

City of Sault Ste. Marie

Project File Report

McNabb Street and Algoma Avenue

Class Environmental Assessment

April 2017

B000693

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1. Introduction and Background

1.1 Background and Purpose

The City of Sault Ste. Marie (The City) is evaluating a portion of St. Georges Avenue East and McNabb Street which has had a number of accidents and near misses over the years, largely due to drivers losing control in the eastbound direction. CIMA+ recently completed an evaluation of alternative mitigation measures and redesigns to reduce the frequency of collisions and has been retained by the City of Sault Ste. Marie to undertake a Municipal Class Environmental Assessment (Class EA) study for McNabb Street and Algoma Avenue.

2. Existing Conditions

2.1 Existing Transportation Network

St. Georges Avenue is an east-west urban arterial road presenting a 3-lane cross section, being one travel lane in each direction and a centre left-turn lane. There is a sharp curve in the vicinity of its intersection with McNabb Street, along which the cross section widens to four lanes (i.e. two travel lanes in each direction). A pedestrian crossing signal is installed at the intersection of St. Georges & McNabb, located within the eastern end of the reverse curve, as well as multiple private accesses. The (unposted) speed limit through the study area is 50 km/h, in accordance with the Ontario Highway Traffic Act.

The intersection of St. Georges Avenue and McNabb Street is a “Y-shaped” intersection, with a traffic island at the centre, as illustrated in **Figure 1**.



Figure 1: Study Area

St. Georges Avenue turns into McNabb Street at this traffic island and continues easterly, while McNabb Street continues west of the intersection, for approximately 150 metres, as a 4-lane local residential street. McNabb street intersects six minor roads within the study area including:

- Algoma Avenue;
- Gladstone Avenue;
- Melrose Avenue;
- Elmwood Avenue;
- Cameron Avenue; and
- Blake Avenue.

Unsafe situations can result from the existing configuration, including:

- The alignment of the east end of the reverse curve can result in errant eastbound vehicles (especially if high speeds are involved) running off the road in a tangential trajectory towards the house located at the southeast corner of the intersection of McNabb Street & Algoma Avenue;
- Sight lines are likely to be restricted at the private accesses located within the curve, on the north side of McNabb Street/St. Georges Avenue, west of Algoma Avenue;
- Westbound drivers entering the residential section of McNabb are not permitted to do so in a straight path; they need to turn left around the traffic island, effectively requiring them to stand on a live traffic lane, in the middle of a horizontal curve, while waiting for gaps in opposing traffic, which can create a hazardous situation; and
- Eastbound drivers exiting the residential section of McNabb may also experience difficulty due to the angle of the intersection. They are required to stop before proceeding to the arterial section, and to look for gaps in traffic coming from behind the vehicle, at an angle of approximately 45 degrees. This angle creates a 'blind spot' in the rear-view mirrors for drivers.

2.2 Lane Width

The existing through lane width on McNabb Street is approximately 3.2 metres from St. Georges Avenue to Great Northern Road with a 4-lane cross section. The existing through lane width on St. Georges Avenue ranges from approximately 4 metres to 4.5 metres with a 3-lane cross section and centre left-turn lane. McNabb Street currently has curbs without gutter. The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads indicates a required through lane width of 3.5 to 3.7 metres.

2.3 Pedestrian and Cycling Facilities

Pedestrian facilities along McNabb Street and St. Georges Avenue consist of 1.5 metre sidewalks on both sides of the road. At the intersection of McNabb Street and St. Georges Avenue, a traffic island provides a sidewalk through its centre leading to a pedestrian crossover at the east end of the island

crossing to the north side of McNabb Street. South of the traffic island, a sidewalk is provided on the south side of McNabb Street.

On St. Georges Avenue and the north side of McNabb Street, 1.5 metre boulevards are present adjacent to the sidewalk. On the south side of McNabb Street, the boulevards begin east of Algoma Avenue.

The Transportation Association of Canada Geometric Design for Canadian Roads indicates a minimum sidewalk width of 1.5 metres and minimum boulevard width of 1.5 metres. As an urban arterial road, the City of Sault Ste. Marie Transportation Master Plan (TMP) indicates that a buffer between the roadway and sidewalk of shared pathway and curb letdowns are required. Signalized mid-block crossings are listed as a high priority.

There are currently no cycling facilities provided within the study area.

2.4 Existing Road Operations

As part of the McNabb Street Traffic Operations Review, CIMA reviewed traffic operations and collision data for the intersections of McNabb Street and Algoma Avenue and McNabb Street and St. Georges Avenue to gain an understanding of potential safety issues. The following data were provided by the City:

- Turning Movement Counts (TMC) for McNabb Street & Algoma Avenue, dated May 13, 2015;
- Collision Details Report, from the years 2010 to 2015, for the following intersections:
 - McNabb Street & St. Georges Avenue East; and
 - McNabb Street & Algoma Avenue.

The TMC indicate that in the AM Peak Hour, between 8:00 and 9:00, St. Georges Avenue/McNabb Street carry a total volume of 820 vehicles, 436 (53%) of which travel in the eastbound direction. In the PM Peak Hour, between 14:45 and 15:45, a total of 939 vehicles travel on St. Georges Avenue/McNabb Street, 542 (58%) of which in the eastbound direction. These volumes can be adequately served by a (mid-block) 2-lane cross section.

The collision records provided indicate a total of 19 collisions between 2010 and 2015, 10 of which are at the intersection of McNabb Street and Algoma Avenue, and 9 at the intersection of McNabb Street and St. Georges Avenue. In August 2013, there was one fatal collision involving an impaired driver at McNabb Street & Algoma Avenue. This involved a pick-up truck and a bicycle, where the pick-up truck was travelling eastbound and lost control, striking the bicycle. The collision occurred with clear weather and dry pavement.

Table 1 summarizes these collisions by impact type and severity, for each intersection.

Table 1: Collision Impact Types

Collision Impact Type	Severity	Study Area	McNabb & Algoma	McNabb & St. Georges
Single Motor Vehicle	Total	7	5	2
	<i>Fatal</i>	-	-	-
	<i>Injury</i>	2	1	1
	<i>PDO</i>	5	4	1
Rear End	Total	6	2	4
	<i>Fatal</i>	-	-	-
	<i>Injury</i>	-	-	-
	<i>PDO</i>	6	2	4
Angle	Total	2	2	-
	<i>Fatal</i>	1	1	-
	<i>Injury</i>	1	1	-
	<i>PDO</i>	-	-	-
Turning Movement	Total	2	1	1
	<i>Fatal</i>	-	-	-
	<i>Injury</i>	1	-	1
	<i>PDO</i>	1	1	-
Approaching	Total	1	-	1
	<i>Fatal</i>	-	-	-
	<i>Injury</i>	-	-	-
	<i>PDO</i>	1	-	1
Sideswipe	Total	1	-	1
	<i>Fatal</i>	-	-	-
	<i>Injury</i>	1	-	1
	<i>PDO</i>	-	-	-

PDO: Property Damage Only

Single Motor Vehicle (SMV) collisions were the most frequent collision impact type, with 7 out of 19 (37%) total collisions, 2 of which involved non-fatal injuries. All 7 collisions occurred in the eastbound¹ direction, and 5 reported the vehicle either 'lost control' or 'speed too fast for condition' (4 of these collisions involved wet, ice, snow or slush pavement condition).

The second most frequent collision type was rear end, with 6 out of 19 (32%), none of which involved injuries. All rear end collisions occurred in the westbound direction and involved a stopped vehicle, presumably waiting to turn left.

¹ Coded as "South" at McNabb & St. Georges.

Other collision impact types include 2 angle collisions (both at McNabb & Algoma), 2 turning movement collisions (1 at each intersection), 1 approaching and 1 sideswipe collision, both at McNabb & St. Georges.

Overall, 9 out of the 19 collisions (47%) involved winter surface conditions, i.e. snow, ice, or slush. Another 4 collisions involved wet surface, and only 6 collisions (32%) occurred with dry surface condition.² This may indicate reduced pavement friction under wet or winter conditions, which can be aggravated if operating speeds are high, especially within a horizontal curve.

2.5 Natural Environment

An intermittent watercourse supporting fish habitat flows under St. Georges Avenue as illustrated in **Figure 2**. The study area is located approximately 2 kilometres north of St. Marys River which is a cross-river tributary dividing Canada and the United States. Due to the distance to McNabb Street, this watercourse does not have a direct effect on the study area.

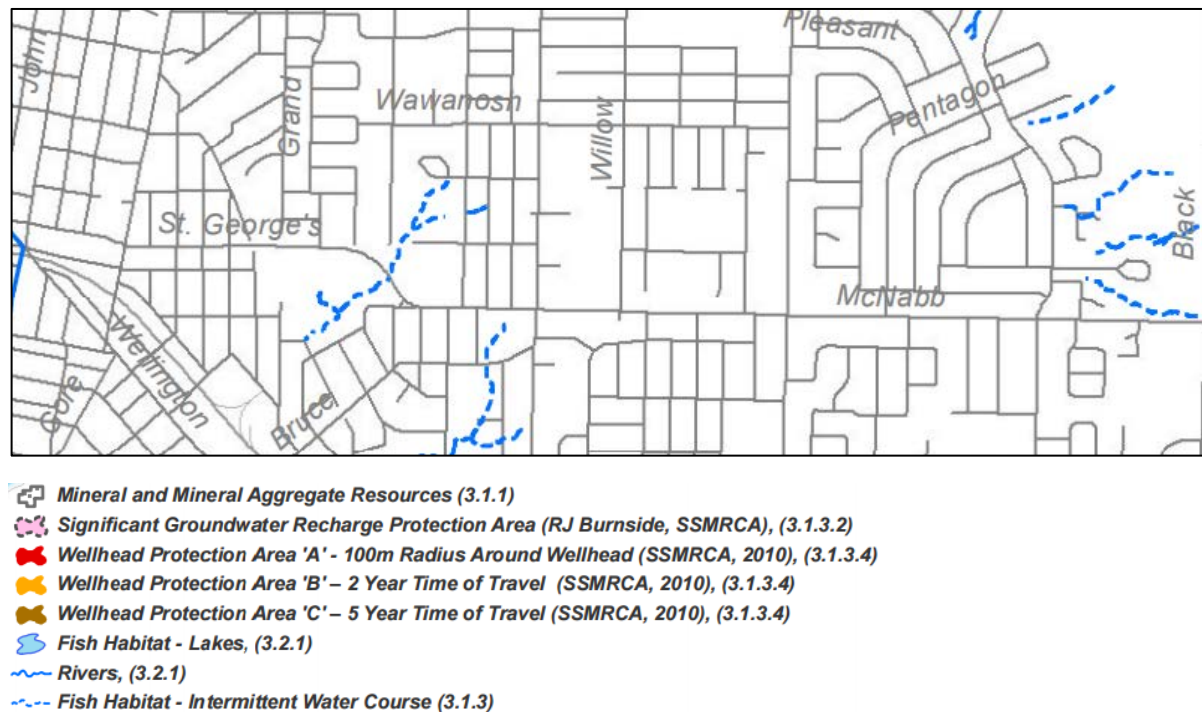


Figure 2: Natural Resources & Environmental Constraints³

Vegetation in the study area consists mainly of manicured grass with street trees located between the adjacent buildings and the sidewalks, where applicable. A significant number of trees and heavy brush are present north and south of St. Georges Avenue and under the culvert to the south of St. Basil Secondary School.

² Provincial average is approximately 70% for dry surface condition (Ontario Road Safety Annual Report, Ministry of Transportation Ontario, 2012).

³ City of Sault Ste. Marie Official Plan Schedule 'A'

2.6 Socio-economic Environment

The City of Sault Ste. Marie Official Plan designates land use within the study area as mainly residential with institutional lands along the south side of the horizontal curve on St. George's Avenue.⁴

The City of Sault Ste. Marie Official Plan defines the City as a "Great Lakes Community" located on the eastern end of Lake Superior. The City is located at the south end of the Algoma District, in Northeastern Ontario. The approximate land area is 805 square kilometres.⁵ According to Statistics Canada, the 2011 population of Sault Ste. Marie was 79,800, representing a 0.4 percent decrease from 2006.⁶

The City of Sault Ste. Marie provides the only road and rail connections to the United States between Thunder Bay and Sarnia. Economic development is highlighted through the Great Lakes – St. Lawrence Seaway shipping access to world markets. The City is also identified as the primary administrative, educational, health, retail and service centre for the region.⁷

2.7 Cultural Heritage

The study area is mainly comprised of residential developments mixed in age with the newest homes built approximately the 1960s. The alternative mitigation measures presented in CIMA's recent evaluation indicated that the proposed roadway construction would not extend past the existing right-of-way. Construction activities will be completed within the municipal right-of-way and impact to the adjacent houses and potential cultural heritage resources is not expected.

3. Study Approach and Problem Statement

3.1 Study Approach

3.1.1 Municipal Class Environmental Assessment Process

The Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015 addendum) is an approved planning and design process under the Ontario Environmental Assessment Act. The planning and design process is comprised of five phases:

- | | |
|----------------|---|
| Phase 1 | Identify Problem or Opportunity; |
| Phase 2 | Identify and Evaluate Alternative Solutions to the problem or opportunity; |
| Phase 3 | Identify and Evaluate Alternative Design Concepts for the preferred solution; |
| Phase 4 | Complete and File Environmental Study Report (ESR) for public review; and |

⁴ City of Sault Ste. Marie Official Plan Schedule 'C'

⁵ <https://www12.statcan.gc.ca/census-recensement/2011/as-sa/fogs-spg/Facts-cma-eng.cfm?LANG=Eng&GK=CMA&GC=590>

⁶ <https://www12.statcan.gc.ca/census-recensement/2011/as-sa/fogs-spg/Facts-cma-eng.cfm?LANG=Eng&GK=CMA&GC=590>

⁷ City of Sault Ste. Marie Official Plan, 2006

Phase 5 Implement the project (Detail Design, Construction, Operation, and Environmental Monitoring).

Transportation improvements are classified into one of the following schedules:

Schedule A Projects are limited in scale, have minimal adverse environmental impacts, and may be implemented without following the full Class EA process.

Schedule A+ Projects are limited in scale, have minimal adverse environmental impacts, and may be implemented without following the full Class EA process. However, the public is to be advised prior to implementing the project.

Schedule B Projects may have some adverse environmental impacts. The proponent must undertake a screening process, involving contact with directly affected public and technical/regulatory review agencies to ensure that they are aware of the project and that their concerns are addressed. A Project File is prepared for public review.

Schedule C Projects may have significant environmental impacts. The proponent must follow the full planning, design, and documentation process of the MEA Municipal Class EA document. An Environmental Study Report is prepared for public review.

This study follows the Class EA process for Schedule B projects. The study process is illustrated in **Figure 3**.

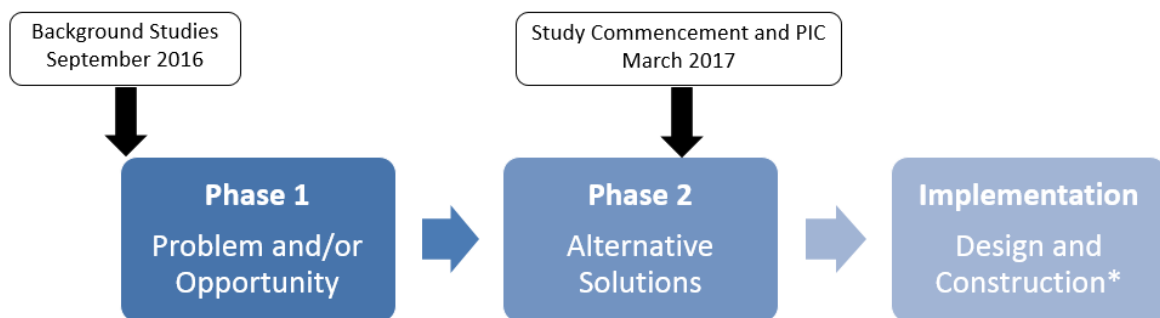


Figure 3: Study Process

3.2 Need and Justification

The study area has had a number of accidents and near misses over the years, largely due to drivers losing control in the eastbound direction. Collision Detail Reports between 2010 and 2015 indicate the following:

- Ten (10) collisions at the intersection of McNabb Street and Algoma Avenue;
- Nine (9) collisions at the intersection of McNabb Street and St. Georges Avenue ;
- One (1) fatal collision involving an impaired driver at McNabb Street & Algoma Avenue, in August 2013; and

- Single Motor Vehicle (SMV) collisions were the most frequent collision impact type (32%).
 - All SMV collisions occurred in the eastbound direction.

The following geometric safety concerns have also been identified:

- Alignment of the east end of the sharp curve can result in errant eastbound vehicles running off the road towards the southeast corner of the intersection;
- Sight lines are restricted at the private accesses located within the curve, on the north side of McNabb Street/St. Georges Avenue, west of Algoma Avenue; and
- Eastbound drivers exiting the residential section of McNabb may also experience difficulty due to the angle of the intersection creating a 'blind spot' in the rear-view mirrors.

3.3 Problem and Opportunity

The following modifications were identified as critical in order to improve the unsafe conditions identified in the study area:

- Enlarge traffic island
 - Remove McNabb Street eastbound channel to avoid blind spot for merging traffic; and
 - Narrow McNabb Street to provide better direction to drivers.
- Relocate McNabb Street transition from 4-lane to 3-lane roadway to east of Algoma Avenue
 - Reduced pavement width at the sharp curve is expected to reduce eastbound speeds; and
 - Shift the south curb to the north which will change the trajectory of eastbound vehicles directing them away from the house located at the corner of McNabb Street and Algoma Avenue. The house has been hit by vehicles in the past.
- Simplify McNabb Street and St. Georges Avenue intersection
 - "T-intersection" is preferable over the existing "Y-shaped" intersection as it improves visibility for drivers entering and exiting the McNabb Street residential area.

4. Alternative Solutions

Five (5) alternative solutions including "Alternative Solution 1 - Do Nothing" were considered to best address the required safety improvements to the Study Area. The following criteria were used to evaluate each option:

- Economic
 - Capital Costs
- Traffic safety
 - Lane Merges
 - Pedestrian Safety
 - Centre Medians
- Traffic Operations
 - Opposing Left Turn Conflicts
- Infrastructure Planning
 - Flexibility for Future Cycle Lane implementation
 - Compliance with Road Design standards
- Environmental
 - Environmental Impacts
- Social
 - Property Impacts

An outline of the key features of each alternative are presented in **Table 2**.

Table 2: Alternative Solutions Key Features

Alternative Solution	Key Features
Alternative Solution 2	<ul style="list-style-type: none"> • Westbound transition to 3-lanes at Blake Avenue • Eastbound transition to 4-lanes at Blake Avenue • Right-turn only at Blake Avenue • Centre two-way left-turn lane on McNabb Street • Build-out of median island and closure of McNabb Street through access
Alternative Solution 3	<ul style="list-style-type: none"> • Westbound transition to 3-lanes at Gladstone Avenue • Eastbound transition to 4-lanes at Algoma Avenue • Left-turn only lane at Gladstone Avenue • Build-out of median island and closure of McNabb Street through access
Alternative Solution 4	<ul style="list-style-type: none"> • Westbound transition to 3-lanes at Elmwood Avenue • Eastbound transition to 4-lanes at Algoma Avenue • Right-turn only lane at Elmwood Avenue • Build-out of median island and closure of McNabb Street through access
Alternative Solution 5	<ul style="list-style-type: none"> • Roundabout at McNabb Street and St. Georges intersection • Eastbound transition to 4-lanes at Algoma Avenue • Multiple pedestrians crossovers

Alternative Solutions 2 through 5 are illustrated in **Figure 4** through **Figure 7**, respectively. The evaluation of alternative solutions is shown in **Figure 8** and **Figure 9**.

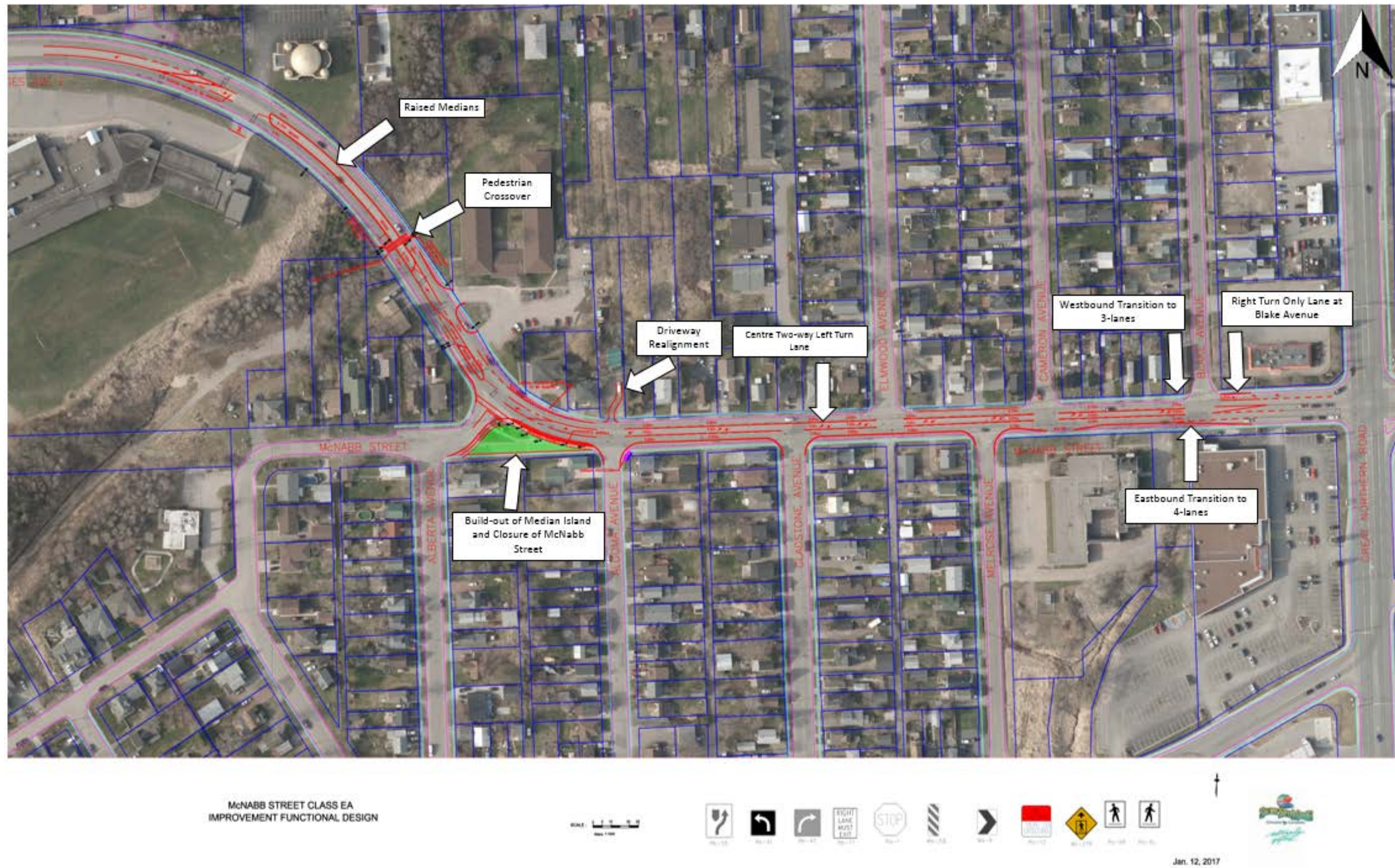


Figure 4: Alternative Solution 2



Figure 5: Alternative Solution 3



Figure 6: Alternative Solution 4



McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 0 5 10 20
Meters 1:1000



Jan. 12, 2017



Figure 7: Alternative Solution 5

Technical Criteria	Alternative Solution #1 - Do Nothing	Alternative Solution #2	Alternative Solution #3	Alternative Solution #4	Alternative Solution #5
Economic					
Capital Costs	 No impact	 Total construction cost: \$447,000	 Total construction cost: \$348,000	 Total construction cost: \$354,000	 Total construction cost: \$795,000
Traffic Safety					
Lane Merges	 No forced turning movements or lane merges.	 Westbound curb lane on McNabb Street becomes right turn only onto Blake Avenue.	 Westbound left lane on McNabb Street becomes left turn only onto Gladstone Avenue.	 Westbound curb lane on McNabb Street becomes right turn only onto Elmwood Avenue.	 No forced turning movements or lane merges.
Pedestrian Safety	 Pedestrian crossing provided at St. Georges Avenue and McNabb Street.	 Pedestrian crossing with refuge island provided on St. George Avenue.	 Pedestrian crossing with refuge island provided on St. George Avenue.	 Pedestrian crossing with refuge island provided on St. George Avenue.	 Pedestrian crossing with refuge island provided on St. George Avenue. Pedestrian crossing provided at roundabout legs and multiuse trail adjacent to roadway. Lower traffic speeds.
Centre Medians (Length)	 5 m	 147 m	 181 m	 147 m	 172 m
Traffic Operations					
Transit Operations (#3 Second Line Route)	 Bus service may block single through lane on St. Georges Avenue.	 Bus service may block single through lane on St. Georges Avenue.	 Bus service may block single through lane on St. Georges Avenue.	 Bus service may block single through lane on St. Georges Avenue.	 Bus service may block single through lane on St. Georges Avenue.
Opposing Left Turn Conflicts	 No opposing left turn conflicts.	 Potential for opposing left turn conflicts due to frequent driveways.	 Potential for opposing left turn conflicts due to frequent driveways.	 Low potential for opposing left turn conflicts due to frequent driveways.	 Low potential for opposing left turn conflicts due to frequent driveways.
Infrastructure Planning					
Flexibility for Future Cycle Lane Implementation	 Flexibility to accommodate cycle lanes in the future.	 Low flexibility to accommodate cycle lanes in the future.	 Moderate flexibility to accommodate cycle lanes in the future.	 Moderate flexibility to accommodate cycle lanes in the future.	 Moderate flexibility to accommodate cycle lanes in the future.
Compliance with Road Design Standards (50 km/h Design Speed)	 Curve radius: 88 m Crossfall: 2% ¹ Design Speed: 49 km/h	 Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h	 Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h	 Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h	 Roundabout diameter: 35 m Crossfall: -2% Entry Speed: 30 km/h

¹ Estimate

				
Very Low Impact (Most Positive)	Fairly Low Impact	Medium/Ambivalent Impact	Fairly High Impact	Very High Impact (Least Positive)

Figure 8: Evaluation of Alternative Solutions

Technical Criteria	Alternative Solution #1 - Do Nothing	Alternative Solution #2	Alternative Solution #3	Alternative Solution #4	Alternative Solution #5
Environmental					
Environmental Impact	<div><div></div></div> <div>No environmental impacts.</div>	<div><div></div></div> <div>Provides opportunity for greenery in medians and green space.</div>	<div><div></div></div> <div>Provides opportunity for greenery in medians and green space.</div>	<div><div></div></div> <div>Provides opportunity for greenery in medians and green space.</div>	<div><div></div></div> <div>Provides opportunity for greenery in centre of roundabout.</div>
Social					
Property Impacts	<div><div></div></div> <div>No driveway alignment required.</div>	<div><div></div></div> <div>Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div><div></div></div> <div>Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div><div></div></div> <div>Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div><div></div></div> <div>Driveway located on roundabout.</div>
Summary					
Overall Findings	<div><div></div></div> <div>No associated construction costs. No forced turning movements or lane merges.. Does not address need for traffic safety improvements. No driveway impacts.</div>	<div><div></div></div> <div>High construction cost. One right turn only lane on McNabb Street. Moderate improvements to traffic safety provided through medians. Potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div><div></div></div> <div>Moderate construction cost. One left turn only lane on McNabb Street. Improvements to traffic safety provided through medians. Potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div><div></div></div> <div>Moderate construction cost. One right turn only lane on McNabb Street. Moderate improvements to traffic safety provided through medians. Low potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div><div></div></div> <div>Very high construction cost. No forced turning movements or lane merges. Significant improvements to traffic safety provided though medians, pedestrians crossing, multiuse trail and lower travel speeds. Low potential for opposing left turn conflicts. Not compliant with road design standards. Driveway located on roundabout.</div>
Recommendation	Not Preferred	Not Preferred	Not Preferred	Preferred	Not Preferred

<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Very Low Impact (Most Positive)	Fairly Low Impact	Medium/Ambivalent Impact	Fairly High Impact	Very High Impact (Least Positive)

Figure 9: Evaluation of Alternative Solutions

5. Consultation

5.1 Notice of Commencement and Public Information Centre

The City of Sault Ste. Marie (The City) held a Public Information Centre (PIC) for the Class EA study on the proposed road reconfiguration of McNabb Street and St. George Avenue East.

A combined notice of Commencement and Public Information Centre (PIC) was mailed to agency representatives and affected property owners in advance of the PIC. The Notice explained the purpose of the study, details regarding the PIC and contact information. A copy of the Notice is included in **Appendix A**.

5.2 Public Information Centre

The PIC was held on Tuesday, March 21st, 2017 from 3:00pm to 7:00pm at the Civic Centre in Sault Ste. Marie. Six people signed in to the PIC. Participants represented owners or residents of property in or near the study area.

The PIC was held in an open house format with information presented on display boards and project team members there to answer questions of discuss comments. The display boards described the following:

- Study Process
- Study Area
- Background
- Existing Conditions
- Traffic Collision History
- Geometric Safety Concerns
- Approach to Considering Improvements
- Evaluation of Alternative Solutions
- Preliminary Preferred Solutions
- Next Steps

Sign-in and comment sheets were provided to record attendance and obtain written comments. A copy of the PIC materials is included in **Appendix A**.

5.3 Public Comments

Four comment sheets and two email comments were submitted by the public in response to the PIC. Two agency comments were received in response to the Notice. Based on a review of the PIC comments, the main points of interest raised by the public included:

- + Alternative Solution #4 is the safest solution;
- + The driveway on the North side of McNabb is being used as a turnaround for traffic;
- + No water ways or surface vegetation to be removed of significant value;

- + Importance of reducing traffic speed;
- + Concern for safety of pedestrians and cyclists;
- + A speed/ photo trap should be posted; and
- + Option 4 is most viable for eastbound and westbound traffic.

Appendix A includes a summary of all comments received by agencies and the public during the Class EA study along with responses by the Project Team.

5.4 First Nations Consultation

The First Nations communities on the study mailing list include Batchewana First Nation and Garden River First Nation. The Métis Nation of Ontario and the Historic Sault Ste. Marie Métis Council were also contacted prior to the Notice of Study Completion to provide an overview of the preferred solution and inquire if there are any comments or concerns regarding the study. **Appendix A** includes the correspondence with the Métis Nation of Ontario and the Historic Sault Ste. Marie Métis Council.

5.5 Public Review Period

Upon finalization, the public will have 30 days to review the Project File Report and discuss any outstanding issues with the City. A Notice of Study Completion will be advertised to initiate the review period.

6. Preferred Solution

Based on the evaluation of alternatives and consultation with the public and stakeholders, Alternative Solution 4 is identified as the preferred solution.

The preferred solution includes the following elements:

- + Safety concerns at the corner of McNabb Street and Algoma Avenue are adequately addressed and visibility is improved with build-out of traffic island;
- + Traffic island provides opportunity for additional green space;
- + Trajectory of eastbound vehicles is directed away from house on south side of McNabb Street;
- + Transition from 4-lane to 3-lane roadway is relocated to east of Algoma Avenue;
- + Westbound curb lane on McNabb Street is a right turn only lane onto Elmwood Avenue (signage required);
- + Moderate construction costs; and
- + Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.

7. Future Commitments

Following the review period and subject to any unresolved issues, the City will complete Phase 5 with detail design and construction. **Table 2** summarizes the commitments for Phase 5 of this Class EA project.

Table 3: Detail Design and Construction Commitments

Classification	Commitment
Barrier	The design of the traffic island barrier between Alberta Avenue and Algoma Avenue will be confirmed at detailed design.
Northern Shift of Curb Line/ Eastbound Transition to two lanes	The northern shift of the south curb line between Algoma Avenue and Gladstone Avenue will be reviewed at detailed design. This shift may extend to Gladstone Avenue. The resulting eastbound transition to two lanes will occur at the intersection of Gladstone Avenue and McNabb Street.
Additional Public Information Centre	The City of Sault Ste. Marie will hold an additional Public Information Centre during detailed design to review final design details.

APPENDIX A

B000693



From: [Stephen Keen](#)
To: [Jessica Dorgo](#)
Subject: FW: McNabb St. EA
Date: Friday, March 10, 2017 10:32:21 AM

Please file

From: Don Elliott [mailto:d.elliott@cityssm.on.ca]
Sent: March-10-17 10:31 AM
To: 'Sam Colizza' <Sam.Colizza@hscdsb.on.ca>
Cc: Susan Hamilton Beach <s.hamiltonbeach@cityssm.on.ca>; Andy Starzomski(ManTraf) <al.starzomski@cityssm.on.ca>; Stephen Keen <Stephen.Keen@cima.ca>
Subject: RE: McNabb St. EA

Sam: Thank you for your comments. They will be considered in the EA.

Don

From: Sam Colizza [<mailto:Sam.Colizza@hscdsb.on.ca>]
Sent: Friday, March 10, 2017 10:17 AM
To: Don Elliott
Subject: McNabb St. EA

Good day Don, I am unable to attend the public info session on March 21, regarding the McNabb St. EA. On behalf of the School Board, I just wanted to remind the City that the traffic lights at the McNabb St. – Algoma Ave. intersection and the traffic lights at the North St. – St. George’s Ave. intersection were synchronized when St. Basil Secondary School was open. The synchronization of these traffic lights allowed for a break in vehicular traffic on St. George’s Ave., which allowed vehicles an opportunity to access and exit the St. Basil School site. Since St. Basil will reopen in September, it is important that the McNabb – Algoma traffic lights remain and that they continue to be synchronized with the North St. – St. George’s Ave. lights. The School Board has no other comments regarding the EA, at this time.

Sam Colizza
Manager of Plant Services
Huron-Superior Catholic District School Board
(705 945 5644)

“This email (including any attachment) is confidential and may be protected by privilege. Any unauthorized use, dissemination or copying of the content is strictly prohibited. If you are not the intended recipient and have received this email in error, please notify us by reply email and delete the original message.”

This email has been scanned by Barracuda Spam Firewall..

From: [Stephen Keen](#)
To: [Jessica Dorgo](#)
Subject: FW: McNabb- Algoma Avenue- Public Information Centre
Date: Thursday, March 09, 2017 1:53:59 PM
Attachments: [IO EA Notice of Commencement.pdf](#)
[McNabb Algoma EA Notice of Commencement and PIC.pdf](#)

Please file

From: Gasser, Matthew (IO) [mailto:Matthew.Gasser@infrastructureontario.ca]
Sent: March-09-17 1:39 PM
To: 'd.elliott@cityssm.on.ca' <d.elliott@cityssm.on.ca>; Stephen Keen <Stephen.Keen@cima.ca>
Subject: McNabb- Algoma Avenue- Public Information Centre

Good afternoon,

Please review the attached IO Notice Letter on behalf of Lisa Myslicki. Thank You.

Sincerely,

Matthew Gasser
Environmental Management

Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON M5G 2L5

(416) 212-6975
Matthew.Gasser@infrastructureontario.ca

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March 9, 2017

Response to Environmental Assessment (EA) Notice

Thank you for providing Infrastructure Ontario (IO) with a copy of your Environmental Assessment Notice. From the information you have provided, it is unclear if you are proposing to use lands under the control of the Ministry of Infrastructure (MOI lands) to support your proposed project.

Prior to MOI consenting to the use of MOI lands, the applicable environmental assessment, duty to consult Indigenous peoples (if triggered) and heritage obligations will need to be met. In order for MOI to allow you access to MOI lands and to carry out proposed activities, MOI must ensure that provincial requirements and due diligence obligations are satisfied. These requirements are in addition to any such obligations you as the proponent of the project may have.

You as the proponent of the project will be required to work with Infrastructure Ontario (IO) to fulfill MOI's obligations which may include considering the use of any MOI lands as part of your individual environmental assessment. All costs associated with meeting MOI's obligations will be the responsibility of the proponent. Please note that time should be allocated in your project timelines for MOI to ensure that its obligations have been met and to secure any required internal government approvals required to allow for the use of the MOI lands for your proposed project.

In order for MOI and IO to assist you to meet your required project timelines, please recognize that early, direct contact with IO is imperative. The due diligence required prior to the use of MOI lands for your proposed project, may include but may not be limited to the following:

- Procedural aspects of the Provincial Crown's Indigenous Duty to Consult obligations – see *Instruction Note 1*
- Requirements of the MOI Public Work Class Environmental Assessment – see *Instruction Note 2*
- Requirements of the Ministry of Tourism Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists– see *Instruction Note 3*
- Requirements of the MTCS Standards and Guidelines for the Conservation of Provincial Heritage Properties – see *Instruction Note 4*

Representatives from IO are available to discuss your proposed project, the potential need for MOI lands and the corresponding provincial requirements and due diligence obligations.

Please review the attached instruction notes which provide greater detail on the due diligence obligations associated with the use of MOI lands for your proposed project. We are providing this information to allow you as the proponent to allocate adequate time and funding into your project schedule and budgets. If your project requires you to study MOI lands, then an agreement is required and all studies undertaken on MOI lands will be considered confidential until approval is received. IO will require electronic copies of all required studies on MOI lands that you undertake.

As the proponent, you are responsible for identifying any MOI lands that will be required for your proposed project. Please note that MOI control may be identified on title with the name of MOI or one of its predecessor ministries or agencies which may include but are not limited to variations of the following: Her Majesty the Queen/King (HMQ/HMK); Hydro One, Management Board Secretariat (MBS), Ministry of Energy and Infrastructure (MEI/MOI), Ministry of Government Services (MGS),

Ontario Land Corporation (OLC), Ontario Realty Corporation (ORC), Ministry of Public Infrastructure Renewal (PIR), Ministry of Public Works.

For more information concerning the identification of MOI lands in your study area or the process for acquiring access to or an interest in MOI lands, please contact:

Rita Kelly
Project Manager
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON M5G 2L5
Tel: (416) 212-4934
Email: rita.kelly@infrastructureontario.ca

An application package and requirements checklist is attached for your reference. Please note that transfer of an interest in MOI lands to a proponent can take up to one year and there is no certainty that approval will be obtained.

For more information concerning the MOI Public Work Class Environmental Assessment process and due diligence requirements, please contact:

Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON M5G 2L5
Tel: (416) 557-3116
Email: lisa.myslicki@infrastructureontario.ca

If MOI lands are not to be impacted by the proposed project, please provide confirmation in writing to Infrastructure Ontario.

Thank you for the opportunity to provide initial comments on your proposed project.

Sincerely,

Patrick Grace
Director
Land Transactions, Hydro Corridors & Public Works
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, ON, M5G 2L5

INSTRUCTION NOTE 1

Provincial Crown's Indigenous Duty to Consult Obligations

The Crown has a constitutional Duty to Consult Indigenous peoples (DTC) in certain circumstances. Indigenous consultation may be required prior to MOI granting access to MOI lands or undertaking other activities. The requirement for Indigenous consultation may be triggered given Aboriginal or treaty rights, established consultation or notification protocols, government policy and/or program decisions, archaeological potential or results, and/or cultural heritage consultation obligations. The requirement for Indigenous consultation will be assessed by MOI.

Prior to the use of MOI lands, MOI must first meet any duty to consult obligations that may be triggered by the proposed use of MOI lands. It is incumbent on you to consult with IO as early in the process as possible once you have confirmed that MOI lands would be involved.

MOI will evaluate the potential impact of your proposed project on Aboriginal and treaty rights. MOI may assess that the Crown's DTC requires consultation of Indigenous communities. Proponents should discuss with IO whether MOI will require consultation to occur and if so, which communities should be consulted.

Attached you will find an Indigenous Consultation Reporting Log and an information sheet that will assist your reporting to MOI.

Where MOI determines that Indigenous consultation is required, MOI will formally ask you to consult or continue to consult with Indigenous peoples at the direction of MOI.

On behalf of MOI you will also be required to:

1. Maintain a record and document all notices and engagement activities, including telephone calls and/or meetings;
2. Provide the Ministry with quarterly summary updates on these activities or on an as requested basis; and
3. Notify the Ministry of any issues raised by Indigenous communities.

If consultation has already occurred, IO strongly encourages you to provide complete Indigenous consultation documentation to IO as soon as possible. This documentation should include all notices and engagement activities, including telephone calls and/or meetings.

Any DTC obligations must be met prior to publically releasing the Notice of Completion for the assessment undertaken under the MOI PW Class EA.

INSTRUCTION NOTE 2

Requirements of the MOI Public Work Class Environmental Assessment

MOI has an approved Class EA (the Ministry of Infrastructure Public Work Class Environmental Assessment (Public Work Class EA) to assess undertakings that affect MOI lands including disposing of an interest in land or site development. Details on the Public Work Class EA can be found at: www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033

You may be required to work with IO to complete an environmental assessment under the Public Work Class EA for the undertakings related to MOI lands. IO will work with you to ensure that all of the MOI undertakings or activities related to the use of MOI lands are identified, that the appropriate Category of undertaking is used and a monitoring and report back mechanism is established to ensure that MOI's obligations are met.

The completion of another environmental assessment process that assesses the undertakings related to MOI lands may satisfy MOI's obligations under the Public Work Class EA. You will be required to work with IO to determine the most appropriate approach to meeting the Public Work Class EA obligations for undertakings related to MOI lands on a case by case basis.

Where it is decided that the assessment of undertakings related to MOI lands can be assessed as part of the environmental assessment being undertaken by the proponent then it is likely that the following provisions will be required:

- The environmental assessment documents set out that one process will be relied on by both the proponent and MOI to evaluate their respective undertakings and meet their respective obligations to assess the potential impacts of their undertakings;
- The proponent's description of the undertaking to be assessed include all of the MOI undertakings related to the use or access to MOI lands (see Glossary of Terms);
- The associated EA Category from the Public Works Class EA be identified and met by the environmental assessment (see Figure 22. Category Listing Matrix and/or Tale 2.1 EA Category Identification Table);
- The proponent's environmental assessment indicate that MOI would be relying on the proponent's assessment to satisfy MOI's obligations under the *Environment Assessment Act*;
- A monitoring and report back mechanism be established to ensure that any obligations of MOI resulting from the assessment will be met; and
- An environmental assessment consultation plan be developed to ensure that all stakeholders required to be consulted regarding the undertakings on the MOI lands are consulted.

Other Due Diligence Requirements

There may also be other additional due diligence requirements for the use of MOI lands in the proposed project. These may include:

- Phase One Environmental Site Assessment (and follow up)
- Archaeological Assessment
- Survey
- Title Search
- Species at Risk Survey(s)
- Appraisal

INSTRUCTION NOTE 3

Archaeological Assessment (see also *Instruction Note on Duty to Consult*)

Archaeological sites are recognized and protected under the *Ontario Heritage Act*. Carrying out archaeological fieldwork is a licensed, regulated activity under the Ontario Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Consulting Archaeologists 2011 (S&G). Details can be found at: www.mtc.gov.on.ca/en/archaeology/archaeology_s_g.shtml

Archaeological assessment is required for any proposed project on MOI land that could cause significant below ground disturbance such as: infrastructure/building construction, installation/modification of site services, and installation/maintenance of pipelines and/or transmission lines.

To support both the Public Work Class EA and MOI's duty to consult analysis, archaeological assessment is required to determine if there are significant findings that may be of cultural value or interest to Indigenous people (e.g., archaeological or burial sites).

You, as the proponent, must engage IO prior to undertaking any archaeological assessment field work on MOI lands. IO can advise during the preparatory stages of a proposed project, when site locations are being considered, on the potential for archaeological resources (both Indigenous and historic materials).

For archaeological assessments, proponents must adhere to the archaeological fieldwork process (i.e., Stages 1 through 4), prescribed by the MTCS S&G. Not all stages may be necessary for all projects. Respondents must follow MTCS S&G procedures and practices for each stage of archaeological assessment and reporting, and any other license requirements and/or obligations. Please note that proponents cannot commence Stage 3 or Stage 4 archaeological work without the prior consent of IO.

- *Stage 1 Background Study Evaluation of Archaeological Potential:* Archival research and non-intrusive site visit;
- *Stage 2 Property Assessment:* In-field systematic pedestrian survey or test pitting, and reporting;
- *Stage 3 Site-Specific Assessment:* Limited excavation to determine archaeological site significance, size, and cultural affiliation, and reporting;
- *Stage 4 Site Mitigation:* avoidance/protection or excavation (est. field work 4-8 weeks); MTCS summary report (expedited review est. 6 weeks), Final report (develop and implement mitigation measures – negotiation, legal protections, avoidance).

Archaeological work can begin before the environmental assessment under the Public Work Class EA. Depending upon the quantity or significance of resources found, the Crown's duty to consult may be triggered during any of the above stages of archaeological work or anytime during project construction. The Class EA cannot be completed until the duty to consult (that may be) triggered regarding archaeological resources are fulfilled.

The discovery of Indigenous resources can impact on activities, including project and site plans, timelines and costs. As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI due diligence obligations, including internal government approvals. All costs associated with meeting MOI's archaeological obligations will be the responsibility of the proponent.

INSTRUCTION NOTE 4

Built Heritage/Cultural Landscapes

Built heritage/cultural landscapes (cultural heritage) are recognized and protected under the *Ontario Heritage Act*, regulations to that Act, and the Ontario Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Conservation of Provincial Heritage Properties (S&G). The S&G set out a process for evaluating cultural heritage value and standards for protection, maintenance, use and disposal of these properties. Criteria for determining cultural heritage value or interest are set out in O. Reg. 9/06 and 10/06. Details can be found at: www.mtc.gov.on.ca/en/heritage/heritage_s_g.shtml

Cultural heritage due diligence will be required for any proposed project on MOI land with the potential to impact cultural heritage resources such as: infrastructure/building construction, installation/modification of site services, and installation/maintenance of pipelines and/or transmission lines.

To support MOI's heritage and Public Work Class EA obligations, proponents will be required to undertake appropriate cultural heritage assessments for all projects that require MOI lands to assist in determining if the MOI lands are of cultural value or interest to the Province and the level of significance. Where a property has heritage value, proponents may be required to develop appropriate conservation measures/plans and heritage management plans.

You, as the proponent, are strongly encouraged engage IO early in your project planning process and in advance of beginning any cultural heritage assessment work. IO can advise on the S&G, required reports, and provide available heritage information for the MOI lands.

Proponents must follow industry procedures and practices for all components of cultural heritage assessment and reporting, and any other requirements and/or obligations.

Should MOI lands be identified under the S&G as a Provincial Heritage Property (local significance) or a Provincial Heritage Property of Provincial Significance (PHPPS), IO must be engaged to determine next steps. Please note that on MOI PHPPS lands, any disposition in whole or in part from provincial title to third party, or building demolition, must obtain prior consent from the Minister of Tourism, Culture and Sport prior to access being granted to these MOI lands. Minister's Consent requires a detailed application and approvals process and must form part of your proposed project.

As the proponent, you are expected to ensure that your project timelines include adequate time and resources to address MOI's heritage due diligence obligations, including internal government approvals. All costs associated with meeting MOI's heritage obligations are the responsibility of the proponent.

March 13, 2017

Ms. Lisa Myslicki
Environmental Specialist
Infrastructure Ontario
1 Dundas St. West, Suite 2000
Toronto ON M5G 2L5

Dear Ms. Myslicki,

**Subject: McNabb Street and Algoma Avenue Class Environmental Assessment
Infrastructure Ontario Land Requirement**

Thank you for your response letter in regard to your receipt of the Notice of Study Commencement and Public Information Centre for the McNabb Street and Algoma Avenue Class Environmental Assessment. This letter is in response to your inquiry regarding the requirement of Infrastructure Ontario lands for the aforementioned project.

The proposed roadway changes consist of a narrowing of the existing road pavement including a lane removal and expansion of the grassed boulevard. This work will be undertaken entirely within the City's road right of way.

Therefore, it can be confirmed that no lands controlled by the Minister of Economic Development or Employment and Infrastructure (MIO lands) are required for the proposed project. This includes but is not limited to Her Majesty the Queen/King, Hydro One, MBS, MEI, MGS, MOI, OLC, ORC PIR or Ministry of Public Works lands.

Should you have any questions or comments, please do not hesitate to contact the undersigned at (289) 288-0287, ext. 6834 or Stephen.Keen@cima.ca

Yours sincerely,

CIMA Canada Inc.



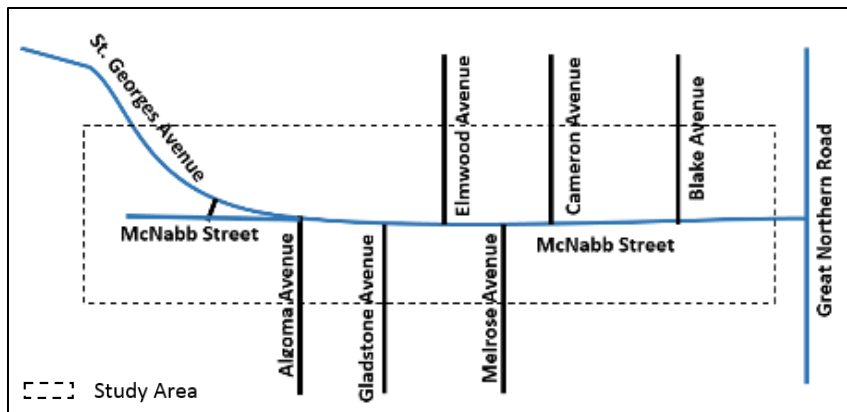
Stephen Keen, M.Sc., P.Eng.
Project Manager

Notice of Study Commencement and Public Information Centre

McNabb Street and Algoma Avenue Class Environmental Assessment

The Study

The City of Sault Ste. Marie has initiated a Class Environmental Assessment (EA) for the road reconfiguration of McNabb Street and St. George's Avenue East. This section of roadway has had a number of collisions and near misses in recent years, largely due to drivers losing control in the eastbound direction.



The study will consider a range of options to best address improvements to public safety. This notice is to inform you of the study initiation.

The Municipal Class EA Process

The project is being planned under **Schedule B** of the **Municipal Class Environmental Assessment** process. The study will define the problem, identify alternative solutions and evaluate each alternative based on the potential impacts to the natural, social and economic environments. In consultation with the public and external agencies, a preferred solution will be determined.

A key component of this study is public and agency consultation. A Public Information Centre has been scheduled for:

Date: Tuesday, March 21st, 2017
Time: 3pm to 7pm
Location: Civic Centre
Biggings Room, 3rd Floor
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6

The Public Information Centre is an opportunity to review the study and obtain public input on background information and the alternative solutions. All members of the public are welcome to attend. The project team will be available to address any question regarding the study.

If you are unable to attend the Public Information Centre and would like to be included on the project mailing list or have any questions regarding the study, please contact one of the project team members below:

Don Elliott, P.Eng

Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
Email: d.elliott@cityssm.on.ca

Mr. Stephen Keen, P.Eng

Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

This notice was first issued on 2017 03 11



McNabb Street and Algoma Avenue Class Environmental Assessment

City of Sault Ste. Marie

Public Information Centre

March 21st, 2017

3:00 pm – 7:00 pm



Purpose of Public Information Centre

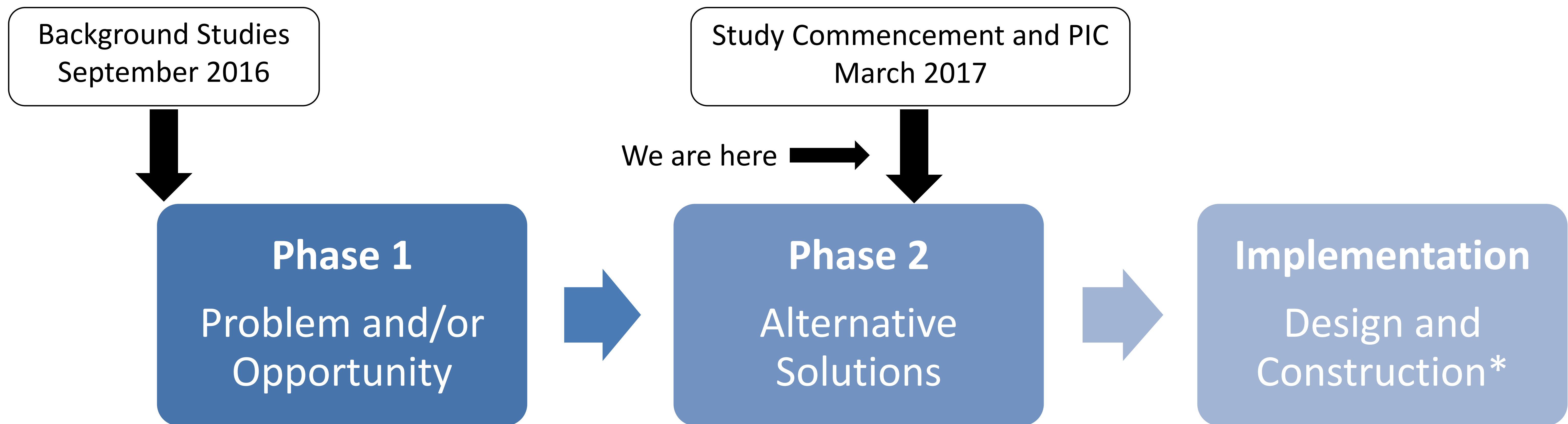
You are invited to:

- **Review project information on display**
 - Study Process
 - Study Area
 - Background
 - Existing Conditions
 - Traffic Collision History
 - Geometric Safety Concerns
 - Approach to Considering Improvements
 - Alternative Solutions
 - Evaluation of Alternative Solutions
 - Preliminary Preferred Solution
 - Next Steps
- **Ask questions to the Project Team**
- **Fill out and submit a comment sheet**



Process

- The Class EA is being completed in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011).
- The Municipal Class EA is a planning and design process approved by the Ministry of Environment and Climate Change to meet the requirements of the Environmental Assessment Act.
- This study follows the Class EA process for **Schedule B** projects.



* Dependent on City of Sault Ste. Marie budget

Study Area

The intersection of St. Georges Avenue East and McNabb Street has had a number of accidents and near misses over the years, largely due to drivers losing control in the eastbound direction as they approach Algoma Avenue.



Existing Conditions

Existing Transportation Network

- Unposted speed limit of 50 km/h
- 3-lane cross section with a centre left-turn lane on St. Georges Avenue
- 4-lane cross section on McNabb Street
- The intersection of St. Georges Avenue and McNabb Street is a “Y-shaped” intersection, with a channelization island at the centre
- Sharp curve at intersection of St. Georges Avenue and McNabb Street
- Pedestrian signal located at St. Georges Avenue and McNabb Street



Traffic Collision History

Collision Detail Reports between 2010 and 2015 indicate the following:

- Ten (10) collisions at the intersection of McNabb Street and Algoma Avenue
- Nine (9) collisions at the intersection of McNabb Street and St. Georges Avenue
- One (1) fatal collision involving an impaired driver at McNabb Street & Algoma Avenue, in August 2013
- Single Motor Vehicle (SMV) collisions were the most frequent collision impact type (32%)
 - All SMV collisions occurred in the eastbound direction



Geometric Safety Concerns

- Alignment of the east end of the sharp curve can result in errant eastbound vehicles running off the road towards the southeast corner of the intersection
- Sight lines are restricted at the private accesses located within the curve, on the north side of McNabb Street/St. Georges Avenue, west of Algoma Avenue
- Eastbound drivers exiting the residential section of McNabb may also experience difficulty due to the angle of the intersection creating a 'blind spot' in the rear-view mirrors



Restricted Sightlines Around Sharp Turn
St. Georges Avenue & McNabb Street, Eastbound View



Hazard for Westbound Drivers Turning Left into Residential Area
McNabb Street & Algoma Avenue, Westbound View

Approach to Considering Improvements

The following modifications were deemed as critical in order to improve the unsafe conditions identified in the study area:

- **Enlarge traffic island**
 - Remove McNabb Street eastbound channel to avoid blind spot for merging traffic
 - Narrow McNabb Street to provide better direction to drivers
- **Relocate transition from 4-lane to 3-lane roadway to east of Algoma Avenue**
 - Reduced pavement width at the sharp curve is expected to reduce eastbound speeds
 - Northern shift of curb line changes the trajectory of eastbound vehicles directing them away from the house located at the corner of McNabb Street and Algoma Avenue which has been hit by vehicles in the past
- **Simplify McNabb Street and St. Georges Avenue intersection**
 - “T-intersection” is preferable over the existing “Y-shaped” intersection as it improves visibility for drivers entering and exiting the McNabb Street residential area



Evaluation Criteria

Five (5) alternative solutions including “Alternative Solution #1 - Do Nothing” are being considered to best address the required safety improvements to the Study Area. The following criteria were used to evaluate each option.

Economic

- Capital Costs

Traffic Safety

- Lane Merges
- Pedestrian Safety
- Centre Medians

Traffic Operations

- Opposing Left Turn Conflicts

Infrastructure Planning

- Flexibility for Future Cycle Lane Implementation
- Compliance with Road Design Standard

Environmental

- Environmental Impact

Social

- Property Impacts



Alternative Solution #2



McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 1:1000
Metres



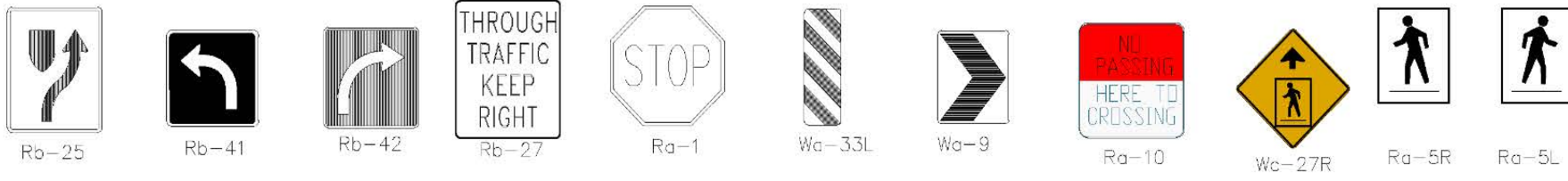
Jan. 12, 2017

Alternative Solution #3



McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 0 10 20
Meters 1:1000



Jan. 12, 2017

Alternative Solution #4



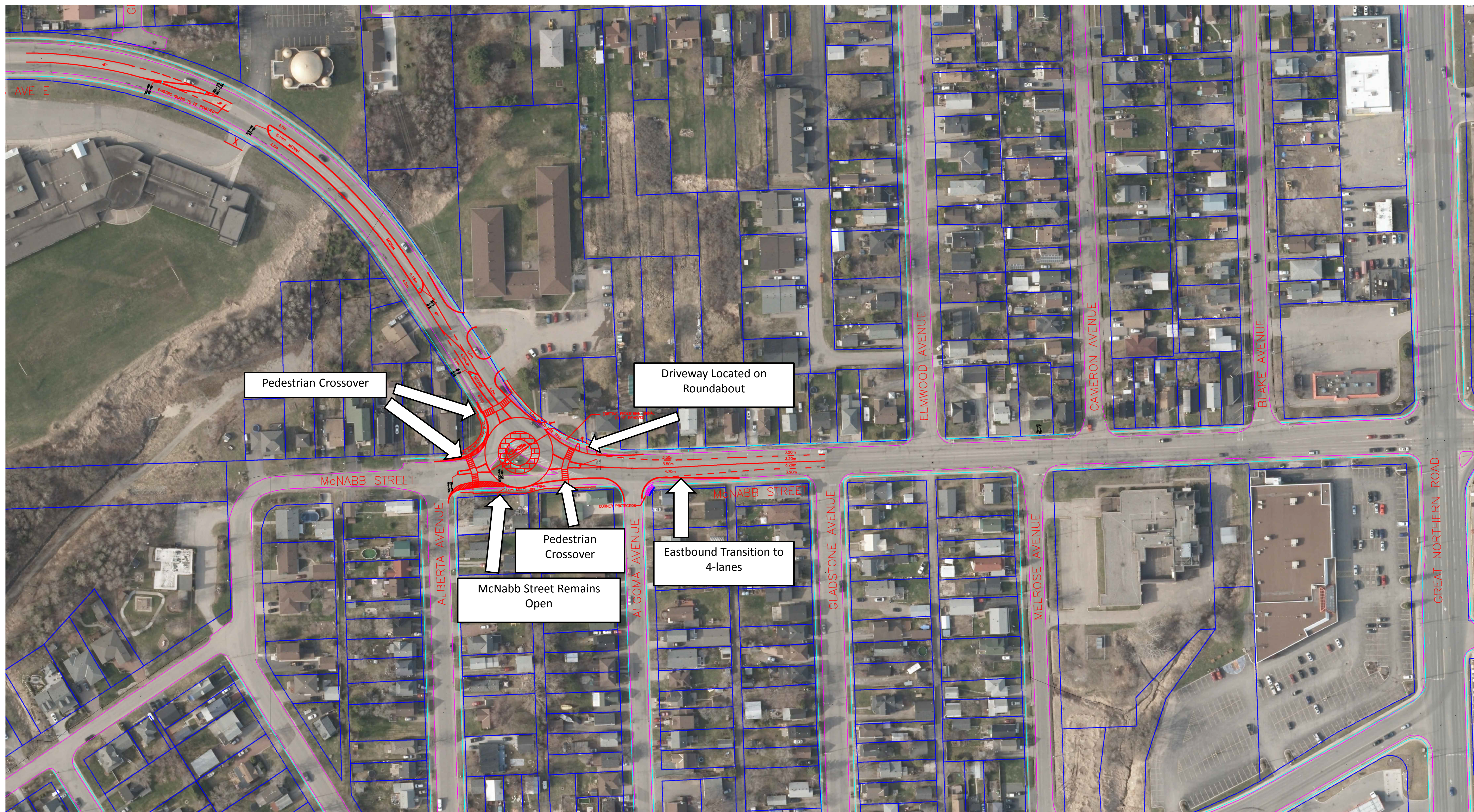
McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 0 5 10 20
Meters 1:1000



Jan. 12, 2017

Alternative Solution #5



McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 0 10 20 30
Meters 1:1000



Rb-25



Wa-33L



Rb-21
Wa-33LR



Wa-123R



Ra-2



Jan. 12, 2017

Evaluation of Alternative Solutions
















Technical Criteria	Alternative Solution #1 - Do Nothing	Alternative Solution #2	Alternative Solution #3	Alternative Solution #4	Alternative Solution #5
Economic					
Capital Costs	<div><div></div></div> <div>No impact</div>	<div><div></div></div> <div>Total construction cost: \$446,923</div>	<div><div></div></div> <div>Total construction cost: \$345,692</div>	<div><div></div></div> <div>Total construction cost: \$353,200</div>	<div><div></div></div> <div>Total construction cost: \$794,232</div>
Traffic Safety					
Lane Merges	<div><div></div></div> <div>No forced turning movements or lane merges.</div>	<div><div></div></div> <div>Westbound curb lane on McNabb Street becomes right turn only onto Blake Avenue.</div>	<div><div></div></div> <div>Westbound left lane on McNabb Street becomes left turn only onto Gladstone Avenue.</div>	<div><div></div></div> <div>Westbound curb lane on McNabb Street becomes right turn only onto Elmwood Avenue.</div>	<div><div></div></div> <div>No forced turning movements or lane merges..</div>
Pedestrian Safety	<div><div></div></div> <div>Pedestrian crossing provided at St. Georges Avenue and McNabb Street.</div>	<div><div></div></div> <div>Pedestrian crossing with refuge island provided on St. George Avenue.</div>	<div><div></div></div> <div>Pedestrian crossing with refuge island provided on St. George Avenue.</div>	<div><div></div></div> <div>Pedestrian crossing with refuge island provided on St. George Avenue.</div>	<div><div></div></div> <div>Pedestrian crossing with refuge island provided on St. George Avenue. Pedestrian crossing provided at roundabout legs and multiuse trail adjacent to roadway. Lower traffic speeds.</div>
Centre Medians (Length)	<div><div></div></div> <div>5 m</div>	<div><div></div></div> <div>147 m</div>	<div><div></div></div> <div>161 m</div>	<div><div></div></div> <div>147 m</div>	<div><div></div></div> <div>172 m</div>
Traffic Operations					
Transit Operations (#3 Second Line Route)	<div><div></div></div> <div>Bus service may block single through lane on St. Georges Avenue.</div>	<div><div></div></div> <div>Bus service may block single through lane on St. Georges Avenue.</div>	<div><div></div></div> <div>Bus service may block single through lane on St. Georges Avenue.</div>	<div><div></div></div> <div>Bus service may block single through lane on St. Georges Avenue.</div>	<div><div></div></div> <div>Bus service may block single through lane on St. Georges Avenue.</div>
Opposing Left Turn Conflicts	<div><div></div></div> <div>No opposing left turn conflicts.</div>	<div><div></div></div> <div>Potential for opposing left turn conflicts due to frequent driveways.</div>	<div><div></div></div> <div>Potential for opposing left turn conflicts due to frequent driveways.</div>	<div><div></div></div> <div>Low potential for opposing left turn conflicts due to frequent driveways.</div>	<div><div></div></div> <div>Low potential for opposing left turn conflicts due to frequent driveways.</div>
Infrastructure Planning					
Flexibility for Future Cycle Lane Implementation	<div><div></div></div> <div>Flexibility to accommodate cycle lanes in the future.</div>	<div><div></div></div> <div>Low flexibility to accommodate cycle lanes in the future.</div>	<div><div></div></div> <div>Moderate flexibility to accommodate cycle lanes in the future.</div>	<div><div></div></div> <div>Moderate flexibility to accommodate cycle lanes in the future.</div>	<div><div></div></div> <div>Moderate flexibility to accommodate cycle lanes in the future.</div>
Compliance with Road Design Standards (50 km/h Design Speed)	<div><div></div></div> <div>Curve radius: 86 m Crossfall: 2%¹ Design Speed: 49 km/h</div>	<div><div></div></div> <div>Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h</div>	<div><div></div></div> <div>Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h</div>	<div><div></div></div> <div>Curve radius: 88 m Crossfall: 2% Design Speed: 49 km/h</div>	<div><div></div></div> <div>Roundabout diameter: 35 m Crossfall: -2% Entry Speed: 30 km/h</div>






¹ Estimate

<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Very Low Impact (Most Positive)	Fairly Low Impact	Medium/Ambivalent Impact	Fairly High Impact	Very High Impact (Least Positive)



Evaluation of Alternative Solutions (continued)

Technical Criteria	Alternative Solution #1 - Do Nothing	Alternative Solution #2	Alternative Solution #3	Alternative Solution #4	Alternative Solution #5
Environmental					
Environmental Impact	<div> No environmental impacts.</div>	<div> Provides opportunity for greenery in medians and green space.</div>	<div> Provides opportunity for greenery in medians and green space.</div>	<div> Provides opportunity for greenery in medians and green space.</div>	<div> Provides opportunity for greenery in centre of roundabout.</div>
Social					
Property Impacts	<div> No driveway alignment required.</div>	<div> Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div> Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div> Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue.</div>	<div> Driveway located on roundabout.</div>
Summary					
Overall Findings	<div> No associated construction costs. No forced turning movements or lane merges.. Does not address need for traffic safety improvements. No driveway impacts.</div>	<div> High construction cost. One right turn only lane on McNabb Street. Moderate improvements to traffic safety provided through medians. Potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div> Moderate construction cost. One left turn only lane on McNabb Street. Improvements to traffic safety provided through medians. Potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div> Moderate construction cost. One right turn only lane on McNabb Street. Moderate improvements to traffic safety provided through medians. Low potential for opposing left turn conflicts. Moderately compliant with road design standards. One driveway realignment.</div>	<div> Very high construction cost. No forced turning movements or lane merges. Significant improvements to traffic safety provided though medians, pedestrians crossing, multiuse trail and lower travel speeds. Low potential for opposing left turn conflicts. Not compliant with road design standards. Driveway located on roundabout.</div>
Recommendation	Not Preferred	Not Preferred	Not Preferred	Preferred	Not Preferred

				
Very Low Impact (Most Positive)	Fairly Low Impact	Medium/Ambivalent Impact	Fairly High Impact	Very High Impact (Least Positive)



Preliminary Preferred Solution

Option 4 is identified as the preliminary preferred solution.

- Safety concerns at the corner of McNabb Street and Algoma Avenue are adequately addressed and visibility is improved with build-out of traffic island
- Traffic island provides opportunity for green space
- Trajectory of eastbound vehicles is directed away from house on south side of McNabb Street
- Transition from 4-lane to 3-lane roadway is relocated east of Algoma Avenue
- Westbound curb lane on McNabb Street is a right turn only lane onto Elmwood Avenue (signage required)
- Moderate construction costs
- Requires driveway realignment for residence on north side of McNabb Street at Algoma Avenue



Next Steps

Following this Public Information Centre, the Project Team will:

- Review input and comments received
- Refine evaluation and finalize Preferred Solution
- Document Study in Project File Report
- File Project File Report on public record for 30 day review
- Proceed to detailed design and construction

Please share your comments with either Project Manager by April 4th, 2017.

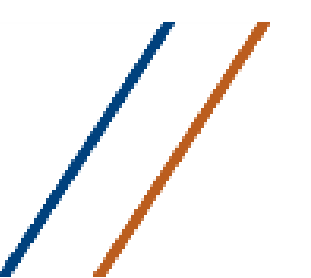
Don Elliott, P.Eng

Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
Email: d.elliott@cityssm.on.ca

Stephen Keen, P.Eng

Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

With the exception of personal information, all comments will become part of the public record.



PUBLIC INFORMATION CENTRE (PIC) –SIGN IN SHEET
Tuesday, March 21st, 2017
Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6

Please Print

Name and Affiliation (if applicable)	Address	Phone	Email

PUBLIC INFORMATION CENTRE (PIC) – COMMENT SHEET

Tuesday, March 21st, 2017

Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6

Please provide your comments in the space below.

(Please use the back of this sheet or an extra sheet if you need additional space)

[illegible]

Thank you for your time and participation in this study.

If you are unable to respond at this time, please submit your comments by April 4, 2017 to:

Don Elliott, P.Eng

Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
Email: d.elliott@cityssm.on.ca

Stephen Keen, P.Eng

Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

Name: _____

Mailing Address: _____

City/Town: _____ Postal Code: _____

Telephone: _____ Email Address: _____



PUBLIC INFORMATION CENTRE (PIC) – COMMENT SHEET

Tuesday, March 21st, 2017

Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6

Please provide your comments in the space below.

(Please use the back of this sheet or an extra sheet if you need additional space)

Alternative Solution #4 seem to be the
safest solution. I noticed that even westbound
traffic making the turn was speeding up to make
the merge lane when parallel to another vehicle.
Also the one driveway on North side of McNabb
on the inside radius was being used as a turn around.
Eliminating the driveway/road behind the outside radius
of the McNabb curve would be a good idea.
No water ways or surface vegetation to be removed
of significant value. The main point is to reduce
the speed of traffic. Also I noticed vehicles using the
apartment used as a turn around. Better snow removal in the
winter at the corner

Thank you for your time and participation in this study.

If you are unable to respond at this time, please submit your comments by **April 4, 2017** to: residence -

Don Elliott, P.Eng
Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
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Project Manager
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Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

Name: _____
Mailing Address: _____
City/Town: _____ Postal Code: _____
Telephone: _____ Email Address: _____



PUBLIC INFORMATION CENTRE (PIC) – COMMENT SHEET

Tuesday, March 21st, 2017

Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6

Please provide your comments in the space below.

(Please use the back of this sheet or an extra sheet if you need additional space)

I HAVE LOOKED @ THE CIMA PROPOSALS AND
AM IN GENERAL AGREEMENT THAT OPTION #4
IS MOST VIABLE TO EAST & WEST BOUND TRAFFIC.
MY CONCERN REMAINS THAT I AND MY
NEIGHBOUR () ARE
IN DANGER ALL THE TIME AS ARE ALL
PEOPLE WALKING ON THE SIDEWALK IN
THE AREA OF ALGOMA/ST GEORGES INTERSECTION.
I AM TOLD THAT THE EARLIEST THAT REMEDIATION/
REALIGNMENT/ROAD CONSTRUCTION CAN BEGIN IS 2018 WHICH
IS NOT ACCEPTABLE IN MY OBSERVATION AS A RESIDENT
IN AREA FOR 28 YEARS. EXISTING RAILING IS NOT PROPER OR
TO ANY STANDARD AND WE ARE NOT
SAFE.

Thank you for your time and participation in this study.

If you are unable to respond at this time, please submit your comments by April 4, 2017 to:

Don Elliott, P.Eng
Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
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Stephen Keen, P.Eng
Project Manager
CIMA Canada Inc. (CIMA+)
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Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

Name: _____

Mailing Address: _____

City/Town: _____ Postal Code: _____

Telephone: _____ Email Address: _____

PUBLIC INFORMATION CENTRE (PIC) – COMMENT SHEETTuesday, March 21st, 2017Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6**Please provide your comments in the space below.**

(Please use the back of this sheet or an extra sheet if you need additional space)

My worry / concern is for pedestrians, cyclers.
I own a house on _____ - which is also busy.
On McNabb around curb area near Algoma Ave.
I would suggest a railing or guardrail on the outside
of the sidewalk (which I see you plan to widen)
to protect walkers, bikers.
There are many children in area; on Gladstone only, I know
of 7. For kids to see friend on next street they have to pass
this area or - Bruce St. which is busy on other end of block.
Also a speed / photo trap should be posted and in place all
along St. Georges to McNabb + Pim. ~ Thanks for listening

Thank you for your time and participation in this study.**If you are unable to respond at this time, please submit your comments by April 4, 2017 to:****Don Elliott, P.Eng**
Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
Email: d.elliott@cityssm.on.ca**Stephen Keen, P.Eng**
Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6834
Fax: 289-288-0285
Email: stephen.keen@cima.ca

Name: _____

Mailing Address: _____

City/Town: _____ Postal Code: _____

Telephone: _____ Email Address: _____



City of
Sault Ste. Marie

CLASS ENVIRONMENTAL ASSESSMENT STUDY
McNabb Street and Algoma Avenue
City of Sault Ste. Marie

CIMA
Partners in excellence

RECEIVED

PUBLIC INFORMATION CENTRE (PIC) – COMMENT SHEET

Tuesday, March 21st, 2017

Civic Centre, Biggings Room, 3rd Floor - 99 Foster Drive Sault Ste. Marie, ON P6A 5X6

MAR 29 2017

ENGINEERING DEPARTMENT

Please provide your comments in the space below.

(Please use the back of this sheet or an extra sheet if you need additional space)

- Proposed "Solution #4" looks promising - any attempt to improve this area is needed
- meridian on the curve extended would be less confusing than what is there now
- closure of the lane beside the island would definitely reduce multiple merging vehicles
- extension of sidewalk between Gladstone & Algoma Ave with guardrails on traffic side appears "safer" for pedestrians & home owner on the corner as well.
- I'm a bit concerned about congestion or merging issues when lanes reduce at Elmwood Ave going west?

Thank you for your time and participation in this study.

If you are unable to respond at this time, please submit your comments by April 4, 2017 to:

Don Elliott, P.Eng
Director of Engineering
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Tel: 705-759-5329
Fax: 705-541-7165
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Fax: 289-288-0285
Email: stephen.keen@cima.ca

Name: _____
Mailing Address: _____
City/Town: _____ Postal Code: _____
Telephone: _____ Email Address: _____



With the exception of personal information, all comments will become part of the public record.

en. 02. 1-7

I am not convinced that the placement of the
"pedestrian crosswalk" (pedestrian controlled) is
in the most logical spot for incidents on south side
of McHobb St. If I were walking ^{to} downtown, I would
probably not walk that much out of my way? But
again, you never know what will work until you try.
Thank you for the information.

Jessica Dorgo

From: Don Elliott <d.elliott@cityssm.on.ca>
Sent: Tuesday, March 28, 2017 1:59 PM
To:
Cc: Stephen Keen
Subject: RE: McNabb and Algoma Class EA - SSMarie

Thank you for your input. Stephen will provide a response to your questions in due course. Don

From:
Sent: Tuesday, March 28, 2017 10:36 AM
To: Don Elliott; stephen.keen@cima.ca
Subject: McNabb and Algoma Class EA - SSMarie

Thanks for the conversation Don.

Overall I like the changes, and would like to see more to engineer a slower traffic speed and improve safety and convenience for, and better encourage, cyclists and pedestrians along the stretch. Specific comments/questions follow:

1. what is the type of pedestrian cross-over? Will this be pedestrian activated? Will the design meet requirements for the new Ontario law (2016) requiring drivers to stop in both directions until pedestrians have cleared the intersection? Will this be a first for the Sault (ie. requiring education)? Will this require the centre barrier be eliminated just at the cross-over to ensure design conforms to above law and traffic remains stopped in both directions until pedestrians have completely cleared the intersection? This is a school zone too.
2. can additional cross-overs be installed...closer to Alberta/Algoma and/or closer to GNR to better facilitate pedestrian movement through the neighbourhood and over towards GNR and commercial areas?
3. does city transit service McNabb/St. Georges?
4. can the centre turn lane be supported by a by-law to prohibit through travel?
5. can additional centre barrier be incorporated into the section east of Algoma Avenue?
6. can sidewalks be set back to improve safety?
7. will any tree plantings, chicanes, speed humps or other features be included to help reduce travel speeds (cyclist friendly design of course)? Can posted speed be reduced?
8. how will cyclists be accommodated? can a grade separated cycle lane (in both directions) be accommodated?
9. will cyclists be 'pinched' at centre lane barrier locations?
10. Finally, Don, you provided traffic counts and projections...can you provide pedestrian counts and projections given the new developments happening at the school?

Thanks,

April 10, 2017

Dear

**Subject: Class Environmental Assessment Study
McNabb Street and Algoma Avenue**

Thank you for your correspondence to the City of Sault Ste. Marie on March 28, 2017 regarding Public Information Centre No. 1. We have reviewed your questions and offer the following response:

1. What is the type of pedestrian cross-over? Will this be pedestrian activated? Will the design meet requirements for the new Ontario law (2016) requiring drivers to stop in both directions until pedestrians have cleared the intersection? Will this be a first for the Sault (i.e. requiring education)?

The proposed pedestrian cross-over is the Ontario Traffic Manual standard Level 2 Type B crossing with push button activation. This will be the first Level 2 Type B crossing in the City of Sault Ste. Marie. The design will be completed in accordance with the Ontario Traffic Manual Book 15: Pedestrian Crossing Facilities. The crossing will include regulatory and warning signs, rapid rectangular flashing beacons and pavements markings, meeting the requirements of the Highway Traffic Act and requiring drivers to stop in both directions until pedestrians are no longer on the roadway.

Will this [pedestrian cross-over] require the centre barrier be eliminated just at the cross-over to ensure design conforms to above law and traffic remains stopped in both directions until pedestrians have completely cleared the intersection? This is a school zone too.

Yes, the centre median will have drop curb across the length of the crosswalk to allow pedestrians full access from one side of St Georges Avenue to the other.

2. Can additional cross-overs be installed, closer to Alberta/Algoma and/or closer to GNR to better facilitate pedestrian movement through the neighbourhood and over towards GNR and commercial areas?

An additional cross-over can be considered on an as-needed basis, at this time it is proposed to simply relocate the existing crosswalk.

3. Does city transit service McNabb/St. Georges?

Yes, within the study limits, City of Sault Ste. Marie transit services McNabb Street in the westbound direction between Pim Street and Gladstone Avenue and in eastbound direction throughout the study limits.

4. Can the centre turn lane be supported by a by-law to prohibit through travel?

Yes, pending City review and approval, a by-law designating centre lane left turn only could be implemented.

5. Can additional centre barrier be incorporated into the section east of Algoma Avenue?

No, median islands cannot be incorporated within the centre left turn lane east of Algoma Avenue due to the requirement for frequent left turn movements onto side street and driveways.

6. Can sidewalks be set back to improve safety?

In the area near Algoma Avenue, by reducing the roadway width, we will be creating additional boulevard space which will provide better protection for pedestrians.

7. Will any tree plantings, chicanes, speed humps or other features be included to help reduce travel speeds (cyclist friendly design of course)? Can posted speed be reduced?

The proposed alignment changes to the study area are expected to reduce driving speeds. Moving forward, if required, the City of Sault Ste. Marie can monitor speeds to determine if a reduction is the posted speed is required. There is an opportunity for plantings in the enlarged traffic island at McNabb Street and St. Georges Avenue.

8. How will cyclists be accommodated? Can a grade separated cycle lane (in both directions) be accommodated?

Given the frequent driveway accesses along McNabb Street and the narrow existing boulevards, a grade separated cycle lane is not feasible. 4.5 metre and 3.2 metre curb lanes are provided on St. Georges Avenue and McNabb Street, respectively, as shared bicycle and through traffic lanes.

9. Will cyclists be 'pinched' at centre lane barrier locations?

No, the centre medians provided on St. Georges Avenue are adjacent to 4.0 metre or 4.5 metre wide through lanes which will provide adequate space for cyclists and vehicular traffic.

10. Can you provide pedestrian counts and projections given the new developments happening at the school?

Pedestrian counts and projected counts are not available. Currently, pedestrian counts are negligibly low. With the opening of the new school, it is expected that pedestrian levels may increase.

Yours sincerely,



Stephen Keen, P.Eng.

Project Manager

CIMA Canada Inc.

3027 Harvester Road

Burlington, ON L7N 3G7

T: 2889 288-0287 F: 289-288-0285

Jessica Dorgo

From: Don Elliott <d.elliott@cityssm.on.ca>
Sent: Friday, April 07, 2017 2:10 PM
To:
Cc: Susan Hamilton Beach; Jessica Dorgo; Stephen Keen
Subject: RE: McNabb and Algoma construction comments

Follow Up Flag: Follow up
Flag Status: Flagged

Hello ...: Thanks for your input. I have copied Stephen Keen. He can provide a response to your questions.

Best Regards,
Don Elliott

From:
Sent: Thursday, April 06, 2017 4:24 PM
To: Don Elliott
Subject: McNabb and Algoma construction comments

Hi Don,
I apologize this is two days late. These passed weeks have flown by.

In regards to comments for the planned construction at the Algoma corner, I did have some thoughts. Still with this continuous barrier, I know it was explained to me that it wouldn't be necessary and I do agree and understand. However, I think why not be even that more cautious for pedestrians. A lot of people use that street as a cut through, so I'm sure that is part of why blocking off Algoma is not favoured. Because it is used so frequently, by both vehicles and pedestrians, and the drivers are often driving very quickly, removing this cut through would increase safety.

Also, the pedestrian crosswalk that is being discussed. My only comment is that the sun at certain times throughout the day can make it very difficult to see. I know there was an incident where a pedestrian was actually struck and killed recently. I believe someone was turning into the school and did not see him. Taking that into consideration when deciding location of the cross walk is my only comment.

There is one other thing I would like to clarify; the number of lanes for eastbound traffic.

Thank you again for your consideration in this matter,

We appreciate your dedication.

Best regards,

Get [Outlook for Android](#)

April 18, 2017

Dear

**Subject: Class Environmental Assessment Study
McNabb Street and Algoma Avenue**

Thank you for your correspondence to the City of Sault Ste. Marie on April 6, 2017 regarding Public Information Centre No. 1. We have reviewed your comments and offer the following response:

- 1. In regards to comments for the planned construction at the Algoma corner, I did have some thoughts. Still with this continuous barrier, I know it was explained to me that it wouldn't be necessary and I do agree and understand. However, I think why not be even that more cautious for pedestrians. A lot of people use that street as a cut through, so I'm sure that is part of why blocking off Algoma is not favoured. Because it is used so frequently, by both vehicles and pedestrians, and the drivers are often driving very quickly, removing this cut through would increase safety.**

The closure of the Algoma Avenue access from McNabb Street would not address the safety concerns under consideration for this study. The preliminary proposed solution shifts the curb line adjacent to the traffic island northerly changing the trajectory of eastbound vehicles providing protection for pedestrians along McNabb Street at Algoma Avenue.

- 2. Also, the pedestrian crosswalk that is being discussed. My only comment is that the sun at certain times throughout the day can make it very difficult to see. I know there was an incident where a pedestrian was actually struck and killed recently. I believe someone was turning into the school and did not see him. Taking that into consideration when deciding location of the cross walk is my only comment.**

The pedestrian crosswalk has been relocated from the curved section of McNabb Street to a straighter segment of the roadway on St. Georges Avenue to improve visibility for approaching drivers and improve safety for pedestrians and cyclists on the crosswalk. The proposed pedestrian cross-over will include regulatory and warning signs, rapid rectangular flashing beacons and pavements markings, in order to warn drivers in advance of the pedestrian cross-over ahead. The design will be completed in accordance with the Ontario Traffic Manual Book 15: Pedestrian Crossing Facilities meeting the requirements of the Highway Traffic Act.

3. There is one other thing I would like to clarify; the number of lanes for eastbound traffic

In Option 4, the preliminary preferred solution, there is one through lane provided for eastbound traffic along McNabb Street from St. Georges Avenue to Algoma Avenue. Within this section of McNabb Street, an additional left turn lane is provided for access to 345 McNabb Street and residences at McNabb Street and Algoma Avenue. Between Algoma Avenue and Gladstone Avenue, one through lane and a two-way left-turn lane is provided for access into the adjacent residences. East of Gladstone Avenue to Great Norther Road, two through lanes are provided for eastbound traffic.

Please contact the undersigned if you have any further questions or require further information.

Yours sincerely,



Stephen Keen, P.Eng.

Project Manager

CIMA+

3027 Harvester Road

Burlington, ON L7N 3G7

T: 2889 288-0287

F: 289-288-0285

From: Don Elliott
To: ["mno-ssmcouncil@shaw.ca"](mailto:mno-ssmcouncil@shaw.ca)
Cc: [Stephen Keen](#)
Subject: McNabb-Algoma Traffic EA
Attachments: [Letter to Historic SSM Metis.docx](#)
[McNabbAlgomaEA-PreferredOption.pdf](#)

Dear Kim: Please see attached letter which is self-explanatory.

Best Regards,
Don Elliott

Don Elliott, P. Eng., Director of Engineering
City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
Phone (705) 759-5329
Fax (705) 541-7165
e-mail d.elliott@cityssm.on.ca

**The Corporation of the
City of Sault Ste. Marie**



**Public Works & Engineering
Services**

Don Elliott, P.Eng.
Director of Engineering

Date 2017 05 31
Our File: B-16-02

Historic Sault Ste. Marie Métis Council
Kim Powley, President
26 Queen Street East
Sault Ste. Marie, ON P6A 1Y3
mno-ssmcouncil@shaw.ca

Re: McNabb Street and Algoma Avenue Class EA
Sault Ste. Marie

Dear Ms. Powley:

The City of Sault Ste. Marie is conducting a Schedule B Municipal Class Environmental Assessment (EA) to study possible reconfiguration of McNabb Street and St. Georges Avenue in the area of Algoma Avenue. This section of road has had a number of collisions and near misses in recent years, largely due to drivers losing control in the eastbound direction.

Due to an unfortunate oversight, you were not given the notice of study commencement or an invitation to provide input. We value your input and we apologize for this oversight. Alternative solutions have been evaluated by the consultant taking into consideration public comments from the open house of March 21, 2017. The preferred solution is shown in the attached sketch, and is described below:

- Westbound transition from 4 to 3 lanes at Elmwood Avenue;
- Eastbound transition from 3 to 4 lanes between Algoma and Gladstone;
- Westbound right-turn only lane at Elmwood Avenue;
- Provide a pedestrian cross-over at St. Georges west of intersection with McNabb; and,
- Build-out of the median island at Algoma / McNabb / St. Georges and closure of eastbound McNabb Street through access lane.

Essentially, the project consists of converting a small portion of the roadway from four lanes to three lanes; one lane in each direction with a center left turn lane, and intersection improvements at Algoma Avenue. The project study Notice of

Commencement and public open house presentation boards can be found on-line at saultstemarie.ca/McNabbAlgomaEA. Should you wish to provide comments or discuss the study further, please do not hesitate to contact the undersigned at d.elliott@cityssm.on.ca, or by telephone at (705) 759-5329. Alternatively you may contact our consultant Stephen Keen of CIMA Canada Inc. at: stephen.keen@cima.ca or by telephone at (289) 288-0287.

We trust you will find this satisfactory. If we do not hear from you we will proceed with the Notice of Completion in mid to late July. We will ensure you are provided with the Notice of Completion.

Yours very truly,

A handwritten signature in blue ink, appearing to read 'D. Elliott', is positioned above the printed name and title.

Don Elliott, P.Eng.
Director of Engineering
Public Works & Engineering Services
705.759.5329.
d.elliott@cityssm.on.ca

C Stephen Keen, CIMA Canada

Attach.

Alternative Solution #4



McNABB STREET CLASS EA
IMPROVEMENT FUNCTIONAL DESIGN

SCALE: 0 5 10 20
Meters 1:1000



Jan. 12, 2017

From: Don Elliott
To: ["JesseF@metisnation.org"](mailto:JesseF@metisnation.org)
Cc: [Stephen Keen](#)
Subject: McNabb-Algoma Traffic EA - Sault Ste. Marie
Attachments: [Letter to Metis Nation Ontario.docx](#)
[McNabbAlgomaEA-PreferredOption.pdf](#)

Dear Jesse: Please see attached letter which is self-explanatory.

Best Regards,
Don Elliott

Don Elliott, P. Eng., Director of Engineering
City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
Phone (705) 759-5329
Fax (705) 541-7165
e-mail d.elliott@cityssm.on.ca

**The Corporation of the
City of Sault Ste. Marie**



**Public Works & Engineering
Services**

Don Elliott, P.Eng.
Director of Engineering

Date 2017 05 31
Our File: B-16-02

Métis Nation of Ontario
Jesse Fieldwebster, Consultation Coordinator
355 Cranston Crescent,
P.O. Box 4
Midland, ON L4R 4K6
JesseF@metisnation.org

Re: McNabb Street and Algoma Avenue Class EA
Sault Ste. Marie

Dear Mr. Fieldwebster:

The City of Sault Ste. Marie is conducting a Schedule B Municipal Class Environmental Assessment (EA) to study possible reconfiguration of McNabb Street and St. Georges Avenue in the area of Algoma Avenue. This section of road has had a number of collisions and near misses in recent years, largely due to drivers losing control in the eastbound direction.

Due to an unfortunate oversight, you were not given the notice of study commencement or an invitation to provide input. We value your input and we apologize for this oversight. Alternative solutions have been evaluated by the consultant taking into consideration public comments from the open house of March 21, 2017. The preferred solution is shown in the attached sketch, and is described below:

- Westbound transition from 4 to 3 lanes at Elmwood Avenue;
- Eastbound transition from 3 to 4 lanes between Algoma and Gladstone;
- Westbound right-turn only lane at Elmwood Avenue;
- Provide a pedestrian cross-over at St. Georges west of intersection with McNabb; and,
- Build-out of the median island at Algoma / McNabb / St. Georges and closure of eastbound McNabb Street through access lane.

Essentially, the project consists of converting a small portion of the roadway from four lanes to three lanes; one lane in each direction with a center left turn lane, and intersection improvements at Algoma Avenue. The project study Notice of Commencement and public open house presentation boards can be found on-line at saultstemarie.ca/McNabbAlgomaEA. Should you wish to provide comments or discuss the study further, please do not hesitate to contact the undersigned at d.elliott@cityssm.on.ca, or by telephone at (705) 759-5329. Alternatively you may contact our consultant Stephen Keen of CIMA Canada Inc. at: stephen.keen@cima.ca or by telephone at (289) 288-0287.

We trust you will find this satisfactory. If we do not hear from you we will proceed with the Notice of Completion in mid to late July. Further, we will ensure you are provided with the Notice of Completion.

Yours very truly,

A handwritten signature in blue ink, appearing to read 'D. Elliott', is positioned above the printed name and title.

Don Elliott, P.Eng.
Director of Engineering
Public Works & Engineering Services
705.759.5329.
d.elliott@cityssm.on.ca

C Stephen Keen, CIMA Canada

Attach.

Alternative Solution #4



Jan. 12, 2017

Jessica Dorgo

From: Jesse Fieldwebster <JesseF@metisnation.org>
Sent: Wednesday, May 31, 2017 10:12 AM
To: Don Elliott
Cc: Stephen Keen
Subject: RE: McNabb-Algoma Traffic EA - Sault Ste. Marie

Hello Don,

Thank you for the letter. Oversights happen. I will send the letter out to the committee but I cannot see them having any issues with this.

All the best!

Jesse Fieldwebster
Consultation Assessment Coordinator
Métis Nation of Ontario
355 Cranston Crescent PO Box 4
Midland, Ont. L4R-4K6
PH: 705-526-6335 ext.220
FX: 705-526-7537
E: JesseF@metisnation.org
W: www.metisnation.org

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Please consider the environment before printing this e-mail.

From: Don Elliott [<mailto:d.elliott@cityssm.on.ca>]
Sent: May-31-17 9:39 AM
To: Jesse Fieldwebster
Cc: Stephen Keen
Subject: McNabb-Algoma Traffic EA - Sault Ste. Marie

Dear Jesse: Please see attached letter which is self-explanatory.

Best Regards,
Don Elliott

Don Elliott, P. Eng., Director of Engineering
City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
Phone (705) 759-5329
Fax (705) 541-7165
e-mail d.elliott@cityssm.on.ca