

Welcome

City of Sault Ste. Marie Black Road and Third Line Corridor Improvements Class Environmental Assessment

Public Information Centre

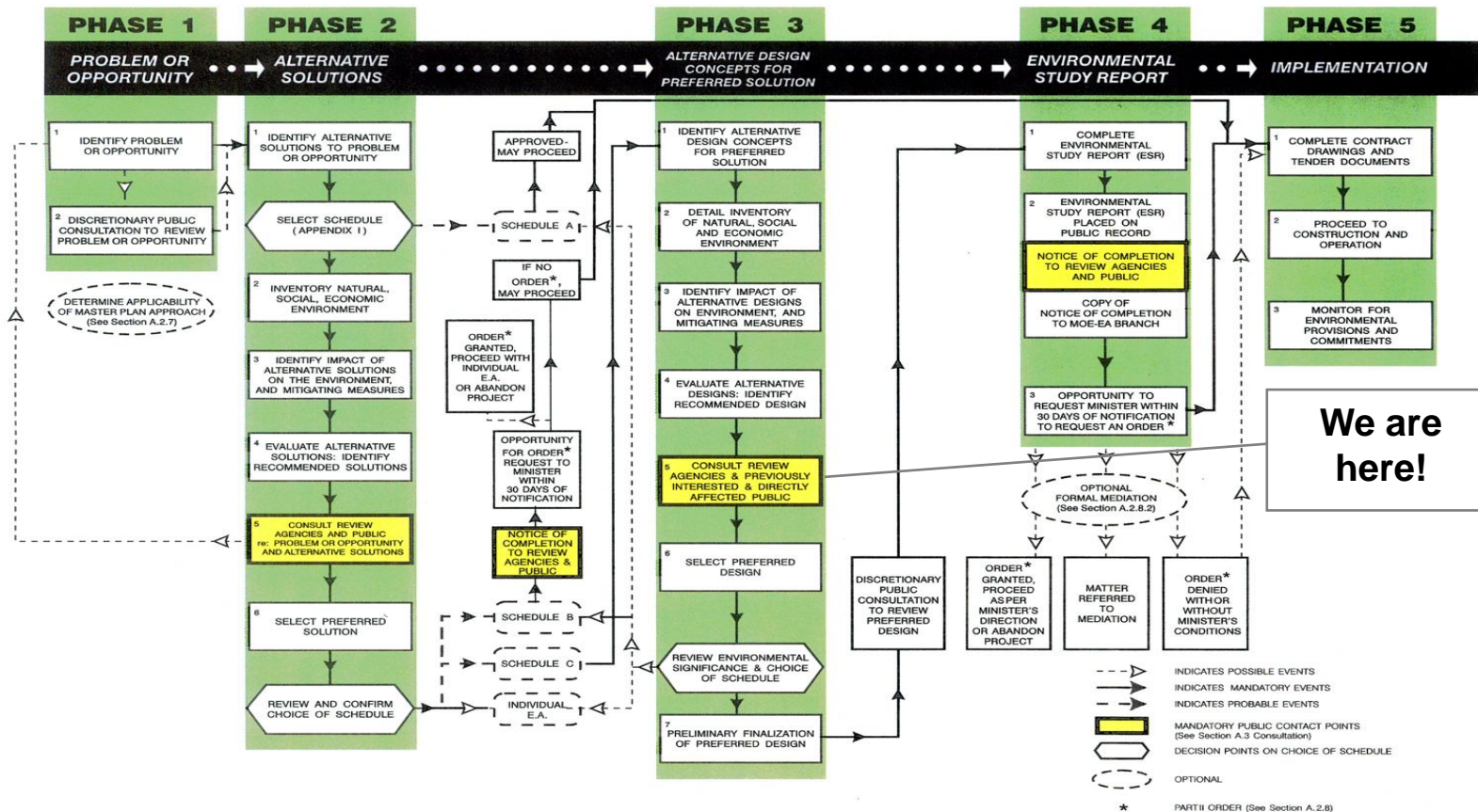
November 26, 2015 - 3:30p.m. to 7:30p.m.

What am I Supposed to Do ?

- Sign the Attendance Register;
- Pick up an Information Package;
- View the Displays;
- Ask Questions; and
- Complete a Comment Sheet.

Representatives from the City of Sault Ste. Marie and the Engineering Consultant (AECOM) are present to answer your questions.

Class Environmental Assessment Process



We are here!

This flowchart highlights the steps that must be undertaken to meet the requirements under the Environmental Assessment Act.

Problem/Opportunity Definition

The City of Sault Ste. Marie identified a need to address the following problems/opportunities:

1. **Corridor capacity** – Traffic volumes have increased along these transportation corridors and based on the results of the City's Transportation Plan update further increases are projected in the future. The Ministry of Transportation (MTO) has deferred plans to extend the Highway by-pass through Batchewana First Nations to the Second Line/Black Road intersection. There is a need to ensure the road corridors have adequate capacity to accommodate existing and future traffic volumes.
2. **Emergency service response** – Black Road and Third Line are principle routes for staff, visitors and emergency service vehicles accessing the hospital. The overall road platform width is narrow along Black Road north of Second Line and along Third Line from Black Road to east of the hospital entrance.

Problem/Opportunity Definition

3. **Road Structure and Integrity** - There is a need to ensure the existing road structure is adequate to carry the existing and projected future traffic volumes.
4. **Pedestrian and Cyclist Safety**– Black Road and Third Line are identified as spoke routes in the Cycling Master Plan and cyclists and pedestrians are currently accommodated on shoulders. The shoulders were upgraded along Black Road from McNabb Street to Second Line in 2000-2001 but the shoulders along Black Road north of Second Line and along Third Line from Black Road to the Hospital entrance are narrow.
5. **Municipal Servicing** – It was considered prudent to assess potential servicing extensions within the subject transportation corridors in conjunction with this Class EA.

Evaluation of Alternatives – Black Road (McNabb to Second Line)

Alternative	Key Issues
1 – Do Nothing	<ul style="list-style-type: none">• Fails to address Problem/Opportunity
2 – Widen the road platform while maintaining a basic two-lane configuration.	<ul style="list-style-type: none">• This section of Black Road was previously widened in 2000-2001 and meets current standards for a two lane roadway.
3 – Widen the road platform and incorporate additional through lanes.	<ul style="list-style-type: none">• Existing and projected traffic volumes support two through lanes in each direction• Better lane balancing with adjacent road sections (the entire Highway 17 routing through the City includes two through lanes in each direction except for this section)• Provides additional width to enhance passage of stopped vehicles by emergency responders.• May improve ingress and egress from private driveways within this section.• Impacts can likely be adequately managed/mitigated. Challenges include property impacts and costs. Private property acquisition to be minimized.

Note: Selected alternative is highlighted.

Evaluation of Alternatives – Black Road and Third Line (Second Line to SAH)

Alternative	Key Issues
1 – Do Nothing	<ul style="list-style-type: none"> • Fails to address Problem/Opportunity
2 – Widen the road platform while maintaining a basic two-lane configuration.	<ul style="list-style-type: none"> • Existing and projected traffic volumes support one through lane in each direction. • Road platform to be widened to enhance pedestrian and cyclist safety. • Provides additional width to enhance passage of stopped vehicles by emergency responders. • May improve ingress and egress from private driveways. • Impacts can likely be adequately managed/mitigated. • Costs, property and utility impacts are moderate relative to Alt.#3..
3 – Widen the road platform and incorporate additional through lanes.	<ul style="list-style-type: none"> • Existing and projected traffic volumes do not support two through lanes in each direction. • Shoulder widths to be widened to enhance pedestrian and cyclist safety. • Provides best opportunity for emergency responders to pass stopped vehicles. • Enhanced ingress and egress to driveways. • Significant utility and property impacts and high cost.

Note: Selected alternative is highlighted.

Final Preferred Solution

- Widen Black Road from McNabb Street to Second Line to include two through lanes in each direction.
- Maintain a single through lane in each direction and widen the Black Road and Third Line overall road platform widths from Second Line to Third Line and from Black Road to east of the SAH entrance.
- Complete pavement structure improvements along Black Road from Second Line to Third Line and along Third Line from Black Road to east of the SAH entrance (ie. previous reconstruction limits).
- Forego any municipal waste water or potable water extensions at this time.

Note: This solution received significant public support at the January 22, 2015 Open House.

Design Options

In Phase 3 of the Planning process DESIGN OPTIONS have been developed and assessed for several key design elements:

- Road cross-section configuration;
- Lane and shoulder widths;
- Bicycle and Pedestrian considerations;
- Intersection configurations; and
- Street lighting.

Cross Section Options

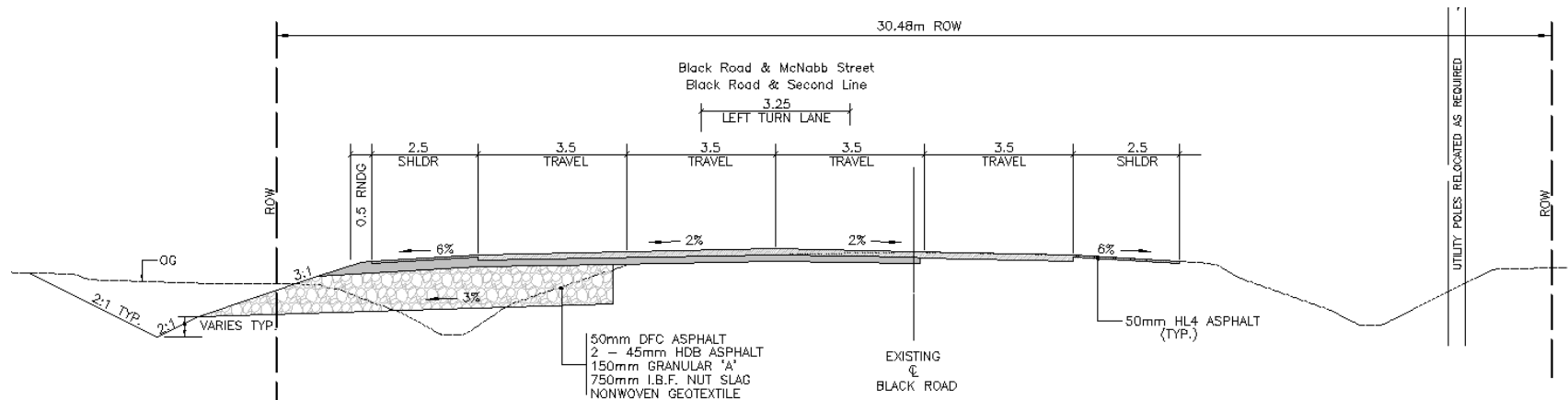
In assessing the various cross-section configurations consideration is given to lane widths, shoulder widths, drainage, pedestrian and bicycle safety, utilities, property impacts and costs. The principle differences between urban and rural cross-sections are summarized below.

Rural Cross-Section	Urban Cross-Section
<ul style="list-style-type: none">• Includes travel lanes and shoulders and storm water is managed in roadside ditches;• Difficult to include sidewalks with a rural section;• Can accommodate bicycles and pedestrians on a paved shoulder;• Separation from traffic with white line;• Most economical alternative;• Requires significantly more overall width to accommodate ditches - greater potential for property and utility impacts	<ul style="list-style-type: none">• Includes travel lanes and curb and gutter and storm water is managed in storm sewers;• Sidewalks can more easily be incorporated with an urban section;• Can accommodate bicycles in a shared travel/bicycle lane or boulevard trail;• Boulevard and curb and gutter provides separation from traffic;• More costly option;• Requires less width as storm water management is beneath the road – less likely to impact property and utilities.

Black Road (McNabb St. to Second Line) Preliminary Preferred Cross-Section

The preliminary preferred cross-section consists of the following:

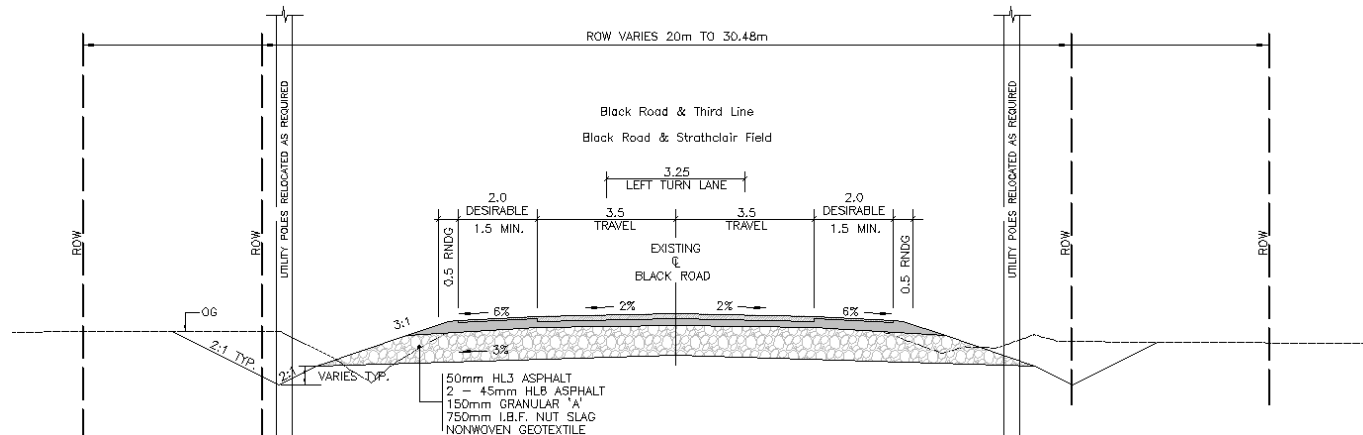
- Four 3.5 m wide travel lanes;
- 2.5 m wide paved shoulders to accommodate cyclists/pedestrians;
- Double white line to provide 0.5 m buffer from traffic; and
- Ditches for storm water management – road grades too flat for storm sewers and cannot provide adequate cover.



Black Road (Second Line to Third Line) Preliminary Preferred Cross-Section

The preliminary preferred cross-section consists of the following:

- Two 3.5 m wide travel lanes;
- Minimum 1.5 m wide paved shoulders to accommodate cyclists/pedestrians;
- Single white line to separate traffic; and
- Ditches for storm water management – road grades too flat for storm sewers and cannot provide adequate cover.

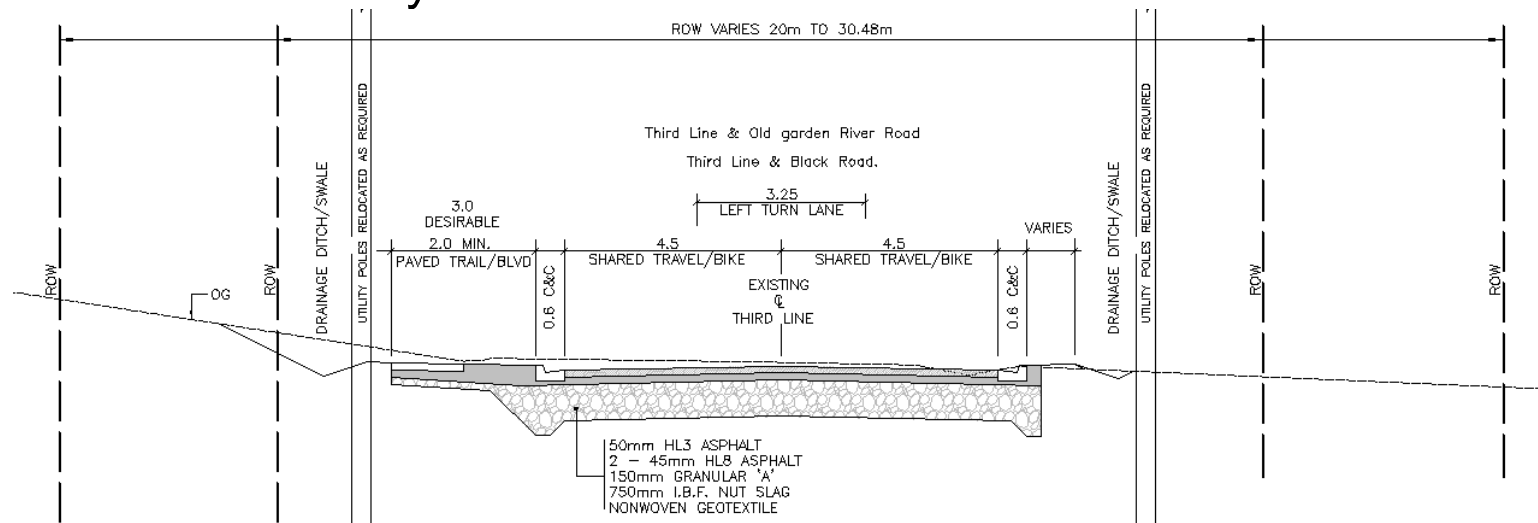


Third Line

Preliminary Preferred Cross-Section

The preliminary preferred cross-section consists of the following:

- Two 4.5 m wide shared travel/bicycle lanes;
- Standard barrier curb and gutter along the edges of pavement;
- Minimum 2.0m wide paved trail/boulevard along the south side of the roadway.



Intersections

Black Rd/McNabb St

- Two northbound lanes to be provided through the intersection;
- Channelized westbound to northbound right turn to be modified to reduced speed and improve adjacent driveway ingress/egress;
- Finn Hill entrance to be moved further north;
- Increased left turn lane storage; and
- Enhanced signage to highlight the highway and truck route.

Black Rd/Second Line

- Uncontrolled eastbound to southbound channelized right turn;
 - Significant queuing capacity for the northbound to westbound left turn;
 - Southbound to westbound right turn lane added; and
 - Enhanced signage to highlight the highway and truck route.
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Intersections

Black Rd/Strathclair Entrance

- Left turn lane added to access the facility.

Black Rd/Third Line

- Left turn lanes added on northbound and southbound approaches.
- Dedicated right turn lane provided on eastbound approach with enhanced turning radius.

Third Line/Old Garden River Rd

- Left turn lanes added on eastbound and westbound approaches.

Other Design Considerations

Property

- There will be a need for property acquisition to accommodate the proposed road widenings but every effort has been made to minimize residential property impacts. In some cases, design compromises may be acceptable in lieu of property impacts/acquisition.

Road Alignment

- The horizontal alignment has been shifted moderately within the right-of-way at various locations to minimize the impacts to properties and utility installations.
- The vertical alignment will be modified moderately to enhance drainage to the extent possible and to improve sight distances near Birkshire Place.

Other Design Considerations

Utilities

- Existing aerial utility infrastructure will require relocation to accommodate the reconstructed roadway. Further discussions will be required during detail design with service providers to identify specific plant relocations.

Street Lighting

- Street lighting will be upgraded from McNabb Street to Second Line and added from Strathclair entrance to Third line.

On Street Parking

- Parking will be prohibited on Black Road and Third Line.

Posted Speed

- Posted speed may be reduced to 60km/h from McNabb to Second Line to be consistent with adjacent road sections.

Preliminary Preferred Design

The preliminary preferred design consists of the following:

- A rural road cross-section consisting of four 3.5m wide travel lanes and 2.5m wide paved shoulders along Black Rd from McNabb St to Second Line;
- A rural road cross-section consisting of two 3.5m wide travel lanes and minimum 1.5m wide paved shoulders along Black Rd from Second Line to Third Line;
- An urban road cross-section consisting of two 4.5m wide shared bike/travel lanes, concrete curb and gutter along the edges of pavement, minimum 2.0m wide multi-use path/boulevard on the south side of the roadway along Third Line from Black Road to east of the SAH entrance;
- A horizontal and vertical alignment that minimizes, to the extent possible, the impact on the existing ravines, utilities and property and enhances drainage and sight distance to the extent possible.

Refer also to the “Preliminary Preferred Plan Drawings on Display”

Next Steps

- Review public/Agency input;
- Select and finalize a preferred preliminary design;
- Complete Environmental Study Report;
- Issue Notice of Completion;
- Address concerns during 30-day review period;
- Complete detailed design;
- Timing for implementation (construction) is unknown but may may be initiated in the spring of 2015 pending receipt of necessary approvals and funding; and
- Project will be phased with the work being spread over several construction seasons (approximately 5 years).