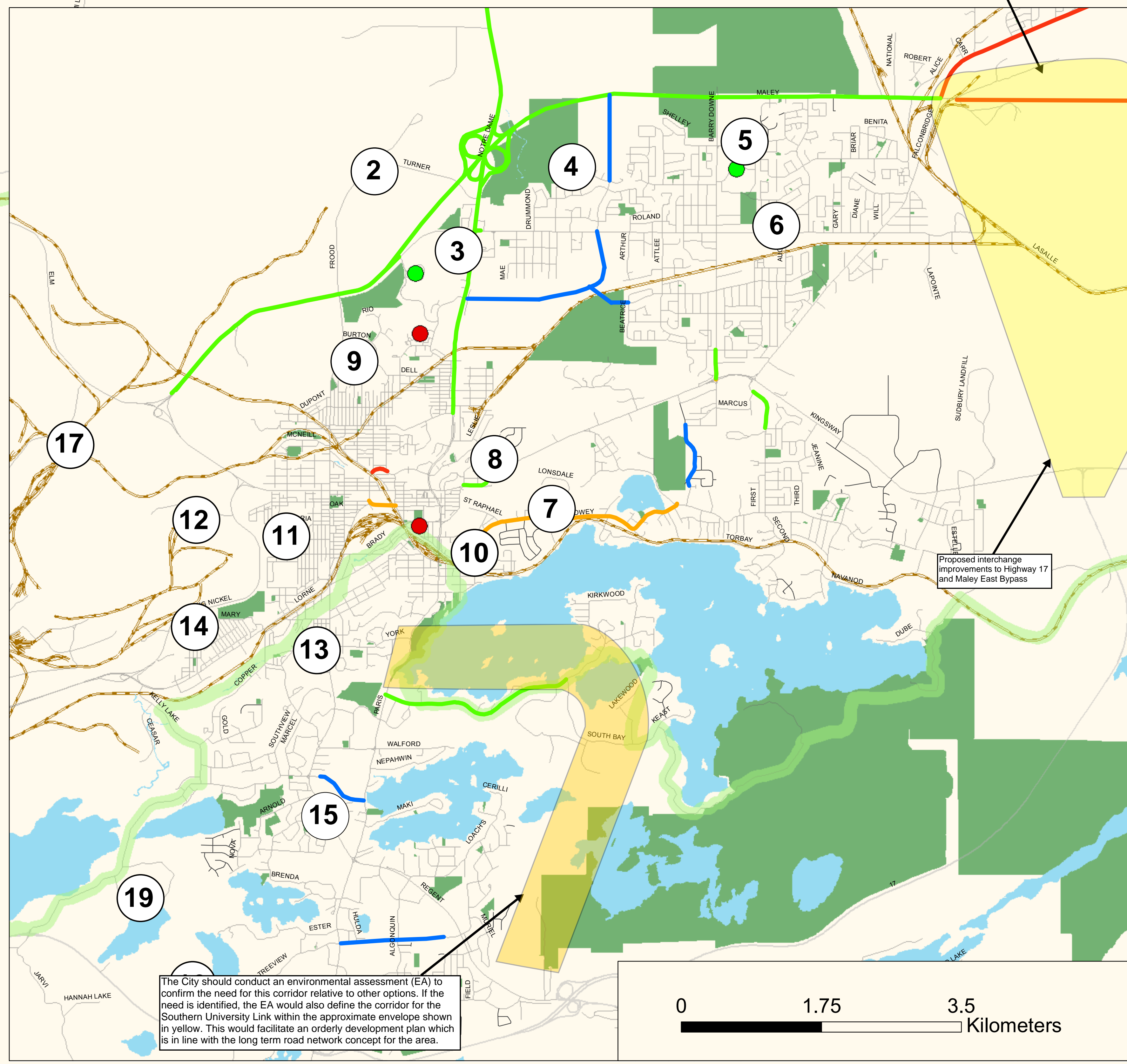
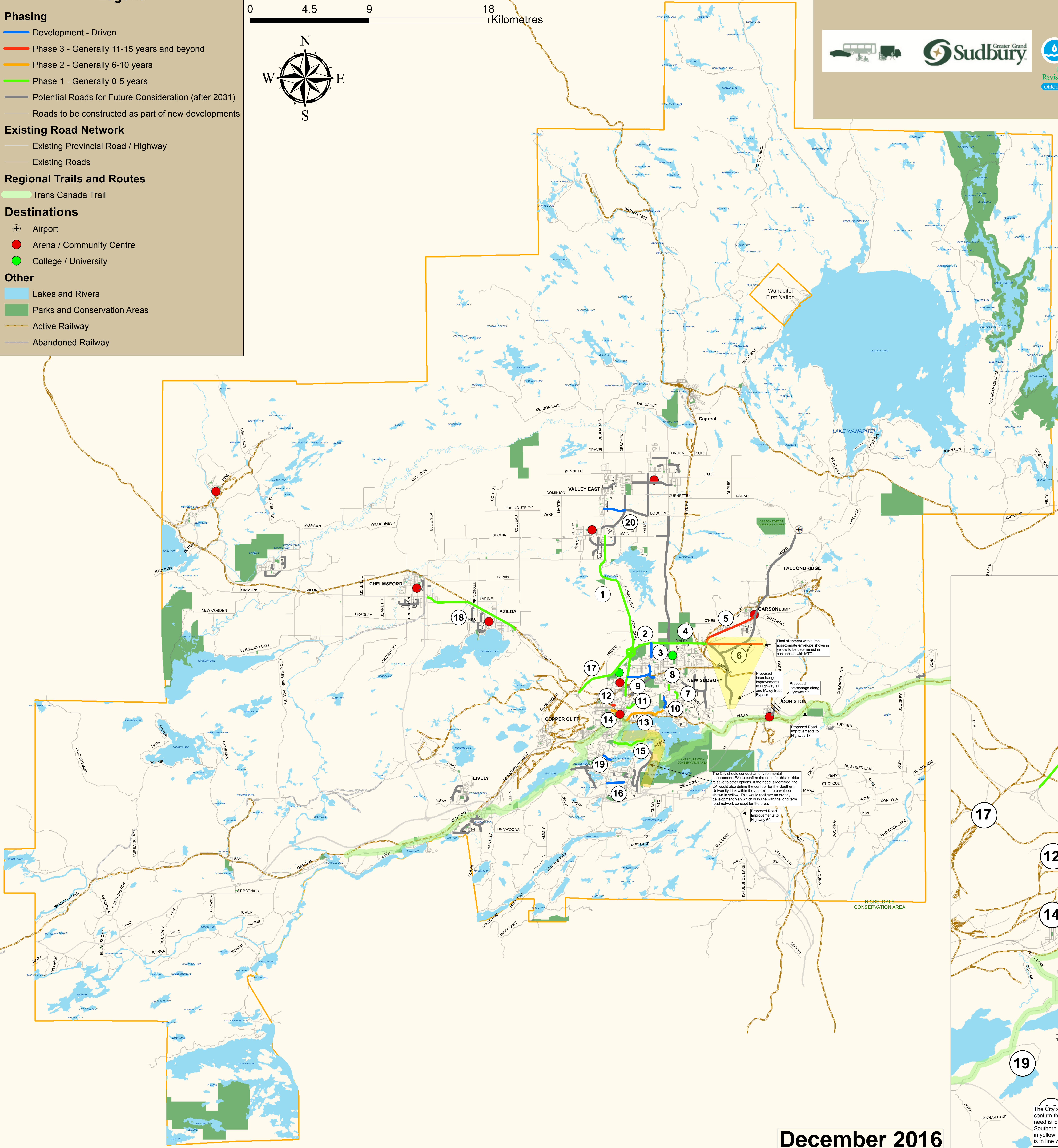


Figure 82 Greater Sudbury Transportation Study Phasing Plan for Road Improvements

List of Proposed Road Network Improvements

1. Notre Dame Ave. widening (4-lane to 6-lane, Main St. to Kathleen St.)
2. Maley Dr. extension (Lasalle Blvd. to Barry Downe Rd.)
3. Montrose Ave. north extension (current terminus to Maley Dr. extension)
4. Maley Dr. widening (2-lane to 4-lane, Barry Downe Rd. to Falconbridge Highway)
5. Falconbridge Highway widening (4-lane to 5-lane, Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
7. Second Ave. widening (2-lane to 4-lane, Donna Dr. to Scarlett Rd.)
8. Barry Downe Rd. widening (5-lane to 6-lane, Westmount Ave. to Kingsway)
9. Montrose Ave. extension south from Notre Dame Ave. to Lasalle Blvd.
10. Proposed road for construction in Silver Hills Development
11. Widening of the Kingsway east of Lloyd St. (4-lane to 5-lane)
12. St. Anne Rd. extension
13. Howey Dr. widening (2-lane to 4-lane, Elgin St. to Bancroft Dr.)
14. Larch Street extension
15. Ramsey Lake Rd. widening (2-lane to 4-lane, Paris St. to South Bay Rd.)
16. Remington Road extension from current terminus to Gateway Dr.
17. Lasalle Blvd. widening (2-lane to 4-lane, Maley Dr. extension to south of rail corridor)
18. Municipal Rd. 35 widening (2-lane to 4-lane, Municipal Rd. 15 to Notre Dame St.)
19. Martilla Drive connection to Paris Street
20. John Street (Valley) extension



December 2016

The City should conduct an environmental assessment (EA) to confirm the need for this corridor relative to other options. If the need is identified, the EA would also define the corridor for the Southern University Link within the approximate envelope shown in yellow. This would facilitate an orderly development plan which is in line with the long term road network concept for the area.

Final alignment within the approximate envelope shown in yellow to be determined in conjunction with MTO.

Proposed interchange improvements to Highway 17 and Maley East Bypass

Figure 83 Greater Sudbury Transportation Study Phasing Plan for Road Improvements Downtown Enlargement

- List of Proposed Road Network Improvements**
- 1. Notre Dame Ave. widening (4-lane to 6-lane, Main St. to Kathleen St.)
 - 11. Widening of the Kingsway east of Lloyd St. (4-lane to 5-lane)
 - 12. St. Anne Rd. extension
 - 13. Howey Dr. widening (2-lane to 4-lane, Elgin St. to Bancroft Dr.)
 - 14. Larch Street extension
 - 17. Lasalle Blvd. widening (2-lane to 4-lane, Maley Dr. extension to south of rail corridor)

Legend

Phasing

- Development - Driven
- Phase 3 - Generally 11-15 years and beyond
- Phase 2 - Generally 6-10 years
- Phase 1 - Generally 0-5 years
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Existing Road Network

- Existing Provincial Road / Highway
- Existing Roads

Destinations

- Airport
- Arena / Community Centre
- College / University

Regional Trails and Routes

- Trans Canada Trail

Other

- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

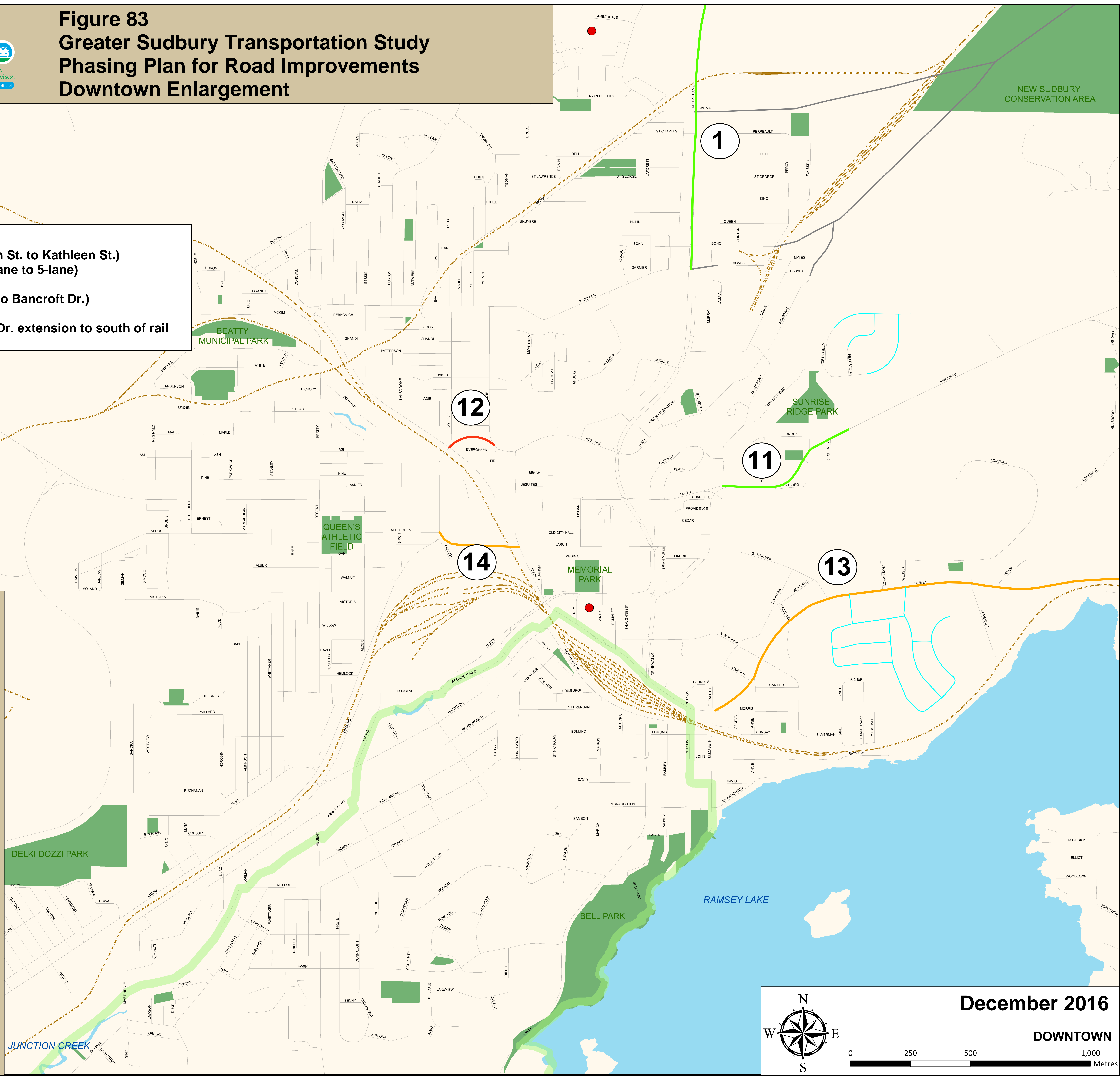


Figure 84 Greater Sudbury Transportation Study Phasing Plan for Road Improvements New Sudbury Enlargement

List of Proposed Road Network Improvements

2. Maley Dr. extension (Lasalle Blvd. to Barry Downe Rd.)
3. Montrose Ave. north extension (current terminus to Maley Dr. extension)
4. Maley Dr. widening (2-lane to 4-lane, Barry Downe Rd. to Falconbridge Highway)
5. Falconbridge Highway widening (4-lane to 5-lane, Maley Dr. to Garson Coniston Rd.)
6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
7. Second Ave. widening (2-lane to 4-lane, Donna Dr. to Scarlett Rd.)
8. Barry Downe Rd. widening (5-lane to 6-lane, Westmount Ave. to Kingsway)
9. Montrose Ave. extension south from Notre Dame Ave. to Lasalle Blvd.
10. Proposed road for construction in Silver Hills Development

Legend

Phasing

- Development - Driven
- Phase 3 - Generally 11-15 years and beyond
- Phase 2 - Generally 6-10 years
- Phase 1 - Generally 0-5 years
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Existing Road Network

- Existing Provincial Road / Highway
- Existing Roads

Regional Trails and Routes

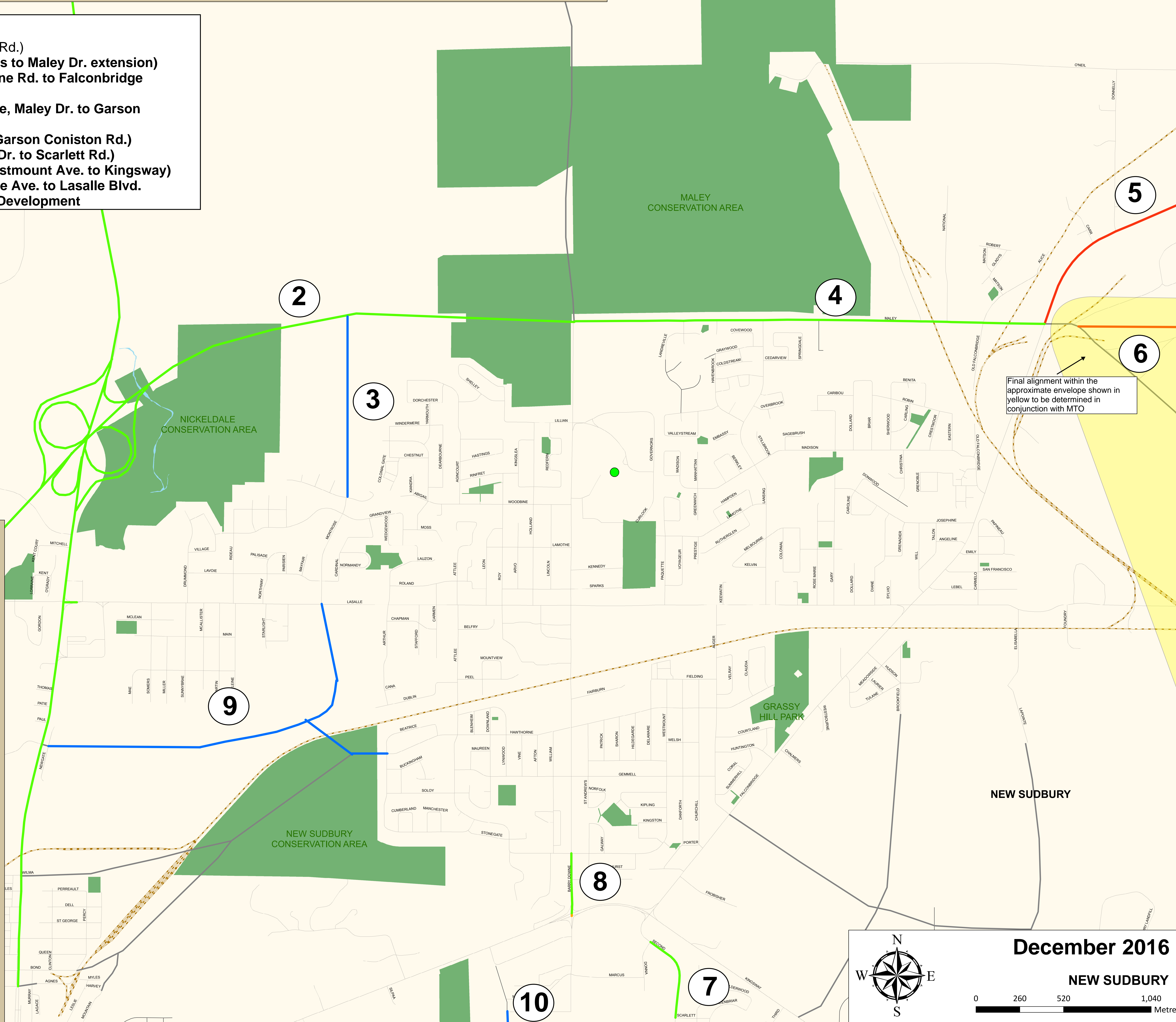
- Trans Canada Trail

Destinations

- ⊕ Airport
- Arena / Community Centre
- College / University

Other

- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway



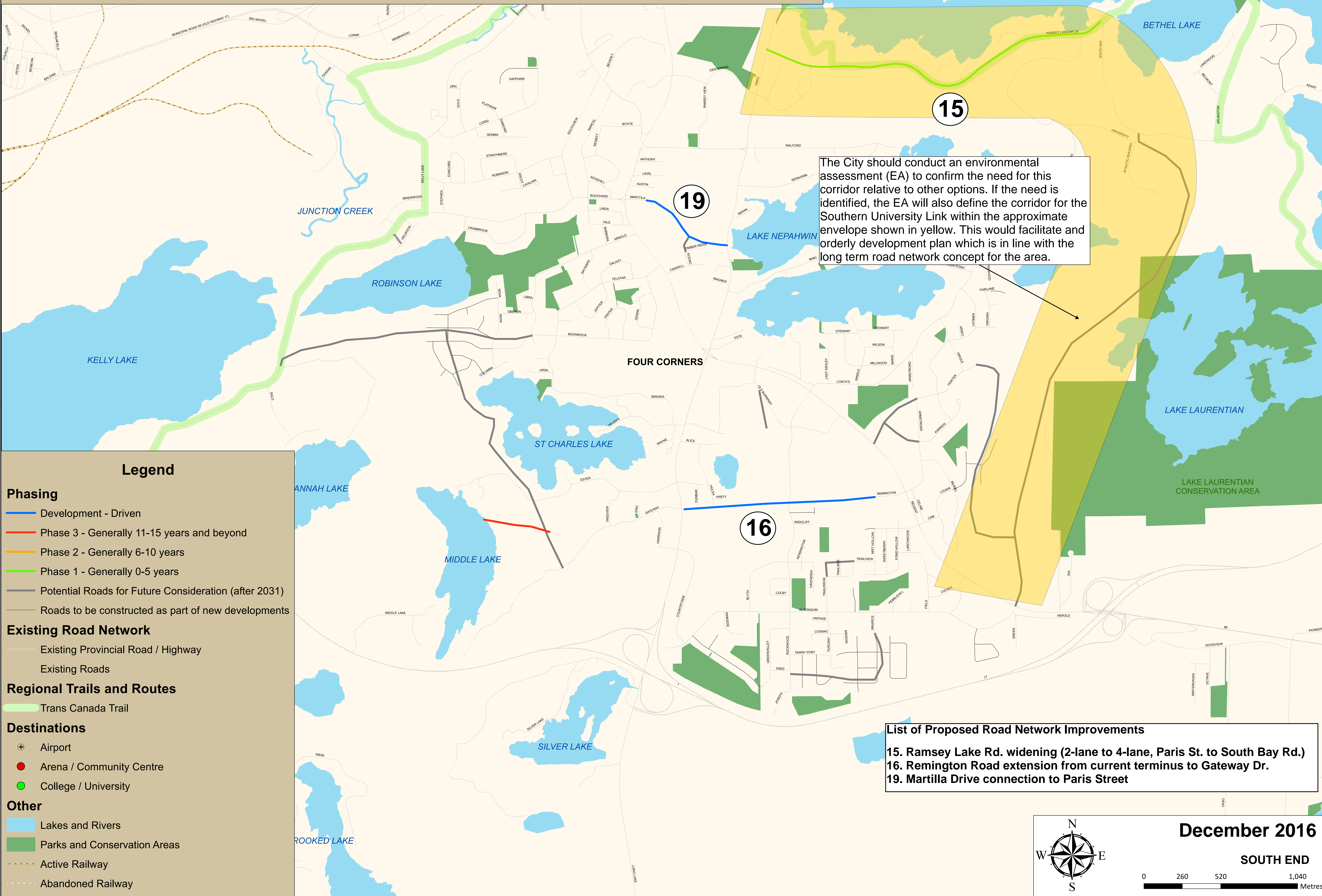
Final alignment within the approximate envelope shown in yellow to be determined in conjunction with MTO

December 2016

NEW SUDBURY

0 260 520 1,040 Metres

Figure 85 Greater Sudbury Transportation Study Phasing Plan for Road Improvements South End Enlargement



The City should conduct an environmental assessment (EA) to confirm the need for this corridor relative to other options. If the need is identified, the EA will also define the corridor for the Southern University Link within the approximate envelope shown in yellow. This would facilitate and orderly development plan which is in line with the long term road network concept for the area.

Legend

Phasing

- Development - Driven
- Phase 3 - Generally 11-15 years and beyond
- Phase 2 - Generally 6-10 years
- Phase 1 - Generally 0-5 years
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Existing Road Network

- Existing Provincial Road / Highway
- Existing Roads

Regional Trails and Routes

- Trans Canada Trail

Destinations

- Airport
- Arena / Community Centre
- College / University

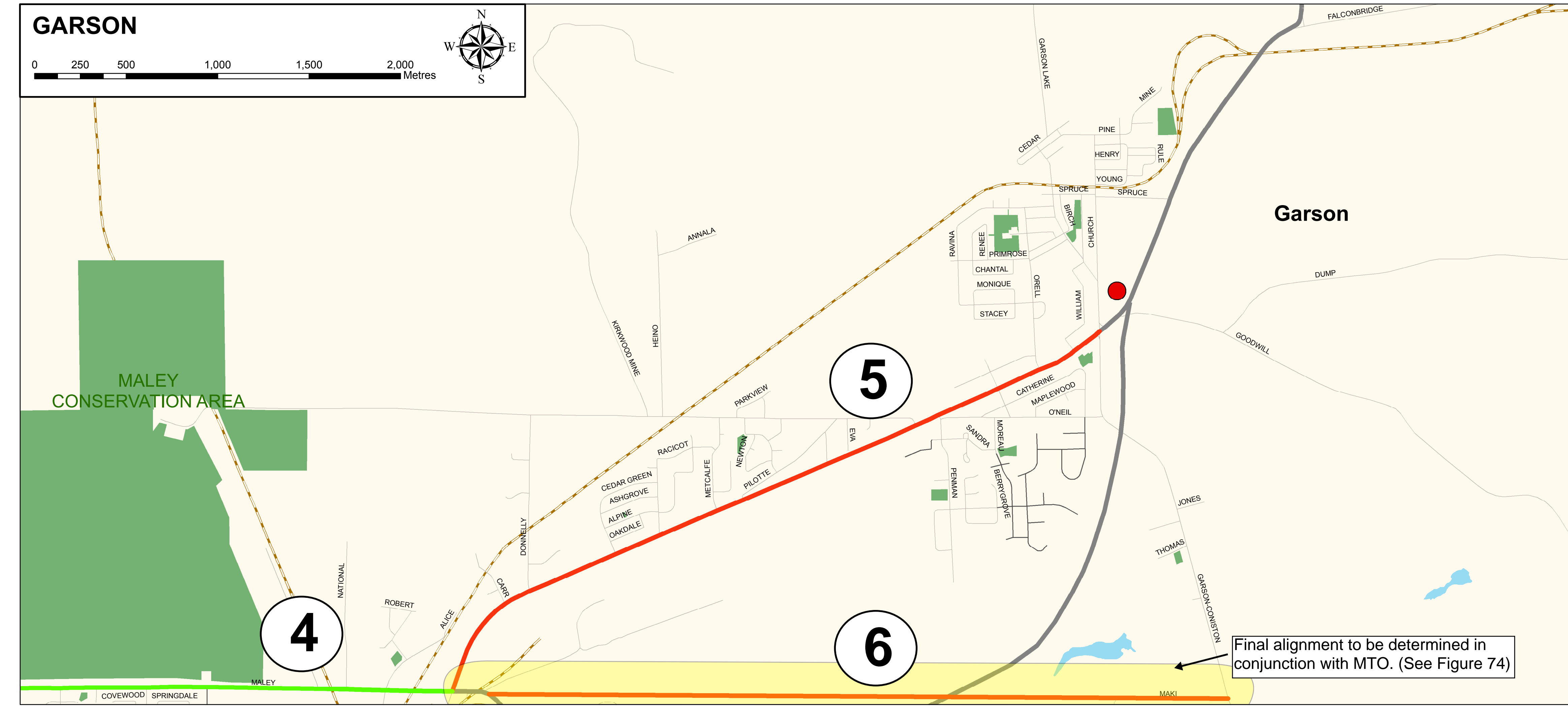
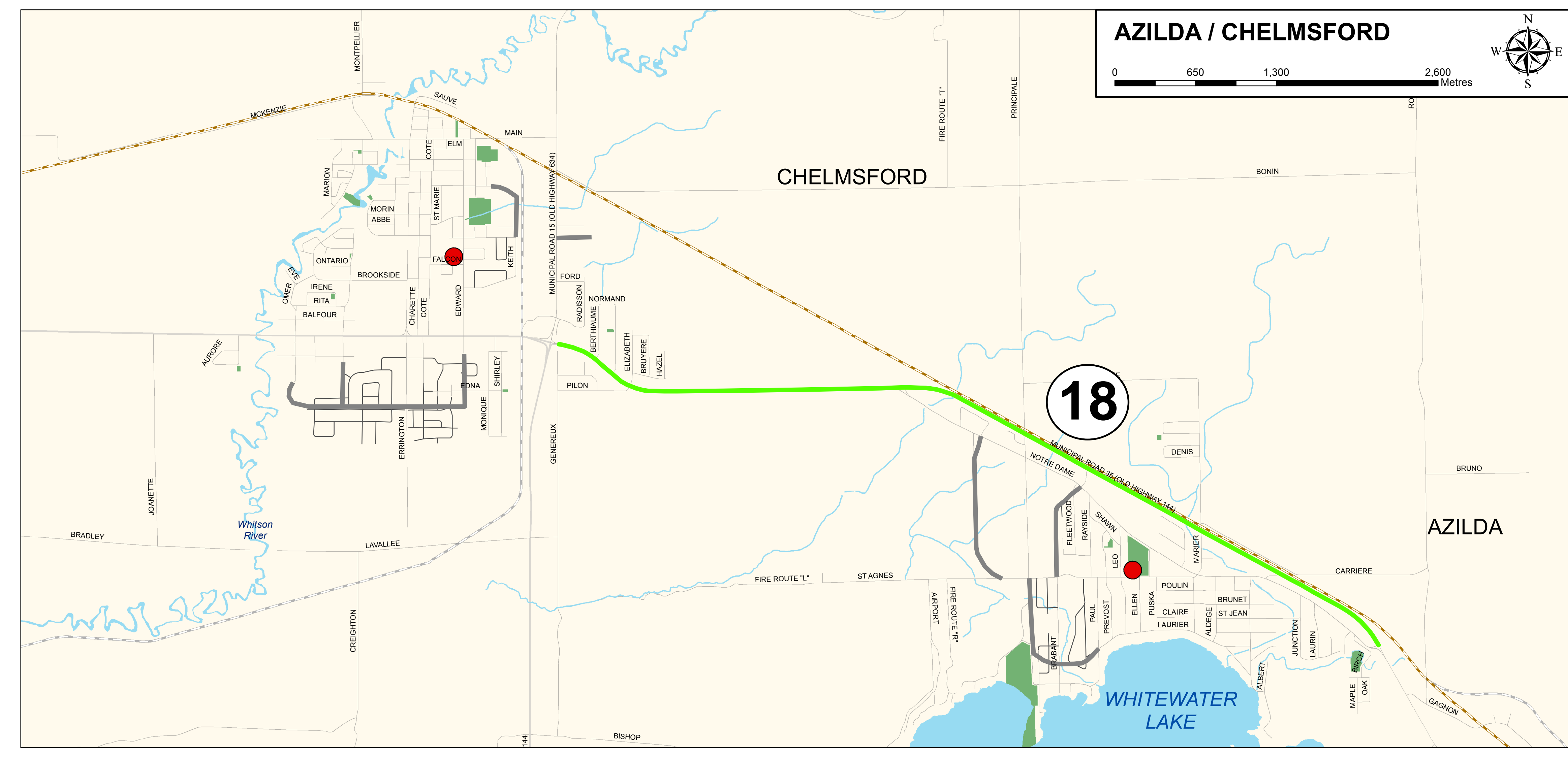
Other

- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway

- ### List of Proposed Road Network Improvements
- 15. Ramsey Lake Rd. widening (2-lane to 4-lane, Paris St. to South Bay Rd.)
 - 16. Remington Road extension from current terminus to Gateway Dr.
 - 19. Martilla Drive connection to Paris Street



Figure 86 Greater Sudbury Transportation Study Phasing Plan for Road Improvements Enlargement Areas



Legend

Phasing

- Development - Driven
- Phase 3 - Generally 11-15 years and beyond
- Phase 2 - Generally 6-10 years
- Phase 1 - Generally 0-5 years
- Potential Roads for Future Consideration (after 2031)
- Roads to be constructed as part of new developments

Existing Road Network

- Existing Provincial Road / Highway
- Existing Roads

Regional Trails and Routes

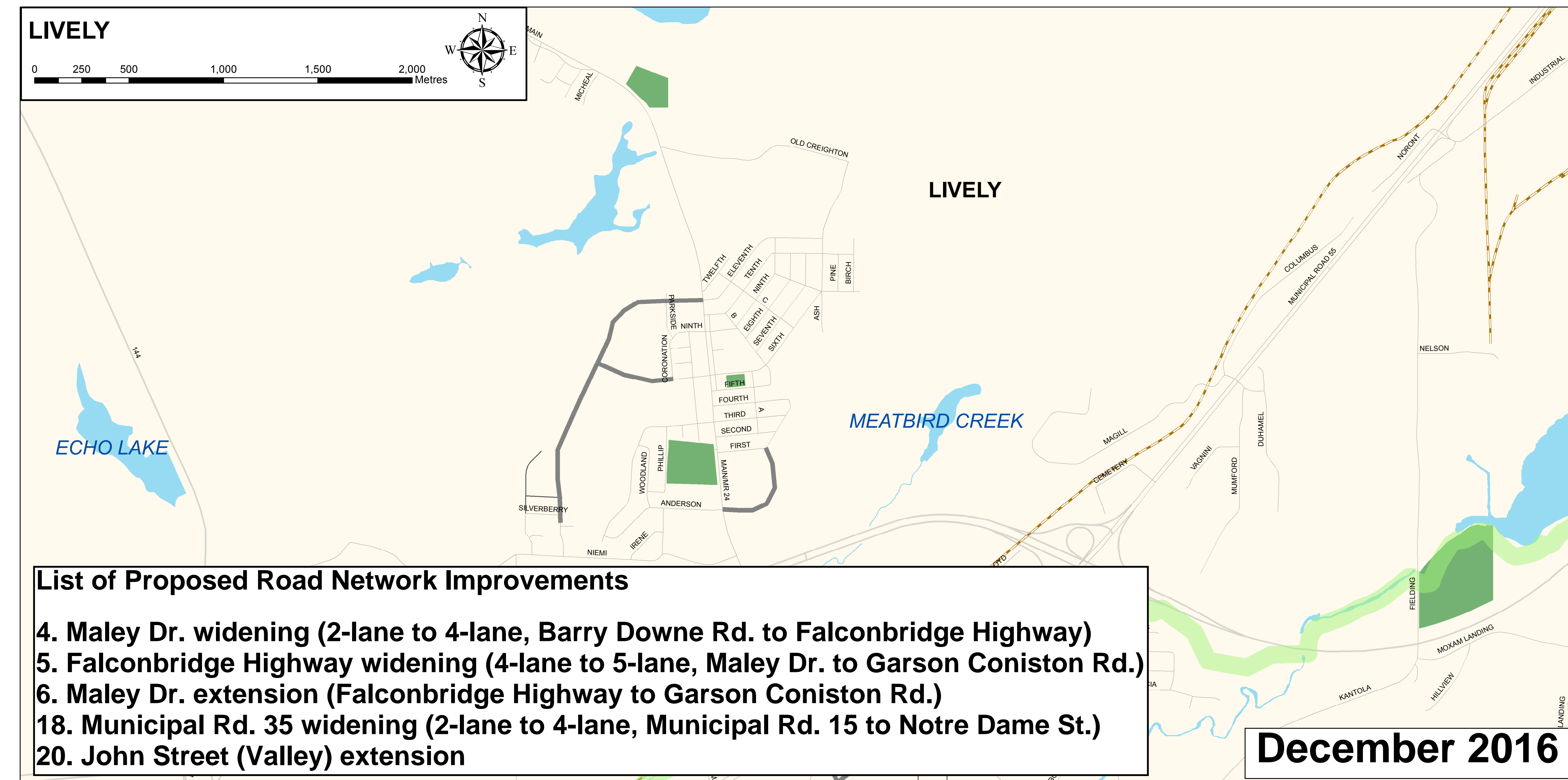
- Trans Canada Trail

Destinations

- Airport
- Arena / Community Centre
- College / University

Other

- Lakes and Rivers
- Parks and Conservation Areas
- Active Railway
- Abandoned Railway



- List of Proposed Road Network Improvements**
- 4. Maley Dr. widening (2-lane to 4-lane, Barry Downe Rd. to Falconbridge Highway)
 - 5. Falconbridge Highway widening (4-lane to 5-lane, Maley Dr. to Garson Coniston Rd.)
 - 6. Maley Dr. extension (Falconbridge Highway to Garson Coniston Rd.)
 - 18. Municipal Rd. 35 widening (2-lane to 4-lane, Municipal Rd. 15 to Notre Dame St.)
 - 20. John Street (Valley) extension

December 2016

11.4 Use of the Transportation Study Report

The Transportation Study Report is the blueprint for future transportation improvements in the City of Greater Sudbury. The concept of ‘Complete Streets’ is woven throughout the document in order to plan for a transportation network that is accessible to all modes of transportation and all types of users.

The policies outlined in this report should be incorporated into the City’s Official Plan in order to give them statutory backing. This study is designed to guide the City’s transportation decision-making process and also provide justification for transportation infrastructure projects that require approval under the Municipal Class EA process. Phase 1 (problem statement) and Phase 2 (evaluation of alternatives) have been completed through the preparation of this document.

The study, through its road classification system, also identifies the role and function of streets within the City, how these streets are intended to operate and how they relate to and influence the land uses that they serve. The road classification system developed for the study is also incorporated into the Official Plan.

Finally, the study is not simply a plan of infrastructure actions but also provides the policy framework on which to make concrete operational decisions for the City. The concept of ‘Complete Streets’ should be the hallmark of City planning and will help Greater Sudbury to lead the way in northern Ontario in the development and maintenance of diverse and accessible transportation infrastructure.

11.5 Transportation Study Report Review and Updates

The Transportation Study Report is a living document. It must be reviewed regularly to ensure that it meets the transportation needs of the City, responds to the economic and environmental climate of the day and adapts to changes in community needs or the growth and development patterns.

It is recommended that the Transportation Study Report be reviewed and updated in conjunction with the mandatory five year mandatory of the Official Plan, and every five years thereafter in association with future statutory assessments of the Official Plan.

11.6 Funding Opportunities

Funding opportunities should be reviewed in order to maximize the ability of the City to construct the proposed improvements in line with the implementation phasing plan. Several funding alternatives have been identified and are summarized in this section.

11.6.1 Province of Ontario Programs

Infrastructure Ontario’s Loan Program provides long-term financing to eligible public sector clients to help renew infrastructure and deliver value to customers and residents. Infrastructure Ontario (IO) advertises the loan program as benefiting from:

- Affordable rates;
- Access to capital market financing without any fees or commissions;
- Longer loan terms designed to match the life of the asset;



- No need to refinance over the life of the loan;
- Eligibility for any depreciable capital expenditure; and
- Online application with access to dedicated and experienced staff.

IO loans can be used for any capital investment including roads, bridges and other projects that enhance mobility for all transportation users.

A Province-specific funding source for Northern Ontario is the Northern Ontario Heritage Fund Corporation (NOHFC). NOHFC's program in infrastructure and community development supports municipalities through investments in infrastructure projects that promote growth and economic development. If funding is sought for road projects, the application must demonstrate that the road project serves a strategic economic development purpose.

11.6.2 Federal Programs

As part of the New Building Canada Plan, the New Building Canada Fund was established in 2014 to fund projects from 2014 to 2024. There is \$2.7 billion designated for Ontario projects in the New Building Canada Fund, and an estimated \$8.12 billion under the federal Gas Tax Fund. There are two major components under the New Building Canada Fund:

- The National Infrastructure Component (NIC) which provides funding for projects of national significance, with a focus on projects that have broad public benefits, and that contribute to long-term economic growth and prosperity.
- The Provincial-Territorial Infrastructure Component (PTIC) which supports infrastructure projects of national, regional and local significance that contribute to economic growth, a clean environment, and stronger communities. The PTIC is divided into two sub-components:
 - National and Regional projects (PTIC–NRP); and
 - Projects located in communities of fewer than 100,000 residents through the Small Communities Fund (PTIC–SCF).

Under the PTIC, each province and territory will receive a base amount of \$250 million plus a per capita allocation over the 10 years of the program. The per capita amount is based on the Statistics Canada Final 2011 Census figures.

More specifically, FedNor, the Government of Canada's regional development organization for Northern Ontario, provides funding opportunities that support community economic development, business growth and competitiveness, as well as innovation through a number of different programs and funds.

The City of Greater Sudbury should monitor upcoming federal programs to identify any new funding opportunities for local transportation projects.

11.6.3 Development Charges

The City of Greater Sudbury uses development charges to recover some of the capital cost expenditures necessary to service new developments. The City has set rates for residential developments (single family dwellings and multiples / apartments) as well as non-residential developments (industrial and commercial/institutional). Development charge rates are indexed each year with the Construction Price Statistics that are issued by Statistics Canada.



11.6.4 Other Alternative Infrastructure Funding Mechanisms

Other alternative funding mechanisms that could be considered by the City in order to fund transportation infrastructure projects include private sector sponsorship and focused advertising. Revenues could be used to maintain, enhance or expand transit services as well as cycling and walking linkages to transit stops.

11.7 Implementation through the Official Plan

The Transportation Study Report is being prepared concurrently with an update to the City of Greater Sudbury's Official Plan. The transportation component of the Official Plan is covered by this report, including:

- Transportation objectives;
- Transportation policies such as 'Complete Streets';
- Road hierarchy and classification scheme;
- Road network improvements; and
- Active transportation network improvements.

