

Appendix 6 – Public Consultation

CITY OF SAULT STE. MARIE EA MASTER CONTACT LIST					
Agency / Company	Name	Address	Email	Phone	Fax
City of Sault Ste. Marie					
City of SSM Mayor	Mayor Christian Provenzano	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	mayor.provenzano@cityssm.on.ca	705-759-5344	705-541-7171
City of Sault Ste Marie Ward Councilors	Stephen Butland – Ward 1	40 Angelina Avenue Sault Ste. Marie, ON P6A 4C6	s.butland@cityssm.on.ca	705-542-0546	
	Paul Christian – Ward 1	12 Shoreview Court Sault Ste. Marie, ON P6A 5Y5	p.christian@cityssm.on.ca	705-989-7173	
	Susan Myers – Ward 2	313 MacDonald Avenue Sault Ste. Marie, ON P6B 5Y9	s.myers@cityssm.on.ca	705-256-6128	
	Sandra Hollingsworth – Ward 2	1785 Queen Street East Sault Ste. Marie, ON P6A 2G8	s.hollingsworth@cityssm.on.ca	705-542-8194	
	Matthew Shoemaker – Ward 3	19 Haviland Crescent Sault Ste. Marie, ON P6B 3G5	m.shoemaker@cityssm.on.ca	705-971-6631	
	Judy Hupponen – Ward 3	52 Clark Road, Aweres Township, Sault Ste. Marie, ON P6C 5K7	j.hupponen@cityssm.on.ca	705-989-4080	
	Lou Turco – Ward 4	22 Albert Street West Sault Ste. Marie, ON P6A 1B3	l.turco@cityssm.on.ca	705-989-4278	
	Rick Niro – Ward 4	574 Morrison Avenue Sault Ste. Marie, ON P6B 3Z9	r.niro@cityssm.on.ca	705-542-6561	
	Frank Fata – Ward 5	56 Cabot Crescent Sault Ste. Marie, ON P6C 5X1	f.fata@cityssm.on.ca	705-989-4238	
	Marchy Bruni – Ward 5	159 Bitonti Crescent Sault Ste. Marie, ON P6C 6B6	m.bruni@cityssm.on.ca	705-971-0029	
	Ozzie Grandinetti – Ward 6	346 Nixon Road Sault Ste. Marie, ON P6C 5R9	o.grandinetti@cityssm.on.ca	705-941-1056	
	Joe Krmpotich – Ward 6	13 Winfield Drive Sault Ste. Marie, ON P6C 2N2	j.krmpotich@cityssm.on.ca	705-542-6835	
City of Sault Ste. Marie Public Works & Engineering Services	Don Elliott, P. Eng.	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	d.elliott@cityssm.on.ca	705-759-5329	705-541-7165
City of Sault Ste. Marie Engineering Division	Carl Rumiel, P. Eng.	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	c.rumiel@cityssm.on.ca	705-759-5379	
City of Sault Ste. Marie Public Works Division	Larry Girardi	128 Sackville Road Sault Ste. Marie, Ontario P6B 4T6	l.girardi@cityssm.on.ca	705-759-5206	705-541-7010
	Susan Hamilton Beach	128 Sackville Road Sault Ste. Marie, Ontario P6B 4T6	s.hamiltonbeach@cityssm.on.ca	705-759-5207	
	Andy Starzomski	128 Sackville Road Sault Ste. Marie, Ontario P6B 4T6	a.starzomski@cityssm.on.ca	705-541-7000 ext. 237	
City of Sault Ste. Marie Parks Division	Travis Reid t.reid@cityssm.on.ca	128 Sackville Road Sault Ste. Marie, Ontario P6B 4T6		705-759-5201	705-541-7010

CITY OF SAULT STE. MARIE EA MASTER CONTACT LIST					
Agency / Company	Name	Address	Email	Phone	Fax
City of Sault Ste. Marie CD & ES Planning Division	Don McConnell	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	d.mcconnell@cityssm.on.ca	705-759-5368	705-541-7165
City of Sault Ste. Marie CD & ES Planning Division	Steve Turco	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	s.turco@cityssm.on.ca	705-759-5279	
City of Sault Ste. Marie Community Adjustment Committee	Tom Vair, Deputy CAO Community Development & Enterprise Services	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	t.vair@cityssm.on.ca	705-759-5264	
City of Sault Ste. Marie Economic Development Corporation	Dan Hollingsworth Executive Director Business Development	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	d.hollingsworth@ssmedc.ca	705-759-5428	
Tourism Sault Ste. Marie	Ian McMillan Executive Director	99 Foster Drive Sault Ste. Marie, Ontario P6A 5N1	i.mcmillan@ssmedc.ca	705-759-5465	
City of Sault Ste. Marie Accessibility Office	Nancie Scott Accessibility Coordinator	260 Elizabeth St. Sault Ste. Marie, ON P6A 6J3	n.scott@cityssm.on.ca	705-541-7310	
Provincial Agencies					
Ministry of the Environment, Conservation and Parks Environment Assessment and Permissions Branch	Annamaria Cross Manager	2 St. Clair Avenue West, Floor 12A Toronto, Ontario M4V 1L5	annamaria.cross@ontario.ca	416-314-7967	416-314-8452
Ministry of the Environment, Conservation and Parks District Office	Drew Brennan Supervisor	199 Larch Street Suite 1201 Sudbury, Ontario P3E 5P9	drew.brennan@ontario.ca	705-564-3220	
Ministry of the Environment, Conservation and Parks Northern Region	Kathy McDonald Manager, Technical Support Section	199 Larch Street Suite 1201 Sudbury, Ontario P3E 5P9	kathy.mcdonald@ontario.ca	705-564-3247	705-564-4180
Ministry of Natural Resources and Forestry	Wayne Fiset District Manager, Northeast Region Office	64 Church St, Sault Ste Marie, ON P6A 3H3	wayne.fiset@ontario.ca	705-941-5120	705-235-1246
Ministry of Natural Resources and Forestry	Erin Nixon Resources Operations Supervisor	64 Church Street Sault Ste. Marie, Ontario P6A 3H3	erin.nixon@ontario.ca	705-941-5109	705-949-6450
Ministry of Transportation Northeastern Region	Andrew Healy Environmental Planner	477 McKeown Avenue, 4 th Floor North Bay, Ontario P1B 9S9	Andrew.Healy@ontario.ca	705-497-6840	
Ministry of Transportation	Ray Marshall Head, Corridor Management, Northeastern Region	Ontario Government Complex 447 McKeown Ave North Bay, ON P1B 9S9	Ray.Marshall@ontario.ca	905-704-2104 705-497-5530	905-704-2007
Ministry of Transportation District Office	John Cameron Technical Services Supervisor, Sault Ste. Marie	Ontario Government Complex 437 McKeown Ave, North Bay, ON P1B 9E4	john.cameron@ontario.ca	705-945-6692	705-945-6830

CITY OF SAULT STE. MARIE EA MASTER CONTACT LIST					
Agency / Company	Name	Address	Email	Phone	Fax
Infrastructure Ontario	Keith Noronha Realty Transactions Coordinator Realty Transactions	One Dundas Street West, Suite 2000 Toronto, ON M5G 2L5	Keith.Noronha@infrastructureontario.ca	416-212-3539	
Ministry of Indigenous Affairs	Francois Lachance, Senior Advisor Ministry partnership Unit	160 Bloor Street East, 4 th floor Toronto, Ontario M7A 2E6	francois.lachance@ontario.ca	416-326-4754	
Federal Agencies					
Fisheries and Oceans Canada Fish Habitat Management	Sara Eddy	867 Lakeshore Road Burlington, ON L7R 4A6	Sara.Eddy@dfo-mpo.gc.ca	905-336-4535	905-639-3549
Crown-Indigenous Relations and Northern Affairs Canada		40 Elm Street, Suite 290 Rainbow Centre - 2nd floor Sudbury, ON P3C 1S8	aadnc.infopubs.aandc@canada.ca	1-800-567-9604	416-963-3109
Municipal Agencies					
Sault Ste. Marie Region Conservation Authority	Rhonda Bateman Manager	1100 Fifth Line East Sault Ste. Marie, Ontario P6A 5K7	rbateman@ssmrca.ca	705-946-8530	705-946-8533
	Marlene McKinnon GIS Specialist	1100 Fifth Line East Sault Ste. Marie, Ontario P6A 5K7	mmckinnon@ssmrca.ca	705-946-8530 ext.# 204	
City of Sault Ste. Marie Fire Department	Peter Johnson Fire Chief	72 Tancred Street Sault Ste. Marie, Ontario P6A 2W1	p.johnson@cityssm.on.ca	705-759-5273	705-949-2341
City of Sault Ste. Marie Police Department	Hugh Stevenson Chief of Police	580 Second Line East Sault Ste. Marie, Ontario P6B 4K1	info@ssmps.org	705-949-6300	705-759-7820
SSM Downtown Association	Josh Ingram Manager	496 Queen Street E. Sault Ste. Marie, ON P6A 1Z8	info@saultdowntown.com	705-942-2919	
PUC Services Inc.	Andrew Hallett	P.O. Box 9000 Sault Ste. Marie, Ontario P6A 6P2	andrew.hallett@ssmpuc.com	705-759-6500	705-759-6510
	Kevin Bell	P.O. Box 9000 Sault Ste. Marie, Ontario P6A 6P2	kevin.bell@ssmpuc.com		
Bell Canada	Scott MacDonald Manager	P.O. Box 610 690 Second Line East Sault Ste. Marie, Ontario P6A 4K3		705-725-3025	705-942-3557
Union Gas	Eric Lockett Construction Project Manager – NE	36 Charles St. North Bay, ON P1B 8K7			
Shaw Communications	Shawn Dawson Operations Manager	23 Manitou Drive Sault Ste. Marie, Ontario P6A 6G9	shawn.dawson@sjrb.ca	705-541-7569	705-946-4773
Ambulance Service (EMS)	Robert Rushworth Deputy Chief, EMS Operations	72 Tancred Street Sault Ste. Marie, ON P6A 2W1	r.rushworth@cityssm.on.ca	705-949-3387	705- 949-2341
Sault Area Hospital	Ron Gagnon President & CEO	750 Great Northern Road Sault Ste. Marie, Ontario P6B 0A8	gagnonr@sah.on.ca	705-759-3434 Ext. 4678	705-759-3814
Transit and Parking	Sam Piraino Manager		s.piraino@cityssm.on.ca	705-759-5434	

CITY OF SAULT STE. MARIE EA MASTER CONTACT LIST					
Agency / Company	Name	Address	Email	Phone	Fax
First Nations and Métis					
Batchewana First Nation	Dean Sayers Chief	236 Frontenac Street Sault Ste. Marie, Ontario P6A 5K9	chiefdeansayers@batchewana.ca	705-759-9171	705-759-9171
Garden River First Nation	Paul Syrette Chief	Garden River First Nation 7 Shingwauk Street Garden River, Ontario P6A 6Z8	psyrette@gardenriver.org	(705) 946-6300	(705)-945-1415
Bar River Métis Council	Dave Johnston President	Bar River Métis Council 916 Bar River Rd., RR#4 Echo Bay, ON POS 1C0	grfis@hotmail.com		
Métis Nation of Ontario Region 4 Community Consultation Committee	Ernie Gatien Chair	P.O. Box 1121 Blind River, ON POR 1B0	goalagame@hotmail.com		
Métis Nation of Ontario Historic Sault Ste. Marie Métis Council	Kim Powley President	26 Queen Street East Sault Ste. Marie, ON P6A 1Y3	mno-ssmcouncil@shaw.ca	705-254-1768	

NOTICE OF COMMENCEMENT DOWNTOWN TRAFFIC STUDY

The City's Transportation Master Plan recommends that the City gauge public interest in converting downtown one-way streets to two-way streets, namely Bay, Queen, Albert, Wellington, Andrew, Gore, Pim and Church Streets as shown below. Converting these streets to two-way operations would potentially benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown. The main disadvantage of street conversion would be the cost for example, of new curb work and traffic signals, and utility and property relocations.



The City has begun studying the possibility of one-way street conversion mainly because the role and function of the downtown's one-way streets have changed dramatically since first installed 60 years ago. Today retailing, businesses and services are spread out far beyond the downtown. Carmen's Way now quickly diverts cross-border traffic and commercial vehicles away from, rather than through, the downtown. The result is a shift in vehicle traffic away from the downtown, with the traffic advantages of one-way streets no longer needed.

The Downtown Traffic Study will determine the benefits and costs of downtown street conversion, and establish the level of public interest in conversion. To do this, the Study is being conducted as a Schedule B project in accordance with the province's Municipal Class Environmental Assessment (Class EA) process. Following this process, the Study will first confirm the need and justification for potential street conversion based on existing and future downtown traffic conditions. Next it will identify conversion options and evaluate their impacts, both positive and negative. All this will include open consultation with the general public, downtown stakeholders and involved agencies. Two Public Information Centres (PIC) will be held during the Study to provide opportunities for formal input, the first in late fall and the second during the winter of 2018.

Newspaper advertisements, City web site notices and mailings to those on the Study contact list will provide notification of these PICs. The City web site can be accessed at the following address: <http://www.saultstemarie.ca/DowntownTrafficEA>. If you wish to be included on the Study contact list, be involved in the Study and/or have any questions or comments, please contact one of the following:

Carl Rumiel, P. Eng.
Design and Construction Engineer
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Phone: 705-759-5379
e-mail: c.rumiel@cityssm.on.ca

Scott Johnston, P. Eng.
Associate
IBI Group
100 - 175 Galaxy Blvd
Toronto, ON M9W 0C9
Phone: 416-798-5503
e-mail: sjohnston@ibigroup.com



CITY INFORMATION

The Corporation of the City of Sault Ste. Marie

Notice of Commencement Downtown Traffic Study

The City's Transportation Master Plan recommends that the City gauge public interest in converting downtown one-way streets to two-way streets, namely Bay, Queen, Albert, Wellington, Andrew, Gore, Pim and Church Streets as shown below. Converting these streets to two-way operations would potentially benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown. The main disadvantage of street conversion would be the cost for example, of new curb work and traffic signals, and utility and property relocations.



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Carl Rumié, P. Eng.
Design and Construction Engineer
City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 1X6
Phone: 705-759-5379
e-mail: c.rumie@cityssm.on.ca

Scott Johnston, P. Eng.
Associate
IBI Group
100 - 175 Galaxy Blvd
Toronto, ON M9W 0C9
Phone: 416-798-5503
e-mail: sjohnston@ibigroup.com

705-759-2500 • saultstemarie.ca • @CitySSM

NOTICE OF PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY

The City is conducting a study to convert its downtown one-way streets to two-way streets, namely Bay, Queen, Albert and Wellington, Andrew, Gore, Pim and Church Streets shown below. The City's new Transportation Master Plan recommends considering this conversion to benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown and the waterfront. The main conversion disadvantage is the cost, for example of new curb work and traffic signals, utility relocations and property acquisitions.



Downtown street operations have changed dramatically since one-way streets were first installed 60 years ago, with a new shift of traffic away from the downtown. The traffic advantages of one-way streets may no longer be needed. Alternative ways of converting the one-way streets will be presented to the public for information and feedback at the following Public Consultation Centre. The public is invited to drop in anytime between the hours below to review and comment on the displayed study information regarding its purpose, scope, existing traffic conditions, street conversion options and how these options will be evaluated:

Date: Wednesday, December 6, 2017
Time: 3:00 PM – 7:00 PM
Place: Russ Ramsay Room, Level 3 – Civic Centre

The Study is being conducted as a Schedule B project in accordance with the province's Municipal Class Environmental Assessment (Class EA) process. All members of the public are welcome to attend, and City staff and the consultant will be available to discuss the study.

The City's study web site is at: <http://www.saultstemarie.ca/DowntownTrafficEA>. If you require further information on the study or the upcoming Public Information Centre, or wish to be included on the study contact list, please contact either:

Carl Rumiel, P. Eng. Design and Construction Engineer Public Works and Engineering Services City of Sault Ste. Marie Phone 705-759-5379 E-mail: c.rumiel@cityssm.on.ca	Scott Johnston, P. Eng. Associate IBI Group Phone 416-798-5503 E-mail : sjohnston@ibigroup.com
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Respondents should note that information collected for this study will be subject to the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments received will become part of the public record and may be included in the study documentation prepared for public review.

First published November 25, 2017

The City of Sault Ste. Marie

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Your Opinion is valued

December 0 , 201

The City of Sault Ste. Marie has initiated a study to convert its downtown one-way streets to two-way streets, namely Bay, Queen, Albert, Wellington, Andrew, Gore, Pim and Church Streets. A public information session is scheduled for December 6 from 3 p.m. to 7 p.m. in the Russ Ramsay Board Room at the Civic Centre to hear comments and suggestions. All are welcome to attend this session as City staff and Consultants will be available to discuss the project.

The City's new Transportation Master Plan recommends considering this conversion to benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown and the waterfront, says Carl Rumiel, Design and Construction Engineer with the City of Sault Ste. Marie. The main conversion disadvantage is the cost, for example of new curb work and traffic signals, utility relocations and property acquisitions which is why it's essential for us to present potential solutions and offer an opportunity for the public to provide input and suggestions.

Downtown street operations have changed dramatically since one-way streets were first installed 60 years ago. Alternative ways of converting the one-way streets will be presented to the public. The Study is being conducted as a Schedule B project in accordance with the province's Municipal Class Environmental Assessment (Class EA) process. All members of the public are welcome to attend, and City staff and the consultant will be available to discuss the study.

The City's study web site can be found at www.saultstemarie.ca/DowntownTrafficEA.

If you would like to be included on the project mailing list, have any questions or wish to obtain more information on the project please contact Carl Rumiel at 705-759-5379 or email c.rumiel@cityssm.on.ca.

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CONTACT US

Phone

705-759-2500

Email

info@cityssm.on.ca

Fax

705-759-2310

TTY

1-877-688-5528

Location

99 Foster Drive

Sault Ste. Marie, ON

P6A 5X6

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99 Foster Drive
Sault Ste. Marie, ON P6A 5X6
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Welcome

to the Public Information Centre for the
Downtown Traffic Study



IBI GROUP
City of Sault Ste. Marie
December 6th, 2017

Purpose of Study

Determine what changes could be made to one-way corridors downtown

Consideration of Two-Way Conversion

Two-way conversion can help change the character of a street from a mainly auto traffic-oriented arterial street to a pedestrian-supportive community street



Study Objectives

Primary Objectives:

- Determine if benefits of one-way traffic routes are still relevant
- Revitalize downtown
- Improve safety for pedestrians and cyclists

Study aims to answer:

- How would conversion impact downtown traffic conditions, adjacent streets and other transportation services including transit, cycling, pedestrians, on-street parking, emergency response, loading/unloading and traffic management?
- How would conversion impact other features of downtown including retail and other land uses, tourism, heritage features, streetscapes/urban design, special events, sidewalks/walking, barrier free accessibility, air quality and road safety?
- How does the community feel about potential conversion?
- How has one-way pair conversion worked in other cities?
- How would one-way streets be physically converted to two-way operations?
- What would it cost to implement conversion options?
- What are Class Environmental Assessment requirements for potential conversion?

The collective answers to these questions will ultimately answer:

- Is conversion recommended for Sault Ste. Marie? If so, where?



One-Way vs Two-Way Streets

Each offer different advantages to be considered for different conditions

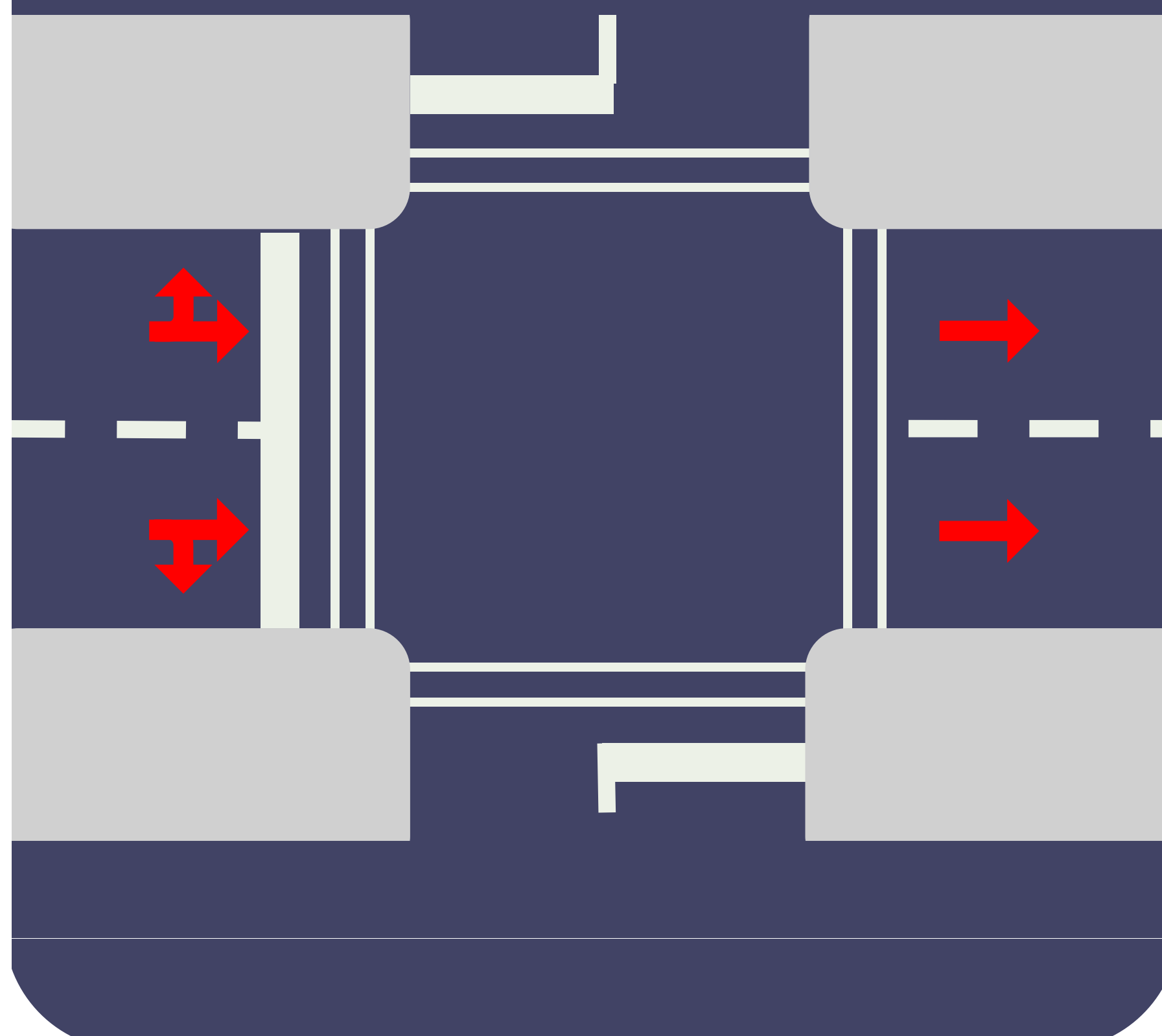
One-Way



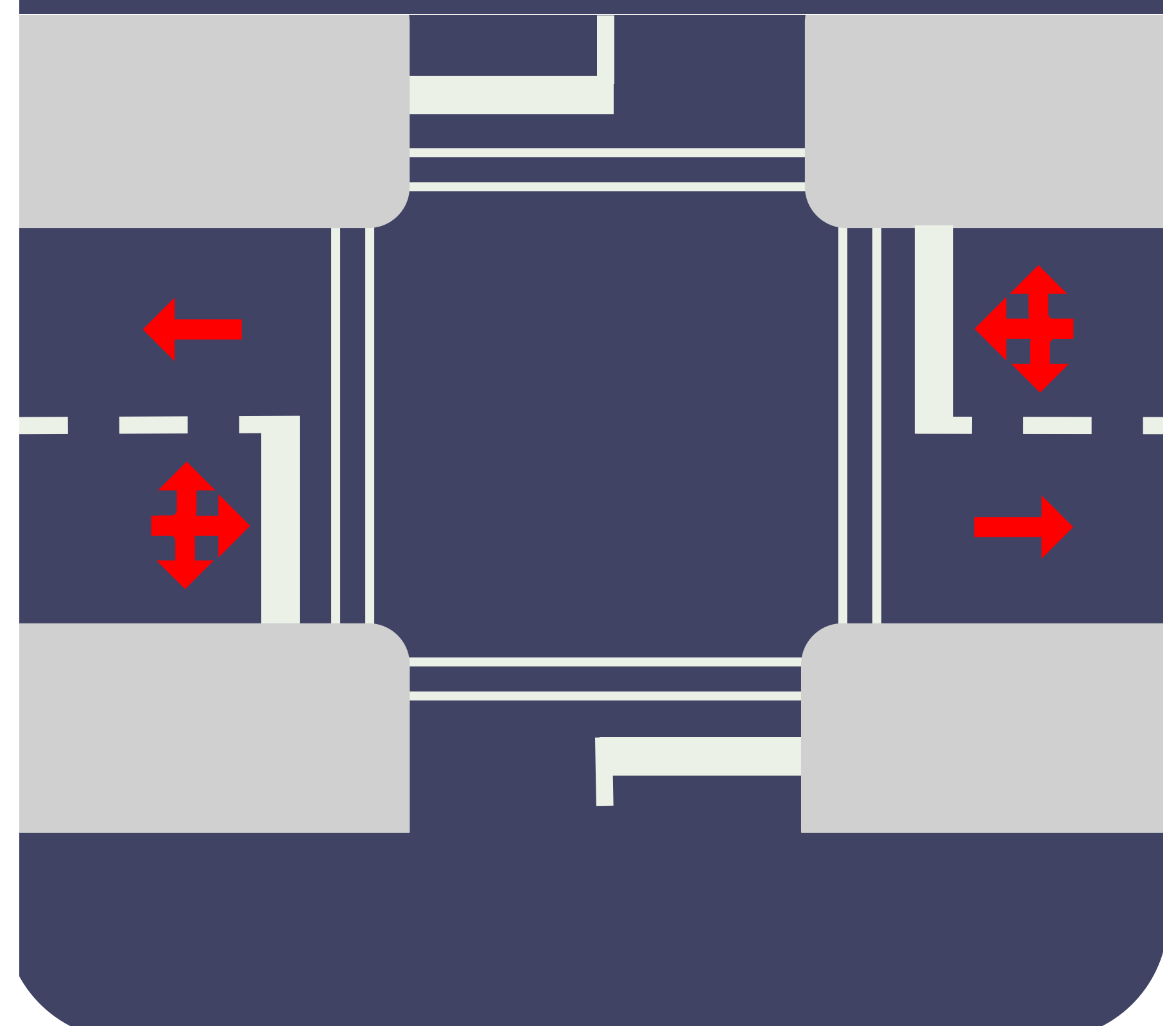
Two-Way



- Improved traffic flow and reduced congestion
- Elimination of turns crossing on-coming traffic
- Additional lanes for slower moving vehicles, (e.g. waste collection, buses)



- Shorter and more direct trips
- Easier navigation for motorists
- More pedestrian friendly
- Increased exposure to local businesses



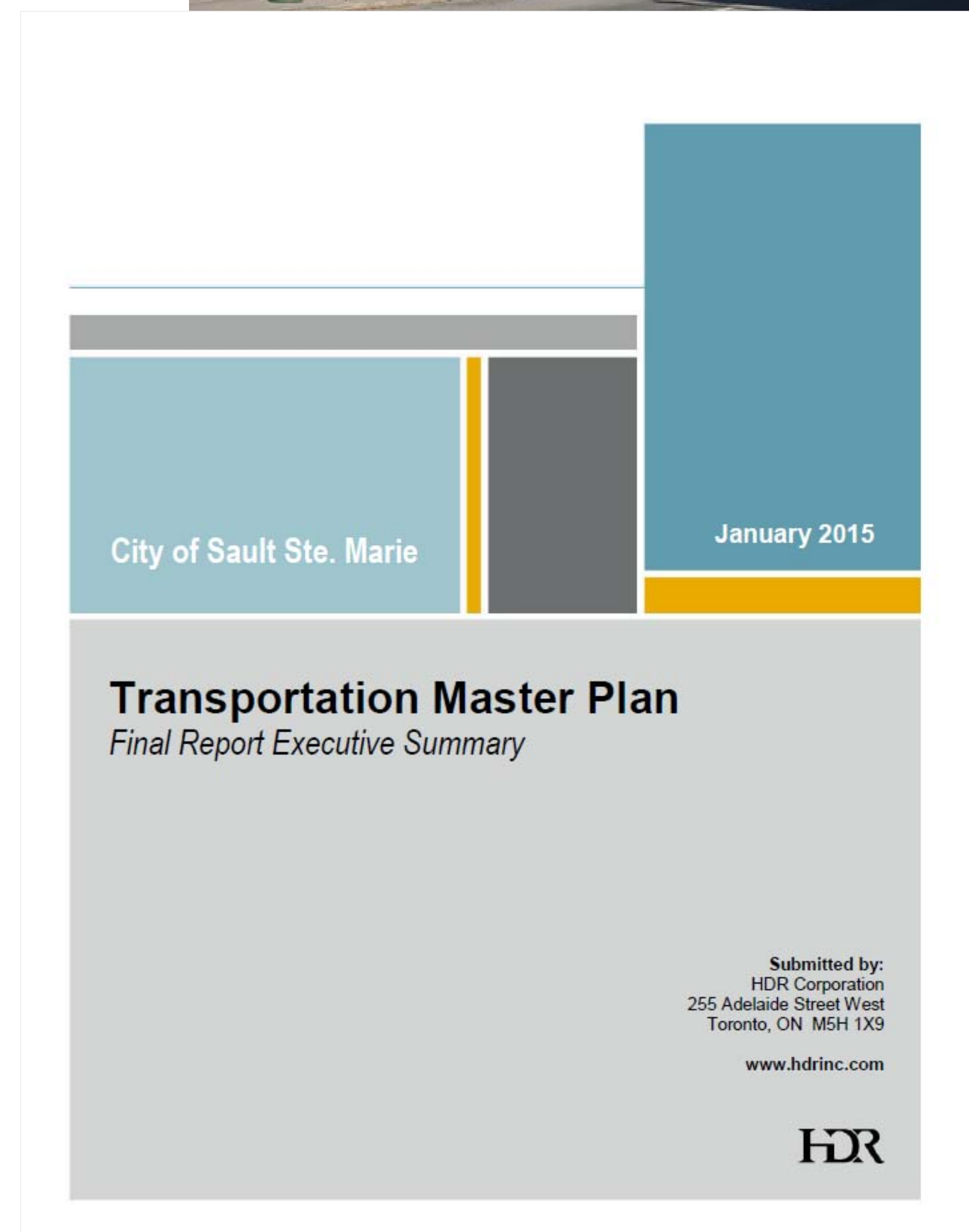
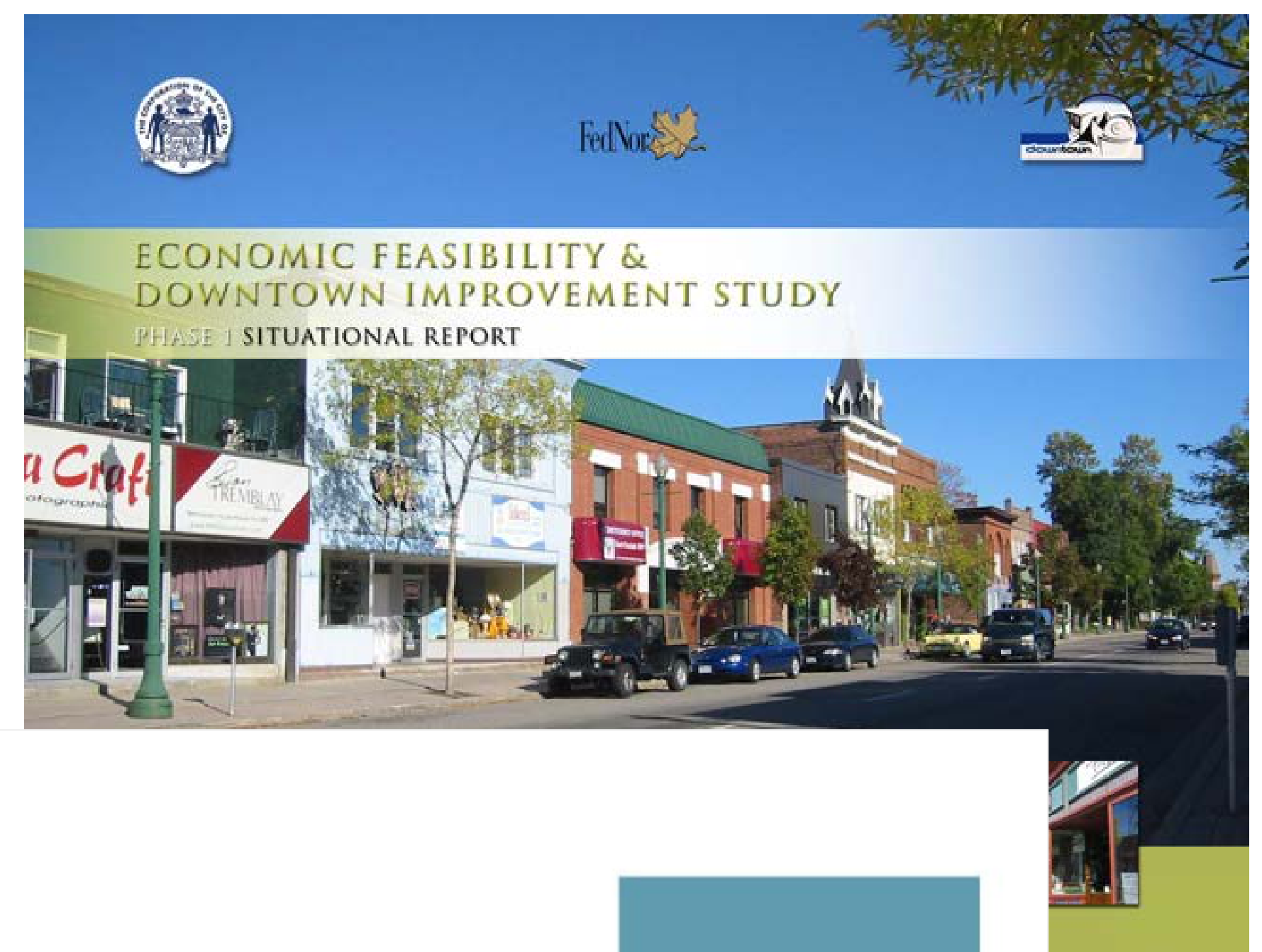
Background and Issues

Economic Feasibility and Downtown Improvement Study: Phase 1 Situational Report (2006)

- Consideration of two-way conversion identified as potential public investment opportunity to enhance downtown
- Recognizes potential benefits of conversion to create better pedestrian-oriented environment
- Success of two-way conversion relies on well coordinated public realm changes (e.g. pedestrian amenity improvements, quality and quantity of parking and cost of parking) in addition to traffic management

Transportation Master Plan (2015)

- Recommended to study in further detail the potential of conversion to two-way streets in the downtown
- Carmen's Way (completed in 2006) has diverted provincial/international traffic to north of downtown
- Given shift, advantages of one-way streets no longer needed downtown
- Benefits of two-way streets could be advantageous to downtown
- Main disadvantage of conversion is cost

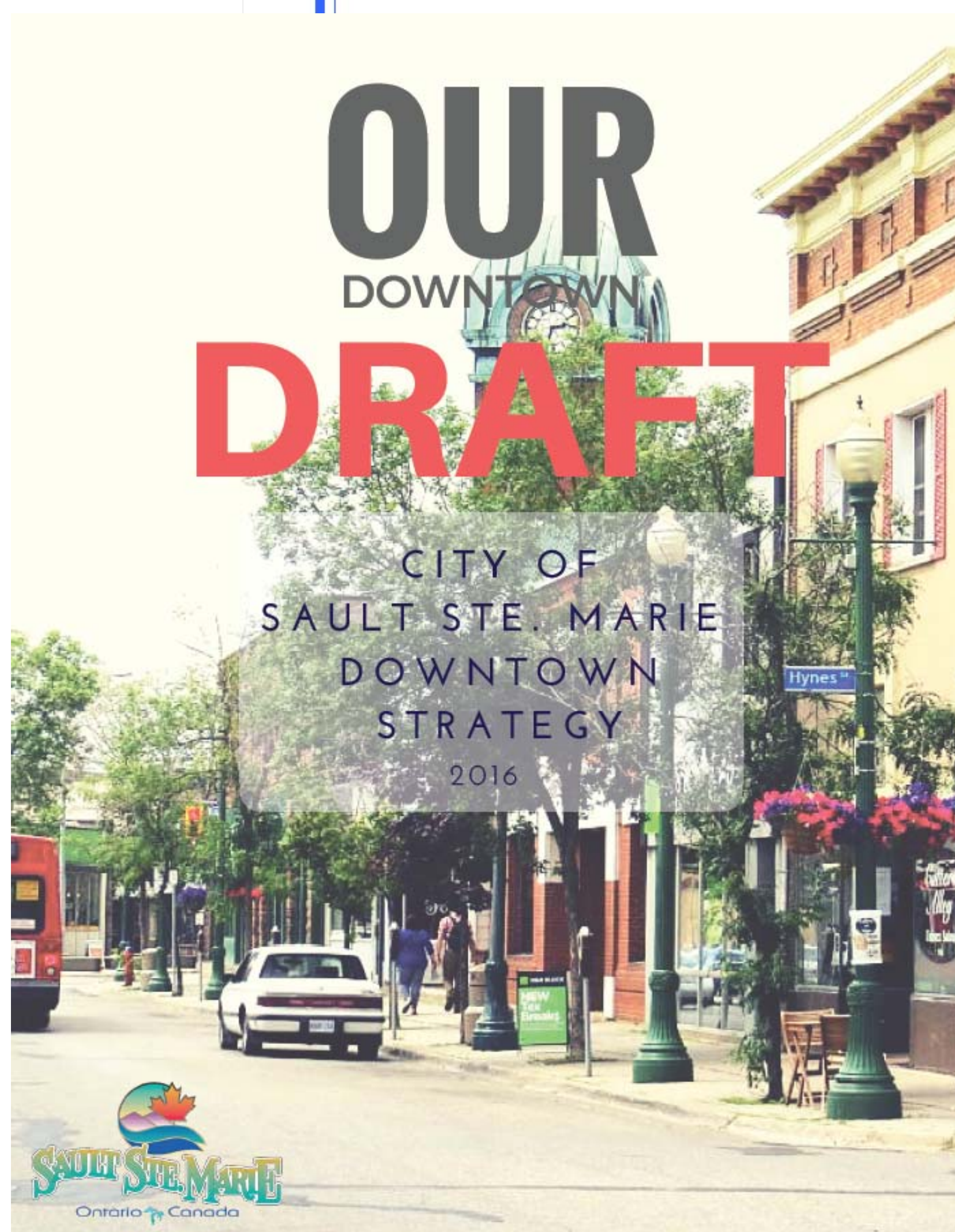


Background and Issues (continued)

City of Sault Ste. Marie

Bay Street Corridor Improvements

ENVIRONMENTAL STUDY REPORT



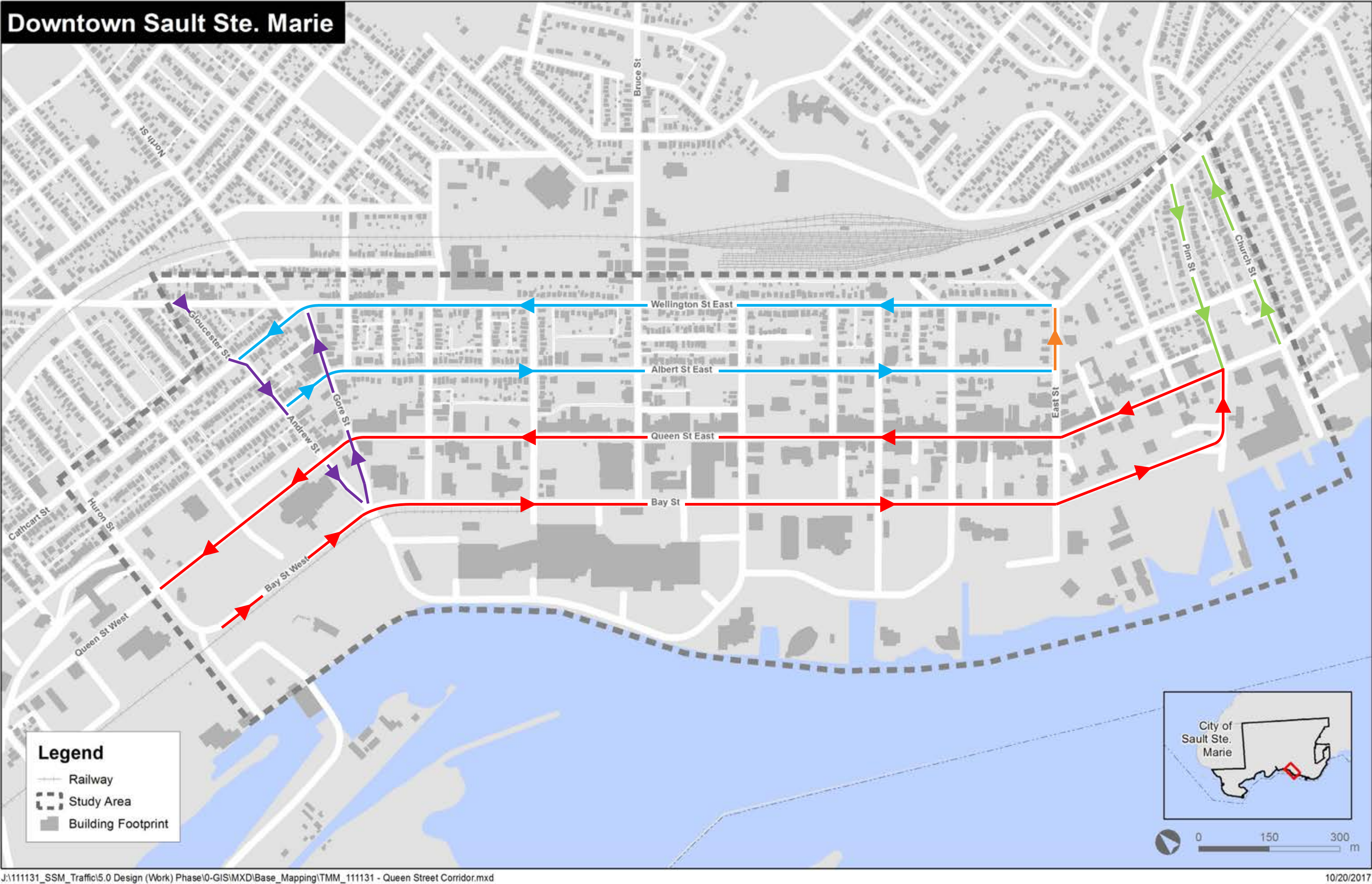
Bay Street Corridor Improvements Environmental Assessment (2015)

- Recognizes decrease in traffic through downtown due to Carmen's Way
- Sought to improve Bay Street Corridor between Andrew Street and Pim Street
- While report noted consideration of two-way conversion in Transportation Master Plan, it was not considered in alternative solutions
- Report focused on inclusion of active transportation improvements including lane reductions allowing for a multi-use path, bike lane or off-road bike path

Updated 2016 Downtown Strategy

- Strategy recommends prioritizing pedestrian and cycling mobility within the downtown
 - o Complete Streets lens - treat streets as places rather than thoroughfares and consider safety and comfort of all road users, not just drivers
 - o Downtown traffic management and planning should be based on surroundings
 - o Continue to implement Cycling Master Plan and Transportation Master Plan
 - o Ensure all downtown sidewalks accessible for wheelchair users

Study Area



Downtown Sault Ste. Marie one-way streets are:

- Bay Street / Queen Street
- Albert Street / Wellington Street/Cathcart Street
- Pim Street with Church Street
- Andrew Street/Gloucester Street with Gore Street
- East Street (from Albert Street to Wellington Street)

Similar Studies – Conversion Recommended

Hamilton: James Street and John Street

Before Conversion: One-Way



After Conversion: Two-Way



Elements included:

- Modifying curb radii for clearance in new turning directions
- Extending existing loading areas in place of lost loading permitted by one-way
- Replacing on-street parking in specific areas with turning lanes, while adding parking in other areas where possible
- Adding extensive signage to warn drivers of new directions of travel

Cost:

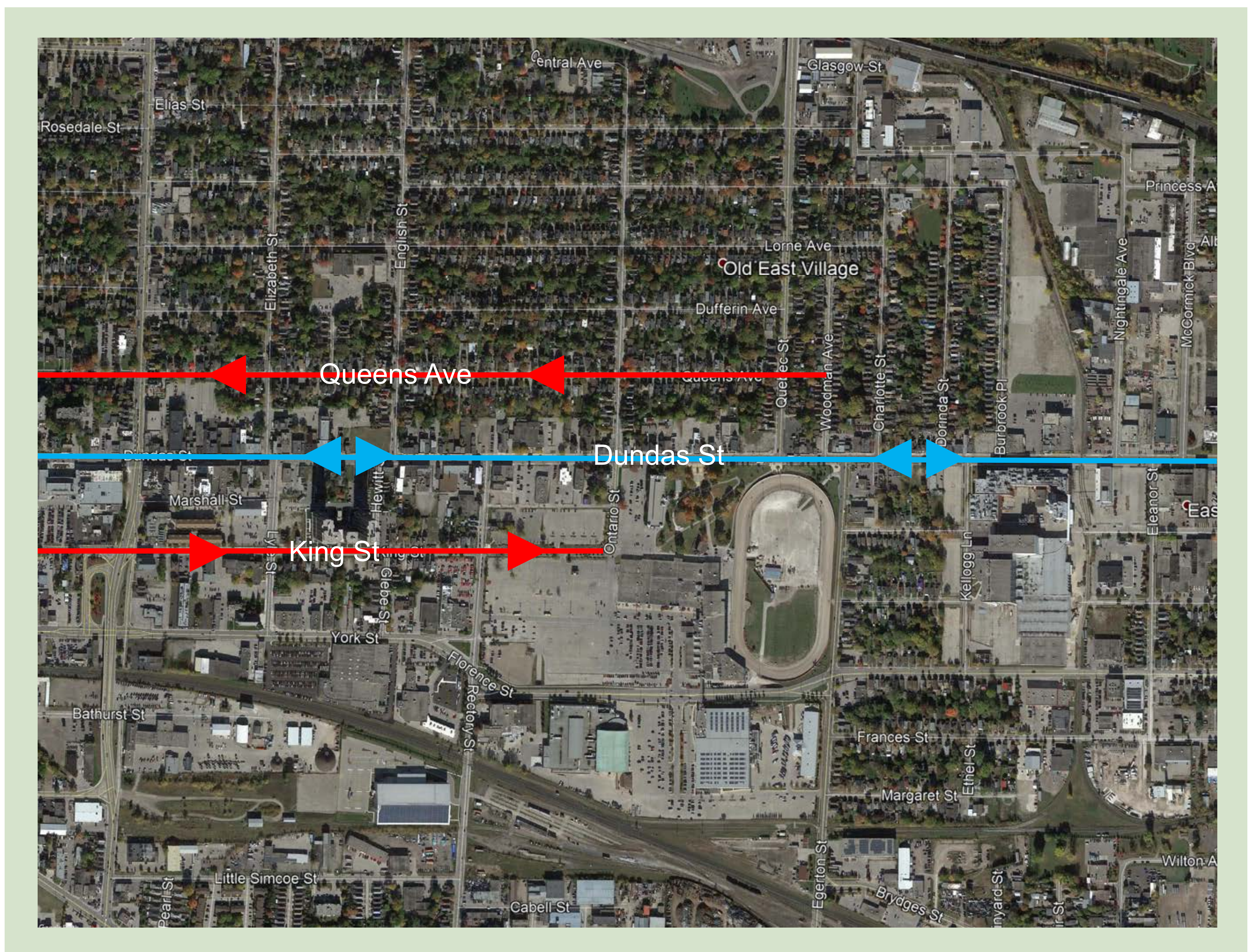
- Approx. \$400,000 (2002)
- Including design, revised traffic signal systems, new parking meters, curb changes and revised signage.

Aftermath:

- Some public and a few business owners expressed very strong opposition to the proposed one-way to two-way conversions, saying their businesses would close if the conversion proceeded
- No citizens or business owners have contacted City Hall since conversion,
- Businesses have not been closed

Similar Studies – Conversion Not Recommended

London: King Street and Queen Street



Considerations:

- Area of study: Old East Village – east of downtown core
- Retail/commercial corridor along Dundas Street
- Queens Avenue and King Street primarily residential and institutional in this area
- Businesses on Dundas Street already accrue benefits of two-way traffic
- Conversion of Queens Avenue and King Street to two-way streets would unlikely alter volumes on Dundas Street by more than 10-15% (best case scenario)
- Study concluded risks and impacts of conversion appear to outweigh potential benefits to area businesses and residents
- Study recommended discussion with area businesses and resident be pursued by City of London regarding implementation of traffic management measures on Queens Avenue and King Street in combination with minor operational changes on Dundas Street.

Municipal Class Environmental Assessment Process (MCEA)

The Ontario Municipal Engineers Association (MEA) developed the MCEA as a parent Class EA to streamline the planning process for municipal infrastructure projects

MCEA Schedules

The MCEA defines the types of projects covered by the process and sorts them into four (4) schedules:

Schedule	Description
A	- Project with minimal adverse environmental impacts (i.e. emergency operational or maintenance activities) - Pre-approved – not required to follow MCEA process
A+	- Similar to Schedule A, but required to notify public prior to implementation - No ability for public to request Part II order (bump the project up to a full EA). Any comments should be directed to municipal council
B	Projects with some potential for adverse environmental impacts (i.e. improvements or minor expansions to existing facilities)
C	Projects with potential for significant environmental impacts (i.e. construction of new facilities and major expansion of existing facilities)

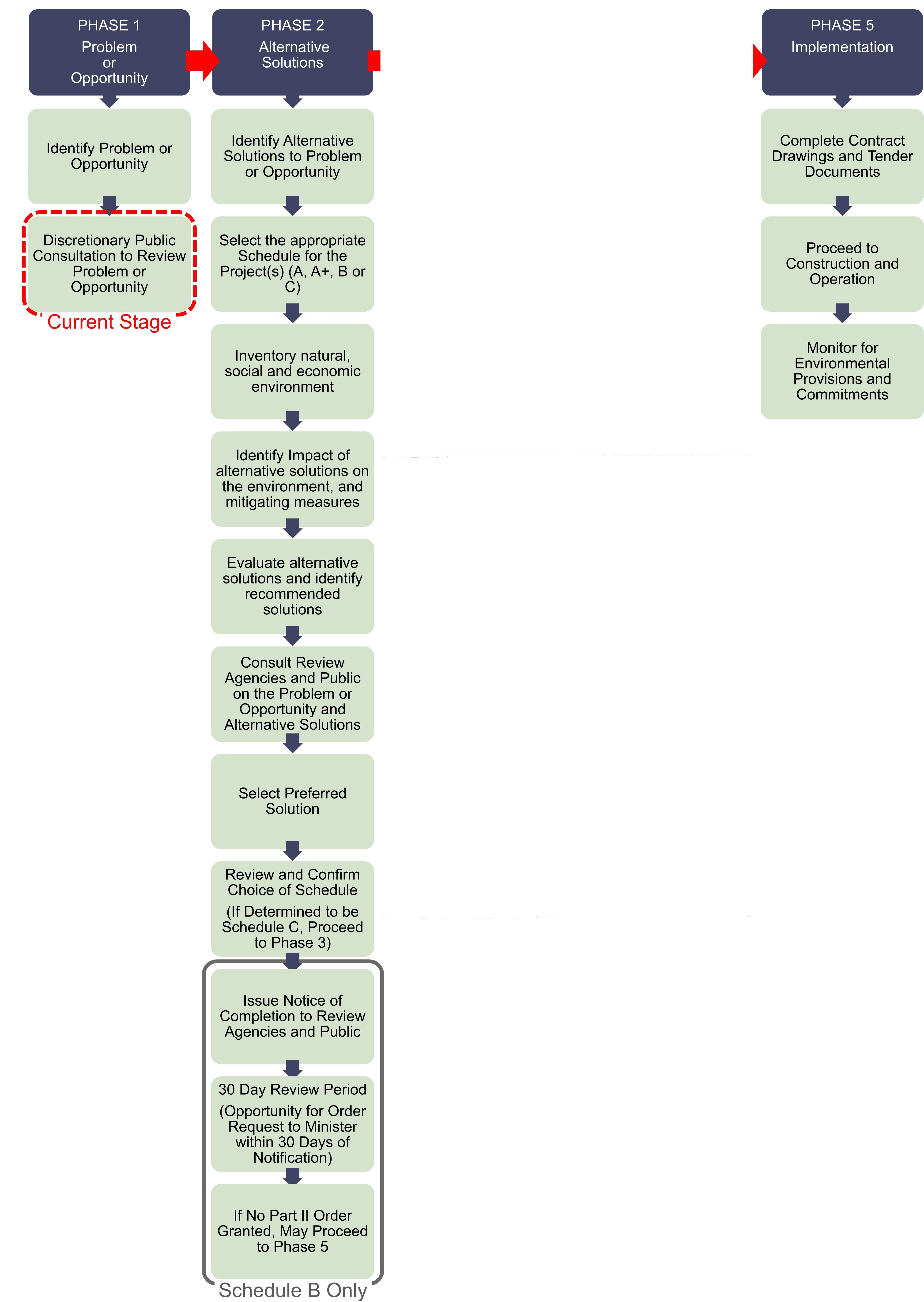
MCEA Phases

The MCEA process is broken into five (5) phases:

Phase	Schedule			
	A	A+	B	C
Phase 1: Problem or Opportunity	✓	✓	✓	✓
Phase 2: Alternative Solutions			✓	✓
Phase 3: Alternative Design Concepts for Preferred Solution				✓
Phase 4: Environmental Study Report				✓
Phase 5: Implementation	✓	✓	✓	✓

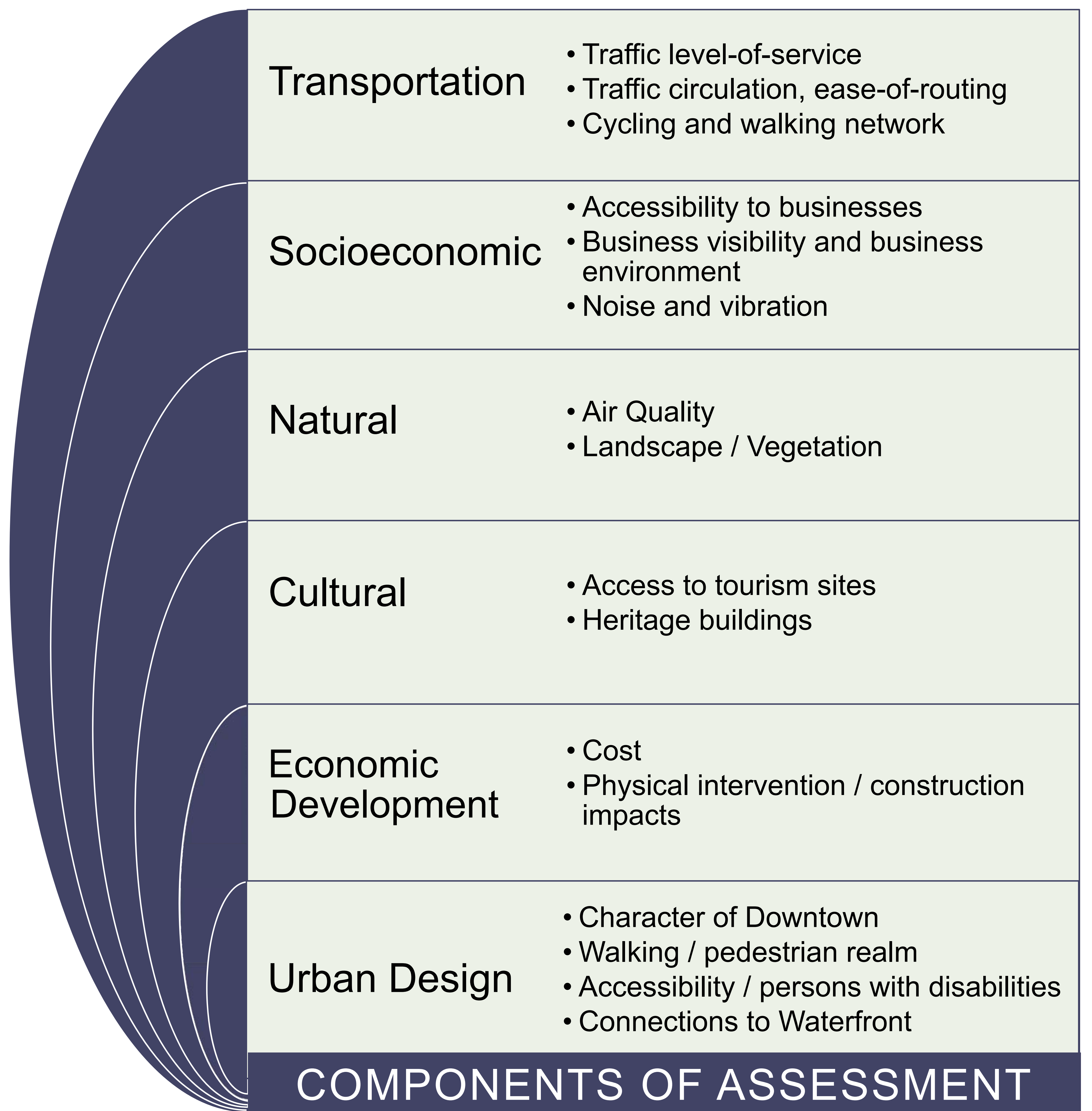
MCEA Process

The steps for each of the five (5) phases:



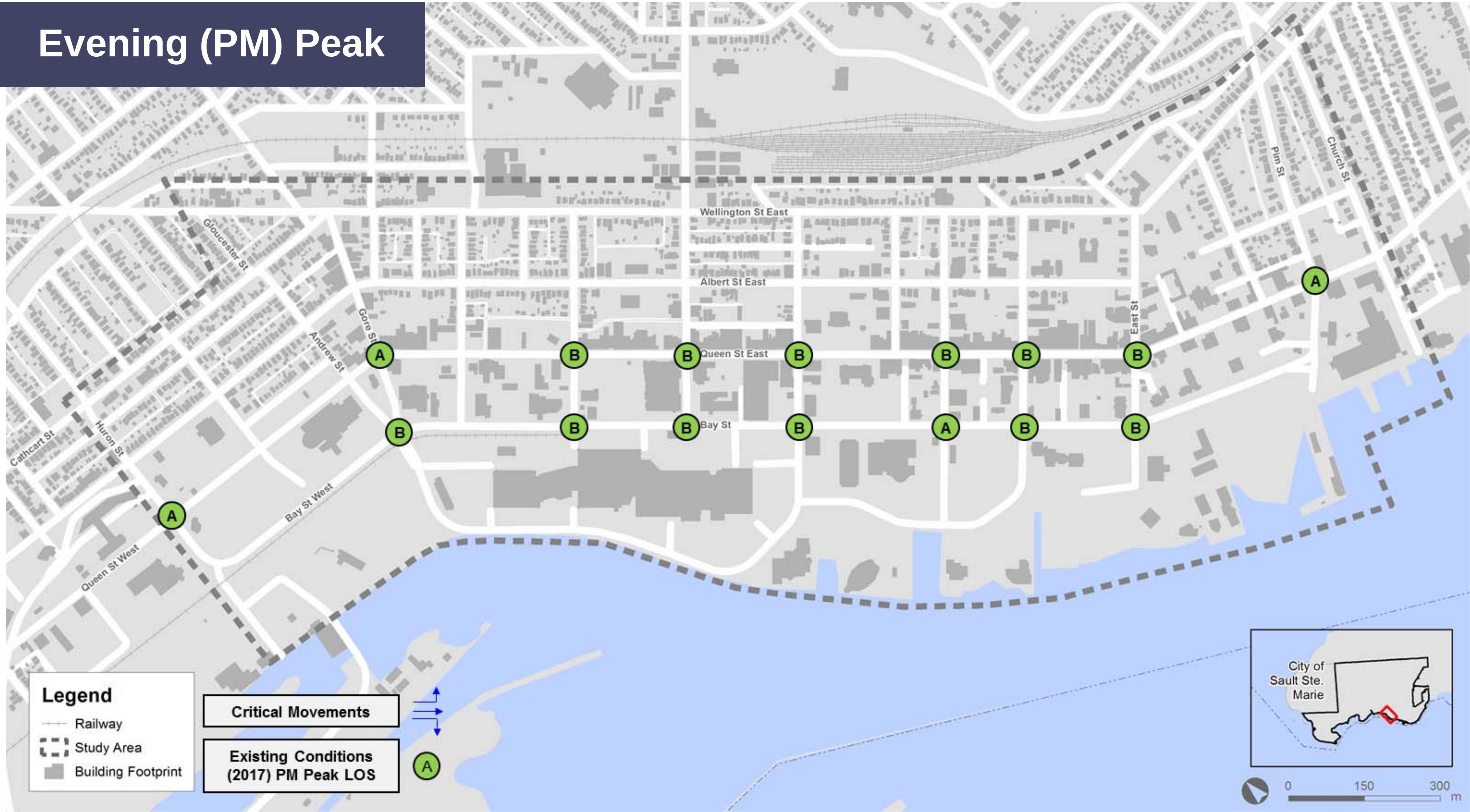
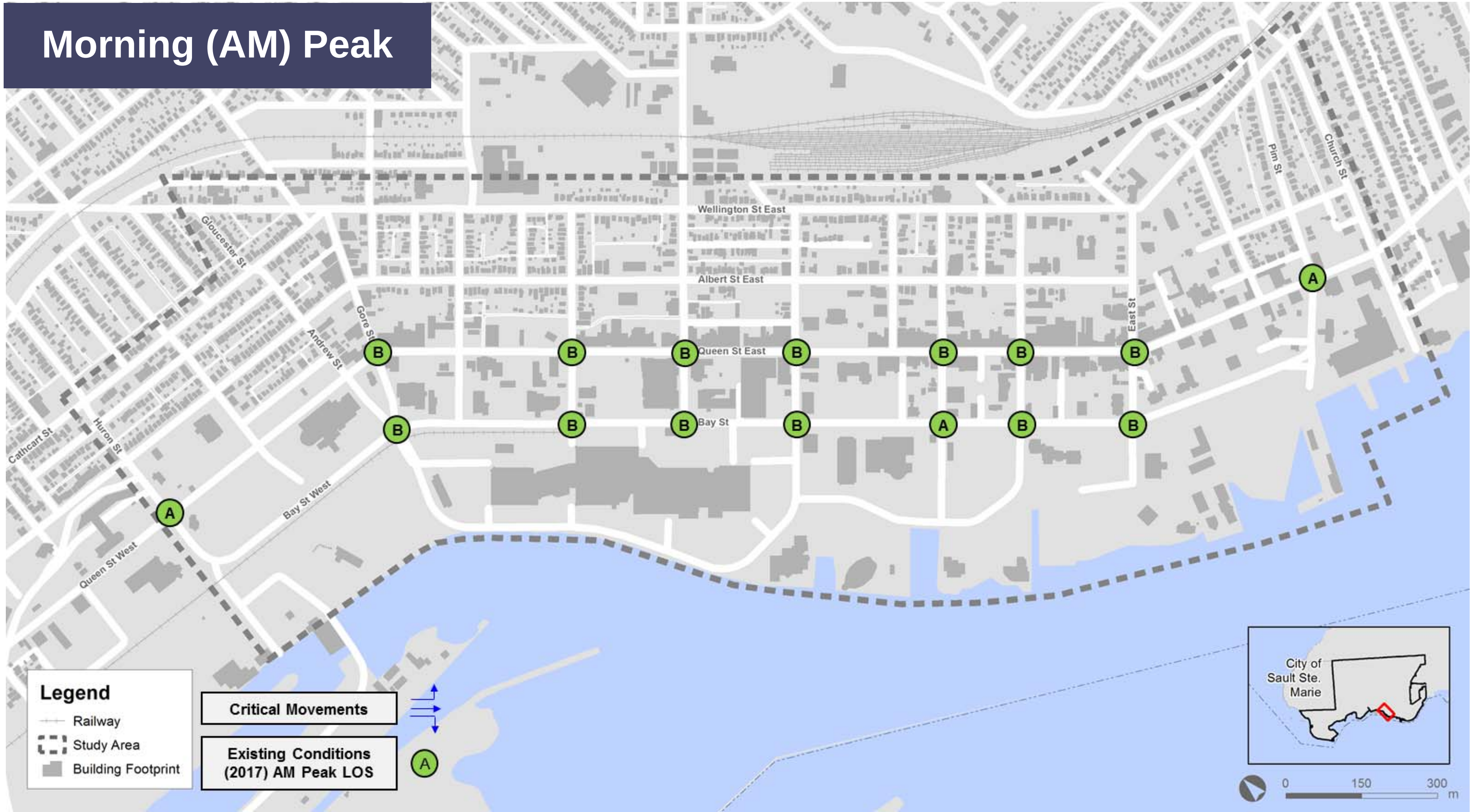
Evaluation Framework

- Under the Municipal Class Environmental Assessment Schedule B several components are assessed, forming an evaluation framework to determine the most suitable alternative
- This study will use the following evaluation framework:



Existing Traffic Conditions

Currently there are no areas where slow downs occur under typical morning and evening peak conditions



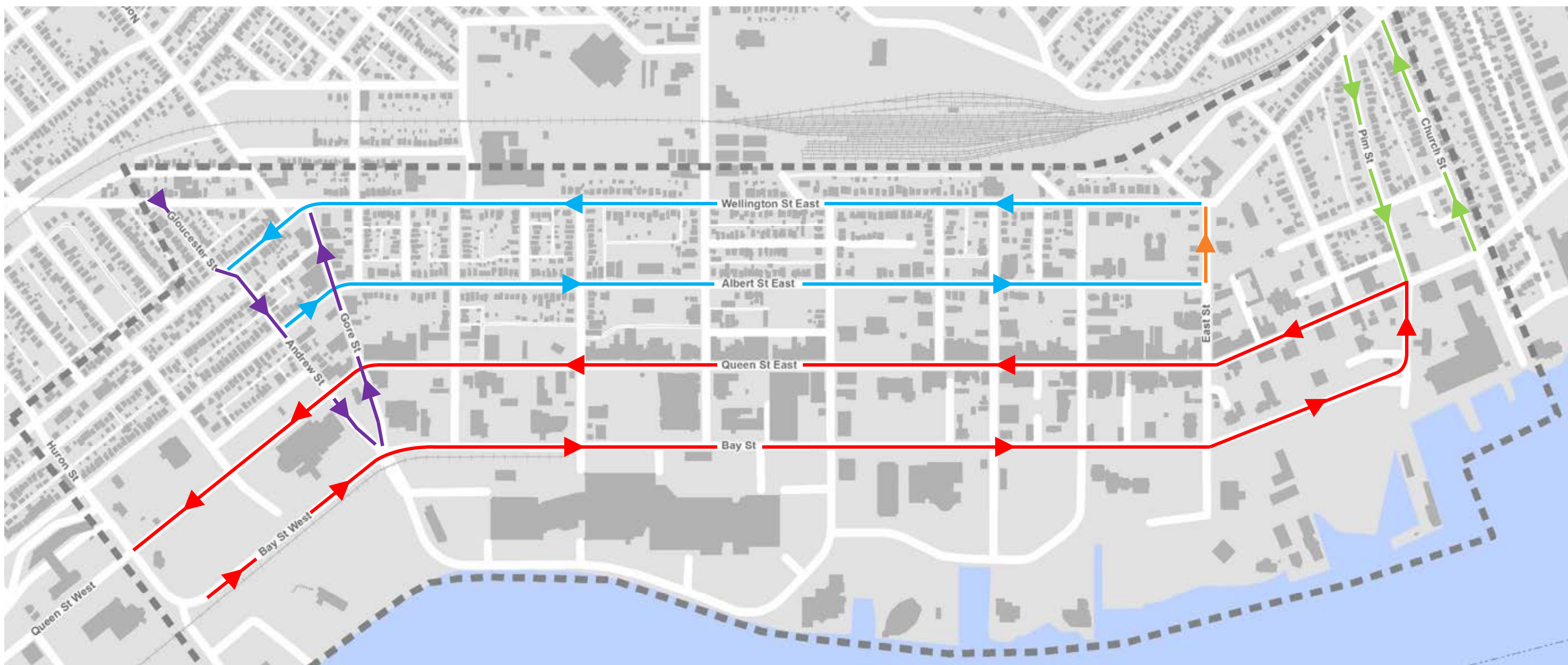
Legend

Level of Service	Average Delay	Recommended Improvement Criteria
A	10 sec/vehicle	Acceptable
B	10-20 sec/vehicle	Acceptable
C	20-35 sec/vehicle	Acceptable
D	35-55 sec/vehicle	Monitor
E	55-80 sec/vehicle	Monitor
F	80 sec/vehicle	Unacceptable

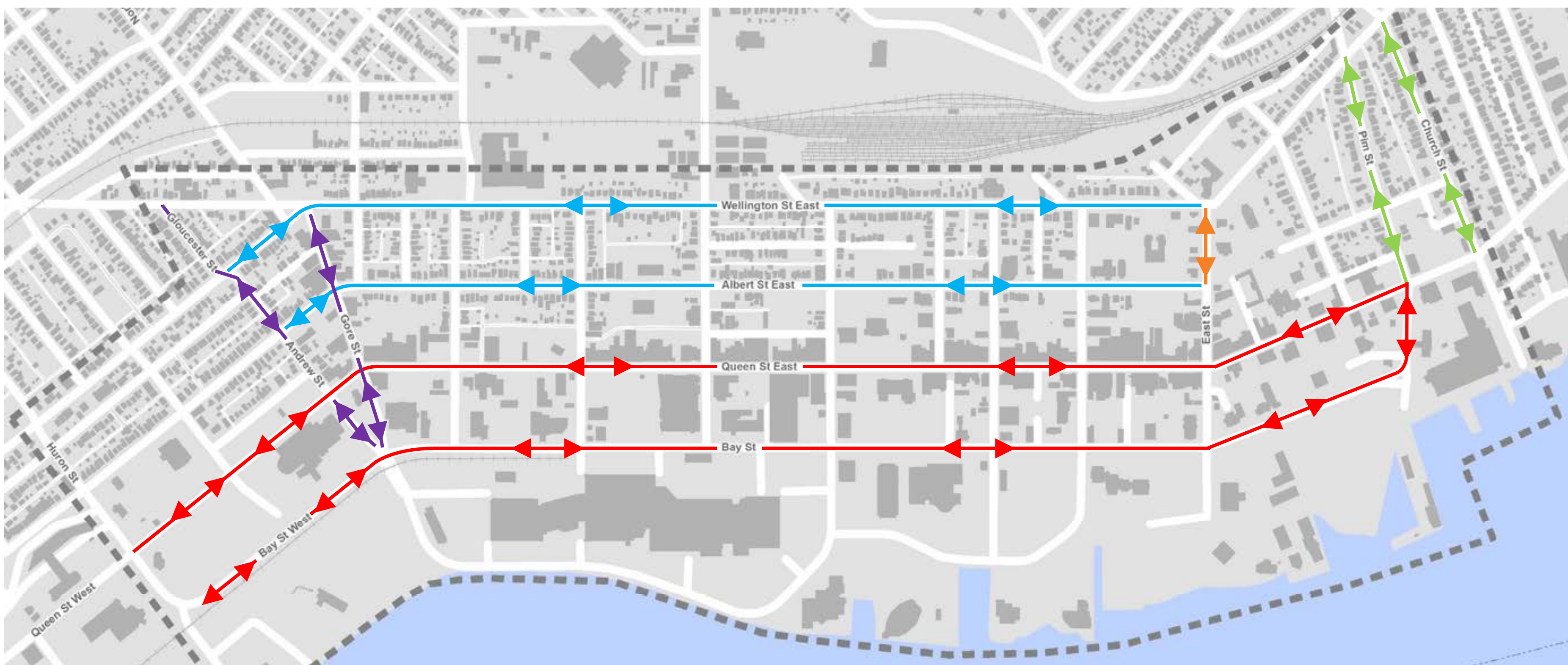
(Level of Service Criteria from Sault Ste. Marie Transportation Master Plan, 2015)

Preliminary Alternatives Proposed

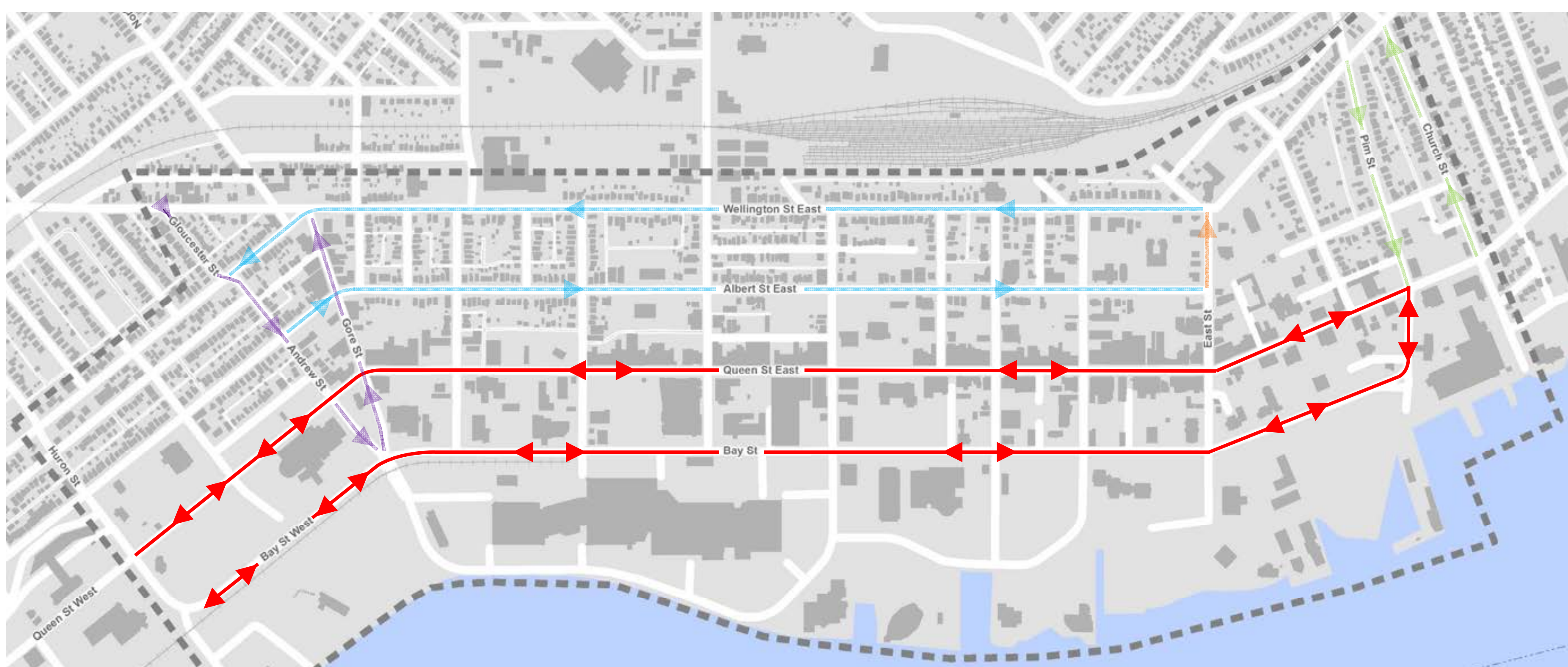
Alt 1 “Do Nothing” – Keep all roads considered in study as-is



Alt 2 Convert all roads considered in study to two-way operation

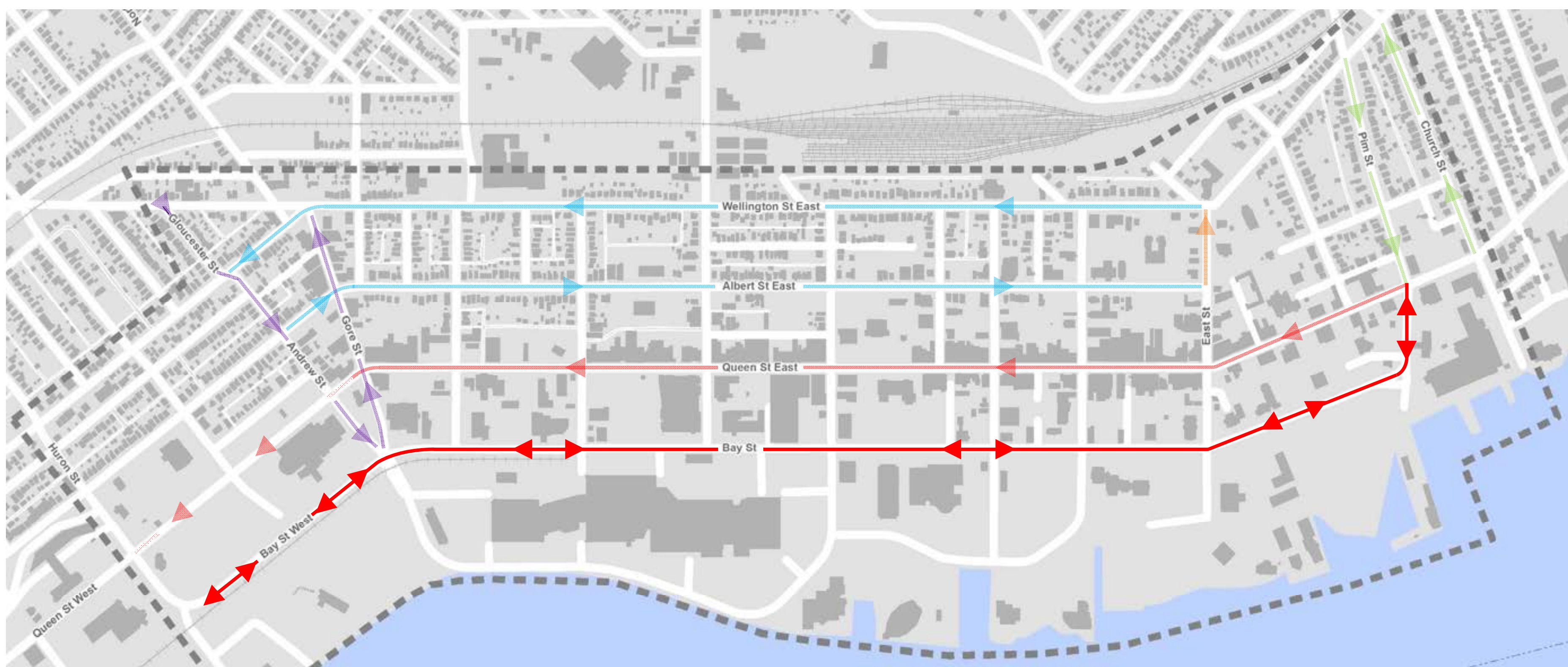


Alt 3 Convert Bay St, Queen St and Pim St (south of Queen St) to two-way operation



Preliminary Alternatives Proposed

Alt 4 Convert Bay St and Pim St (south of Queen St) to two-way operation



Alt 5 Convert Queen St to two-way operation



Alt 6 Active Transportation and Traffic Common Core Improvements



Engineering Considerations

Limited Road Space

- Queen Street most central street, but also most constrained
- Wellington Street and Albert Street have greater space, but still constrained
- Bay Street has more space, but City planning to convert one lane into multi-use path for pedestrians and cyclists

Accessibility for Ontarians with Disabilities Act (AODA)

- Compliance required upon any modification or construction of improvements
- Includes:
 - o Upgrades to signals (e.g. tactile arrow, vibration when activated, audible indicators for crossing)
 - o Addition of walking surface indicators (e.g. embedded cast iron plates with tactile surface)
 - o Ensuring curb depressions are separated on each corner for crossings



Potential Benefits of Conversion

Improve business visibility and accessibility, and improve the overall street comfort for all users



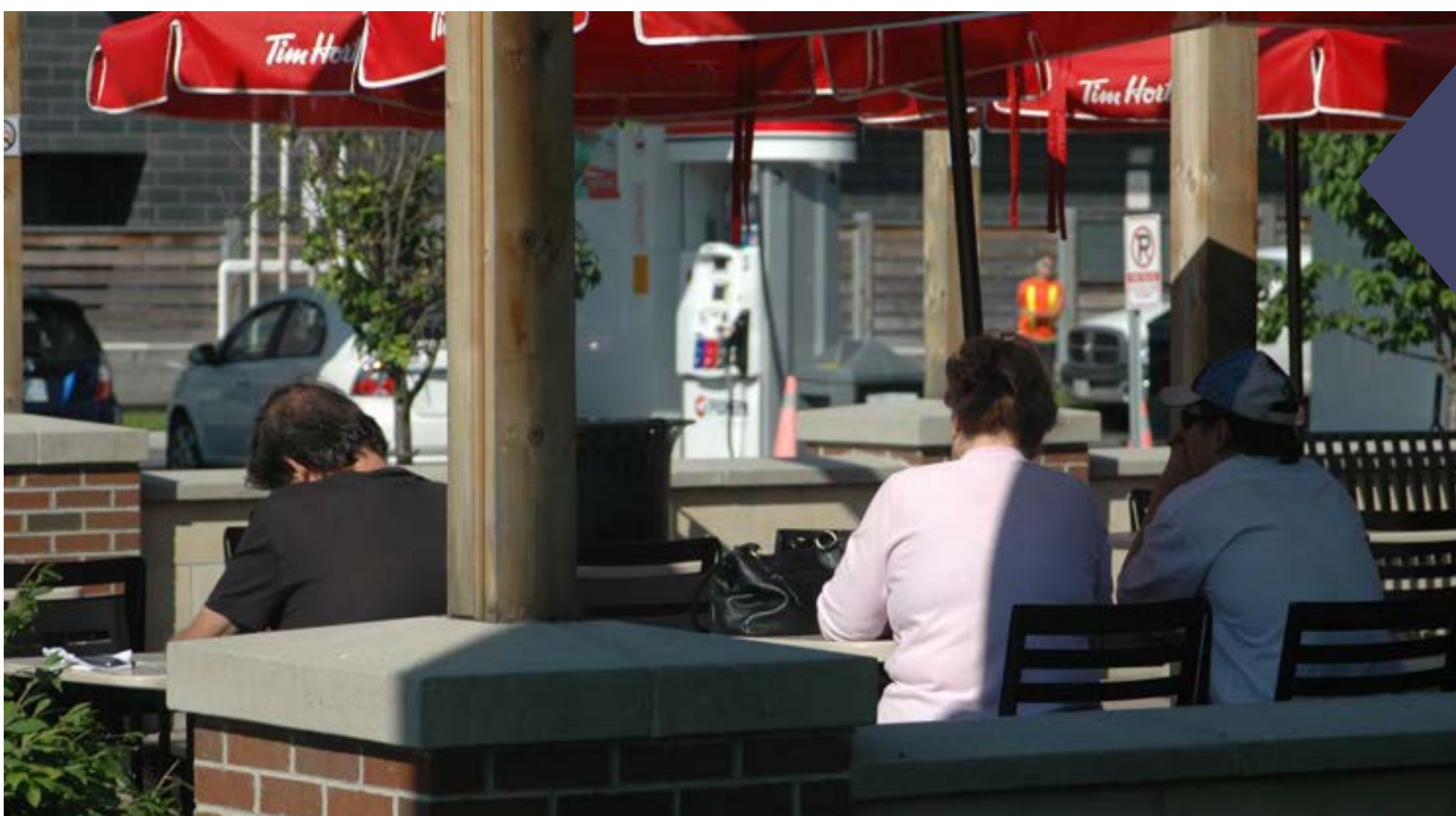
Help to reduce vehicle speed through the area, improving safety for pedestrians and cyclists



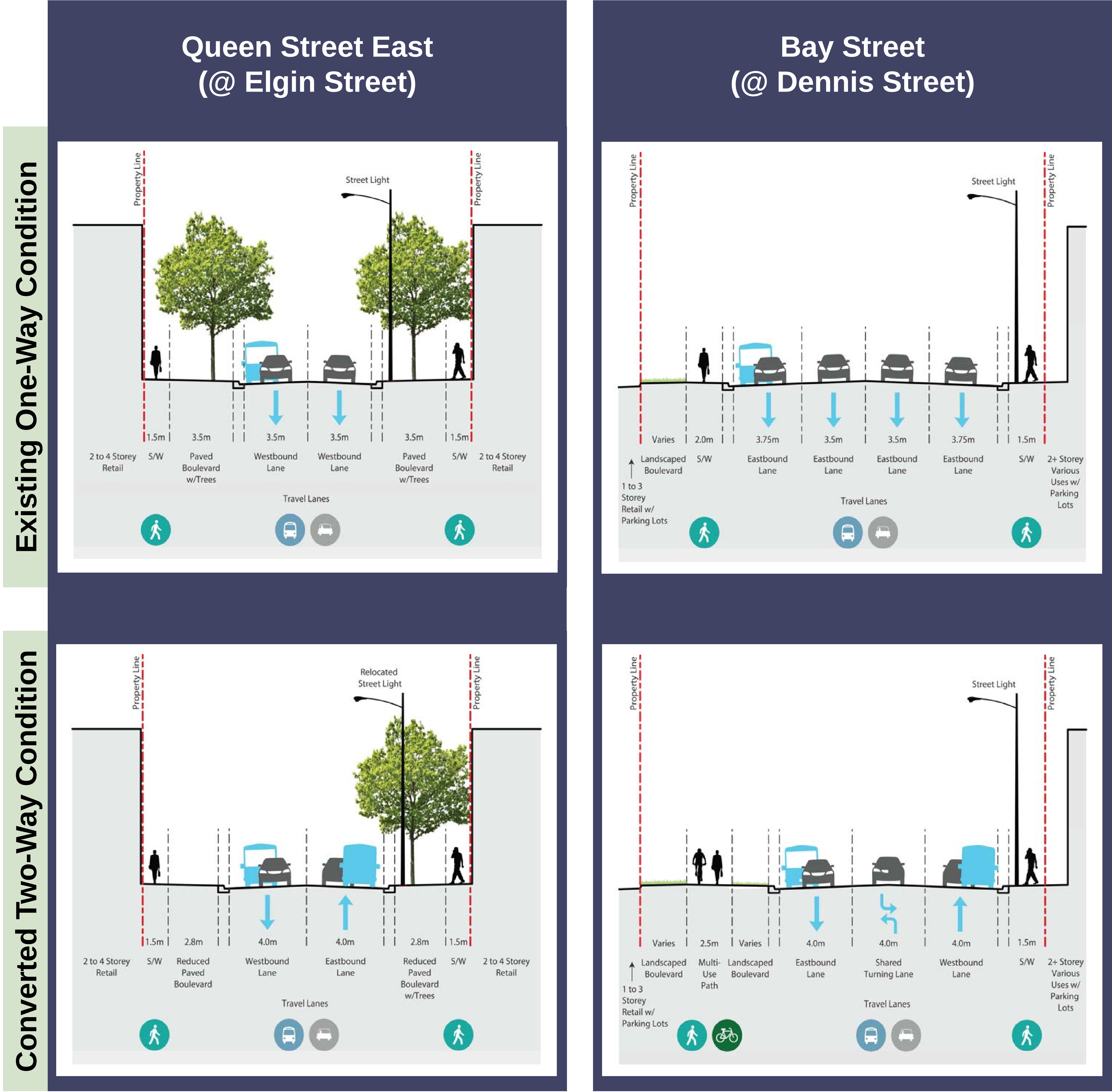
Encouraged physical activity through these enhancements, offering health benefits from a more active lifestyle



Help to make the downtown area a more urbanized destination for shopping, dining and entertainment



Before and After Conversion



- Notes:
- Not to Scale
 - Dimensions vary and are approximate

Questions and Comments

We would like you're your thoughts on the study!

Please submit questions and comments at **reception table today** or by **mail / e-mail** to:

Carl Rumiel
Design and Construction Engineer
Public Works and Engineering
Services

City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6
705-759-5379
c.rumiel@cityssm.on.ca

Scott Johnston
Associate

IBI Group
100 - 175 Galaxy Blvd
Toronto ON M9W 0C9
416-798-5503
sjohnston@IBIGroup.com

Comments must be received **no later than January 12, 2018**

Thank You

for Your Interest and Input!

Tear Off - - -



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

Please fill in, detach and deposit in the Comment Box the following Comment Sheet, or e-mail to c.rumiel@cityssm.on.ca or sjohnston@ibigroup.com.

1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why? I believe the benefits of reducing traffic speeds, ~~supporting~~ and improving visibility for downtown businesses outweigh the costs of the conversion. Ultimately we need to make investments into the infrastructure changes that will improve the urban environment in Sault Ste. Marie. We have spent millions on initiatives that have been significantly detrimental to our city and urban life, such as ~~the~~ during the urban renewal interventions in the 60s & 70s, we shouldn't be shy to invest in those things we ~~think~~ have a reasonable expectation can provide

2. Any other comments (use reverse side if needed)? some kind of social good.

Prioritize pedestrian and cycling / other active transportation infrastructure; leave about Wellington as is to ~~reduce~~ reduce overall costs; reconfigure the Pim/Queen/Bay intersection to improve safety and consider reconfiguring Pim & Church to two lanes as well as Queen and Bay.

Thank you for your time and input.

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-- Tear Off --

Comment sheet # 2.



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99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. ☒ Yes, Why?

b. No, Why?

2. Any other comments (use reverse side if needed)?

I like Alt-#3.
I live on Wellington
plus own a Business on Wellington.
The one way flow is great for getting across
the city quickly. Also-easier to get out + into
downtown for - with only one way traffic.

Thank you for your time and input.

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Keeping Wellington + Albert
one way is easier flow -
for getting into or out of Downtown
core.

When you take a side street

March, Spring, Bruce, Brook.
you can easily head out East or
West via - the one ways -

Would like to see more Bike
Paths to access the water front.

The two ways conversion would
open this window to create the
Bike lanes - ^{Hopefully} ~~Also~~ would move
some of the Bike traffic off
of Wellington + Albert. ~~where~~
Make it safer for Cars + Bikes

--Tear Off--



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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

See comment

b. No, Why?

See comment

2. Any other comments (use reverse side if needed)?

As a pedestrian (and transit rider), I don't feel one-way vs. two-way makes a significant difference in improving transportation mobility and safety for non-motorists. I'd rather see more resources on adding (lots!) of traffic lights to streets like Bay and Wellington (Queen is OK), perhaps reducing a lane or two for wider sidewalks or multi-use trails (like which is already proposed for Bay), and — maybe this is simplest of all — changing the speed limit for these streets. Please look at Vancouver's downtown which, despite a multitude of one-way streets, is very walkable and lively.

Thank you for your time and input.

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-- Tear Off --



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PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

Yes - Traffic calming / better for business
- pedestrian safety

b. No, Why?

2. Any other comments (use reverse side if needed)?

Thank you for your time and input.

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--Tear Off--



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PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?
 - a. Yes, Why?

b. No, Why?

I own property on [redacted] ST. My concern is any possible loss of more of my property. Spending money on changing roads when Main Rd, 6th Line, Red Rock Rd is still gravel makes no sense to me.

2. Any other comments (use reverse side if needed)?

Thank you for your time and input.

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--Tear Off--

Comment sheet 6.



The Corporation of the City of Sault Ste. Marie
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PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

Alternative 4
Bay & P/M
↳ underutilized
↳ Good space for bike/multiuse lane

b. No, Why? Queen / Albert / Wellington - NO.

B/C - NO current traffic issue
- worried about lack of space in winter...
- cost / safety

2. Any other comments (use reverse side if needed)?

Thank you for your time and input.

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--Tear Off--

Comment sheet 7.



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?
 - a. Yes, Why?

b. No, Why? Absolutely NOT
One-way streets allow for efficient traffic flow through the downtown. Our city has major issues with traffic flow, one way streets allow you to cross the downtown.

2. Any other comments (use reverse side if needed)?

Two-way streets will KILL businesses as there will be way more congestion, left turns will halt traffic and people will avoid the downtown altogether.
What happens during morning deliveries to Muio's & Pita Pit? You close the whole street because you have one lane.
Our city has enough problems without spending a ton of money creating more issues where they don't exist.

Thank you for your time and input.

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--Tear Off--

Comment sheet 8.



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PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why? *I SUPPORT THE CONVERSION OF BAY TO 2WAY WITH A CENTRIE LEFT TURN WITH THE OTHER STREETS LEFT IN ONE DIRECTION. A GREATER CONCERN FOR BICYCLE USE ON QUEEN + BAY IS IMPERATIVE TO ALLOW PEOPLE ON BIKES TO GET TO BUSINESS DOWNTOWN.*

b. No, Why? *THE OTHER STREETS IF CONVERTED TO TWO WAY MEANS THAT IF ONE VEHICLE STOPS IN A LANE ALL VEHICLES STOP. NOT PROGRESS.*

2. Any other comments (use reverse side if needed)?

ALT. 4 WITH BAY 2WAY LOOKS GOOD.

HOWEVER ANY CONVERSION THAT INCREASES LEFT HAND TURNS IS COUNTER PRODUCTIVE TO SAFETY + TRAFFIC FLOW.

ALSO CONVERSION OF STREETS OTHER THAN BAY WILL HAVE A GREAT IMPACT ON SNOW REMOVA.

Thank you for your time and input.

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(OVER)

SNOW REMOVAL CONT.

ONE WAY ALLOWS ONE LANE ~~TO BE~~ TO BE
USED FOR SNOW REMOVAL WITHOUT
BLOCKING TRAFFIC COMPLETELY

DR.

-- Tear Off --

Comment sheet 9.



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saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

*I would support Bay and Queen
conversion, or just Bay St.
depending on cost.*

b. No, Why?

2. Any other comments (use reverse side if needed)?

Thank you for your time and input.

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--Tear Off--

Comment sheet 10.



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?
 - a. Yes, Why?

Xb. No, Why?

THE SCENARIO OF THE TWO, IS TO REVITALIZE QUEEN ST. WHICH WILL NEVER HAPPEN UNTIL YOU GET RID OF THE BIG BOX STORES. TRAVERSE CITY CHERRY LAND MALL IS A GOOD EXAMPLE. THE BIG BOX STORES WAS

2. Any other comments (use reverse side if needed)? QUEEN STREETS DEMISE.

YOU NOW HAVE AN AGING COMMUNITY WHO DO NOT ADJUST WELL TO CHANGE. IT IS ANOTHER TAX BURDEN ON THE AGING COMMUNITY. I FEEL CANNOT HANDLE IT.

Thank you for your time and input.

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-- Tear Off --

Comment Sheet 11.



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

PUBLIC INFORMATION CENTRE DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

OF the Preliminary Alternatives proposed: Alt #4, conversion of Bay Street only; But include a dedicated 2 way bike lane

b. No, Why?

as well. As we migrate away from individual vehicle (which may happen quickly due

2. Any other comments (use reverse side if needed)?

to autonomous vehicles + other disruptive technology.)

Thank you for your time and input.

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-- Tear Off --

page 1

Comment sheet 12.



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99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
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Please fill in, detach and deposit in the Comment Box the following Comment Sheet, or e-mail to c.rumiel@cityssm.on.ca or sjohnston@ibigroup.com.

1. Would you support conversion of some or all one-way streets in the Downtown to two-way operations?

a. Yes, Why?

✓✓✓

YES = ITS-A-MUST!! PLUS REDUCE SPEED TO 15 MPH. LIKE ALL SMALL TOWNS IN U.S.A.
NINO DISANO

Good for the ~~Downtown~~ Town

b. No, Why?

2. Any other comments (use reverse side if needed)?

We need something to help grow the town

Thank you for your time and input.

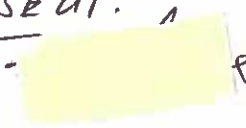
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SUGGESTION SHEET

Page 2

Comment sheet 13

FOR 2-WAY: AKT 4 - sounds OK *Shen*

GREAT IDEA. JUST PAINT LINE IN MIDDLE, KEEP IT SIMPLE
BUSINESSES WILL SURVIVE AND NOT CLOSE UP. 

FOR 1-WAY:

NOTICE OF PUBLIC INFORMATION CENTRE #2 DOWNTOWN TRAFFIC STUDY

The City is conducting a traffic study of downtown streets to identify potential improvements that would benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown and the waterfront, as recommended in the City's recent Transportation Master Plan. This study largely focuses on functional changes that can be made, including two-way conversion of downtown one-way streets, namely Bay, Queen, Albert and Wellington, Andrew, Gore, Pim and Church Streets shown below.



Downtown street operations have changed dramatically since one-way streets were first installed 60 years ago, with a new shift of traffic away from the downtown. One-way streets are no longer needed to move traffic through the downtown. However, two-way conversion will require a reduction in pedestrian space, loss of some streetscaping, and loss of some on-street parking, as well as new curb work and traffic signals, utility relocations and property acquisitions, which are costly.

A second Public Information Centre will be held to present the evaluation of alternatives considered for downtown traffic changes, and the preliminary preferred change now being considered. The public is invited to drop in anytime between the hours below to review and comment on the displayed information:

Date: Wednesday, July 25, 2018
Time: 3:00 PM – 7:00 PM
Place: Russ Ramsay Room, Level 3 – Civic Centre

The Study is being conducted as a Schedule B project in accordance with the province's Municipal Class Environmental Assessment (Class EA) process pursuant to the Ontario *Environmental Assessment Act*. All members of the public are welcome to attend, and City staff and the consultant will be available to discuss the study.

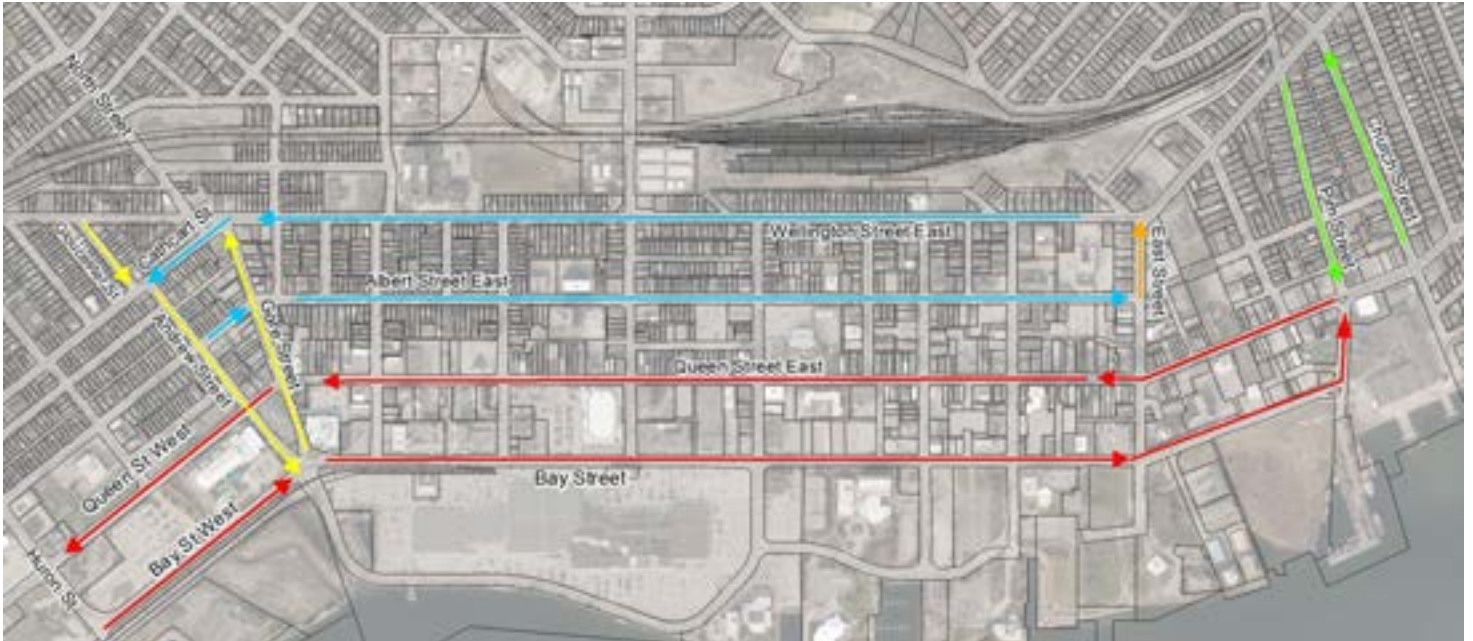
The City's study web site is at: <http://www.saultstemarie.ca/DowntownTrafficEA>. If you require further information on the study or the upcoming Public Information Centre, or wish to be included on the study contact list, please contact either:

Carl Rumié, P. Eng. Design and Construction Engineer Public Works and Engineering Services City of Sault Ste. Marie Phone 705-759-5379 E-mail: c.rumiel@cityssm.on.ca	Scott Johnston, P. Eng. Associate IBI Group Phone 416-798-5503 E-mail : sjohnston@ibigroup.com
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Respondents should note that all personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment's Freedom of Information and Privacy Coordinator at 416-327-1434.



Downtown Traffic Study - Your opinion is valued



July 19, 2018

The City of Sault Ste. Marie is conducting a traffic study of downtown streets to identify potential improvements that would benefit downtown business and livability; introduce new pedestrian, cycling and driver safety features; and improve overall accessibility through the downtown and the waterfront, as recommended in the City's recent Transportation Master Plan. This study largely focuses on functional changes including two-way conversion of downtown one-way streets, namely Bay, Queen, Albert and Wellington, Andrew, Gore, Pim and Church Streets.

A second Public Information Centre will be held to present the evaluation of alternatives considered for downtown traffic changes, and the preliminary preferred change that is now being considered. Members of the public are invited to review and provide feedback on the proposed considerations. City staff and the consultant will also be available to discuss the study.

Date: Wednesday, July 25, 2018

Time: 3 p.m. - 7 p.m.

Place: Russ Ramsay Room, Level 3 - Civic Centre

If you would like to be included on the study contact list, or require further information on the upcoming Information Session, contact either:

Carl Rumiel, P. Eng.

Design and Construction Engineer
Public Works and Engineering Services
City of Sault Ste. Marie
Phone 705-759-5379
E-mail: c.rumiel@cityssm.on.ca

Scott Johnston, P. Eng.

Associate

IBI Group
Phone 416-798-5503
E-mail : sjohnston@ibigroup.com

The Study is being conducted as a Schedule B project in accordance with the province's Municipal Class Environmental Assessment (Class EA) process pursuant to the Ontario Environmental Assessment Act.

Further information can be viewed at saultstemarie.ca/DowntownTrafficEA.

Share this page:



CONTACT US

Phone
705-759-2500

Email
info@cityssm.on.ca

Fax
705-759-2310

TTY
1-877-688-5528

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Sault Ste. Marie, ON
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Welcome

to the Public Information Centre for the
Downtown Traffic Study



IBI GROUP
City of Sault Ste. Marie
July 25, 2018

Purpose of Study

Determine if changes to one-way corridors can enhance downtown's character and spaces for pedestrians and cyclists.

Changes considered:

- Two-way conversion
- Lane reductions
- Additional infrastructure for pedestrians and cyclists



Study Objectives

Primary Objectives:

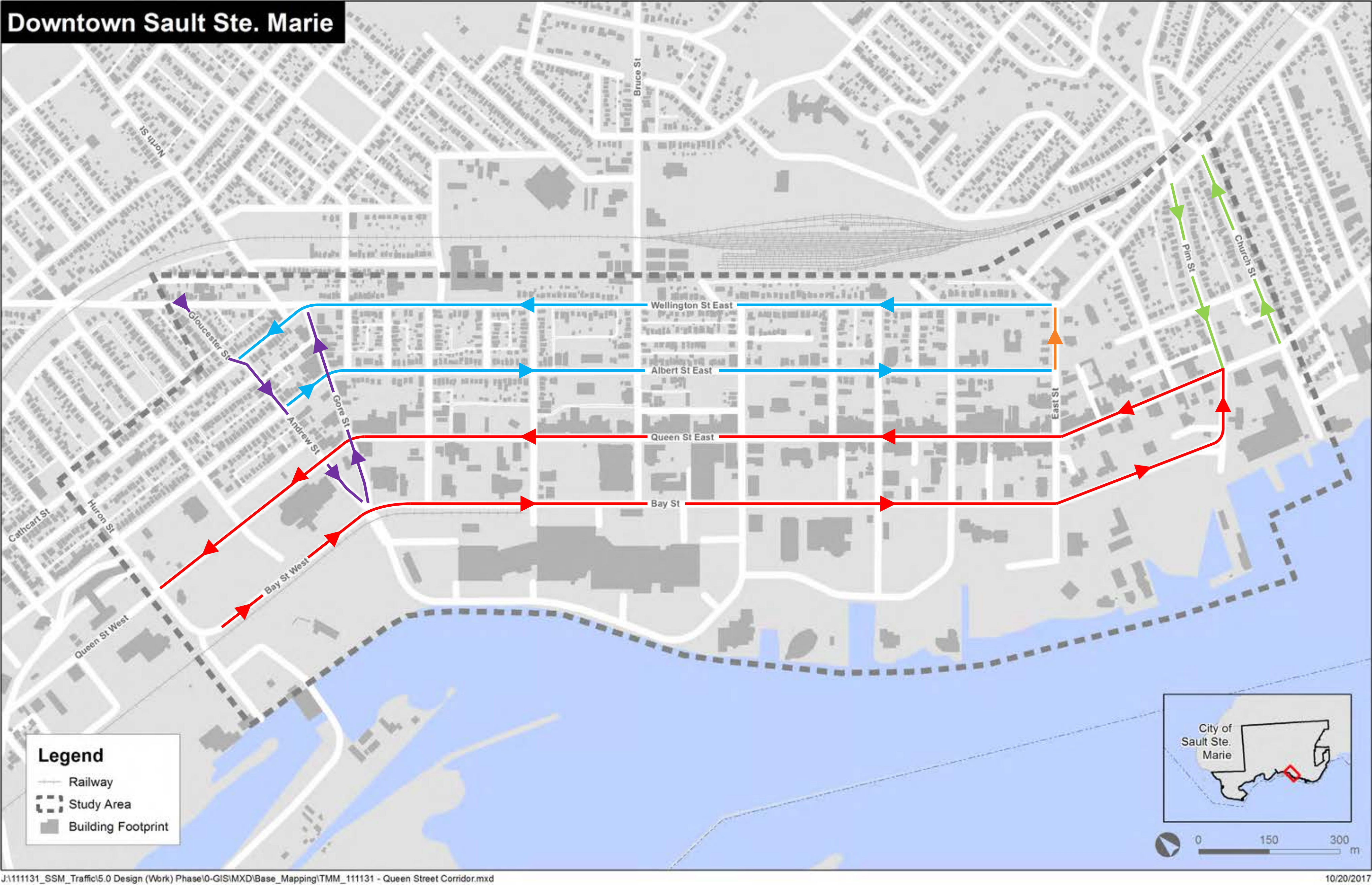
- Determine if one-way traffic benefits still relevant
- Revitalize downtown
- Improve safety and comfort for pedestrians and cyclists

Study aims to answer:

- Impact of changes on:
 - o Transportation
 - o Socioeconomics
 - o Natural environment
- Physical changes needed for conversion?
- Cost to implement conversion?
- Community opinions on changes?
- Conversion impacts in other cities?



Study Area

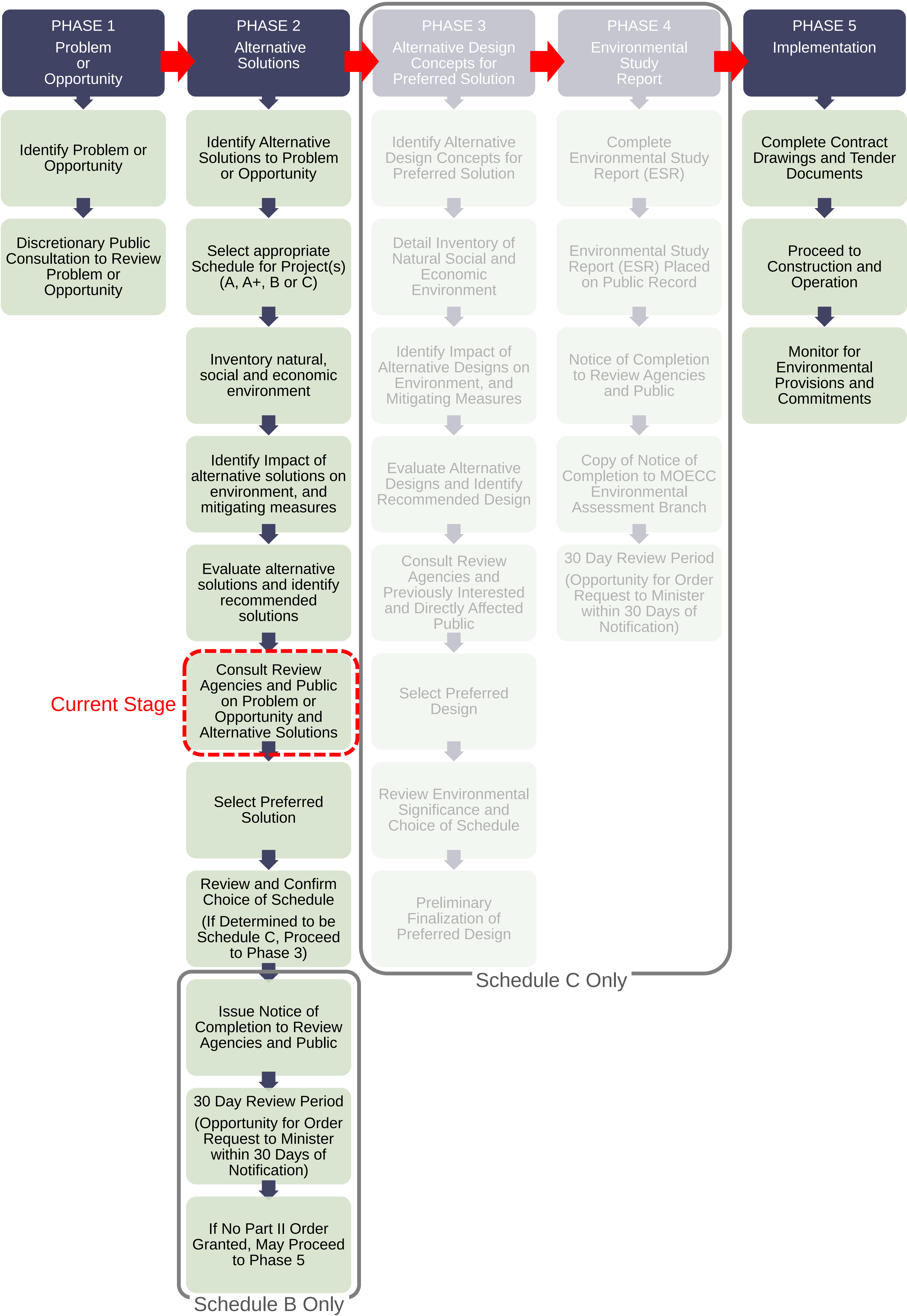


Downtown Sault Ste. Marie one-way streets are:

- Bay Street / Queen Street
- Albert Street / Wellington Street/Cathcart Street
- Pim Street with Church Street
- Andrew Street/Gloucester Street with Gore Street
- East Street (from Albert Street to Wellington Street)

MCEA Process

Steps for each of the five (5) phases:



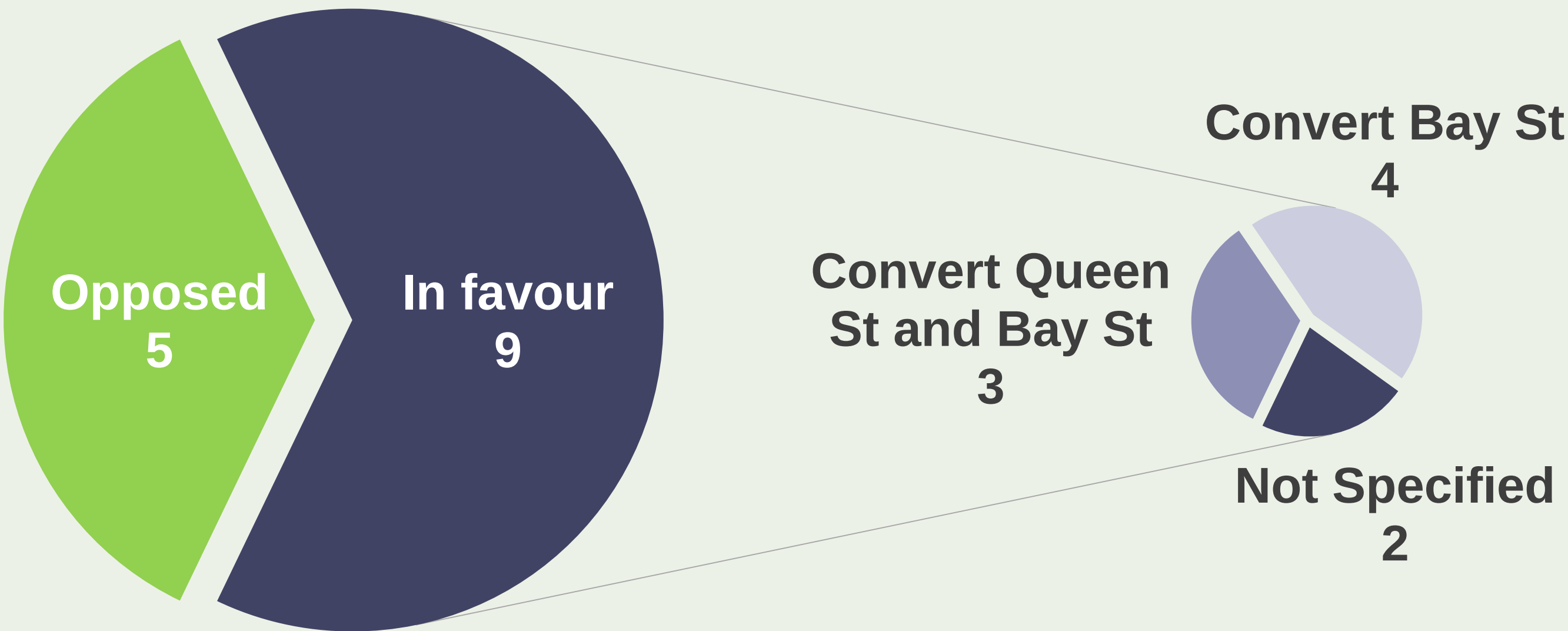
Summary of Public Information Centre #1

Date: December 6th, 2017
Location: Sault Ste. Marie Civic Centre
Total Attendees: 31
Total Comments Received: 14

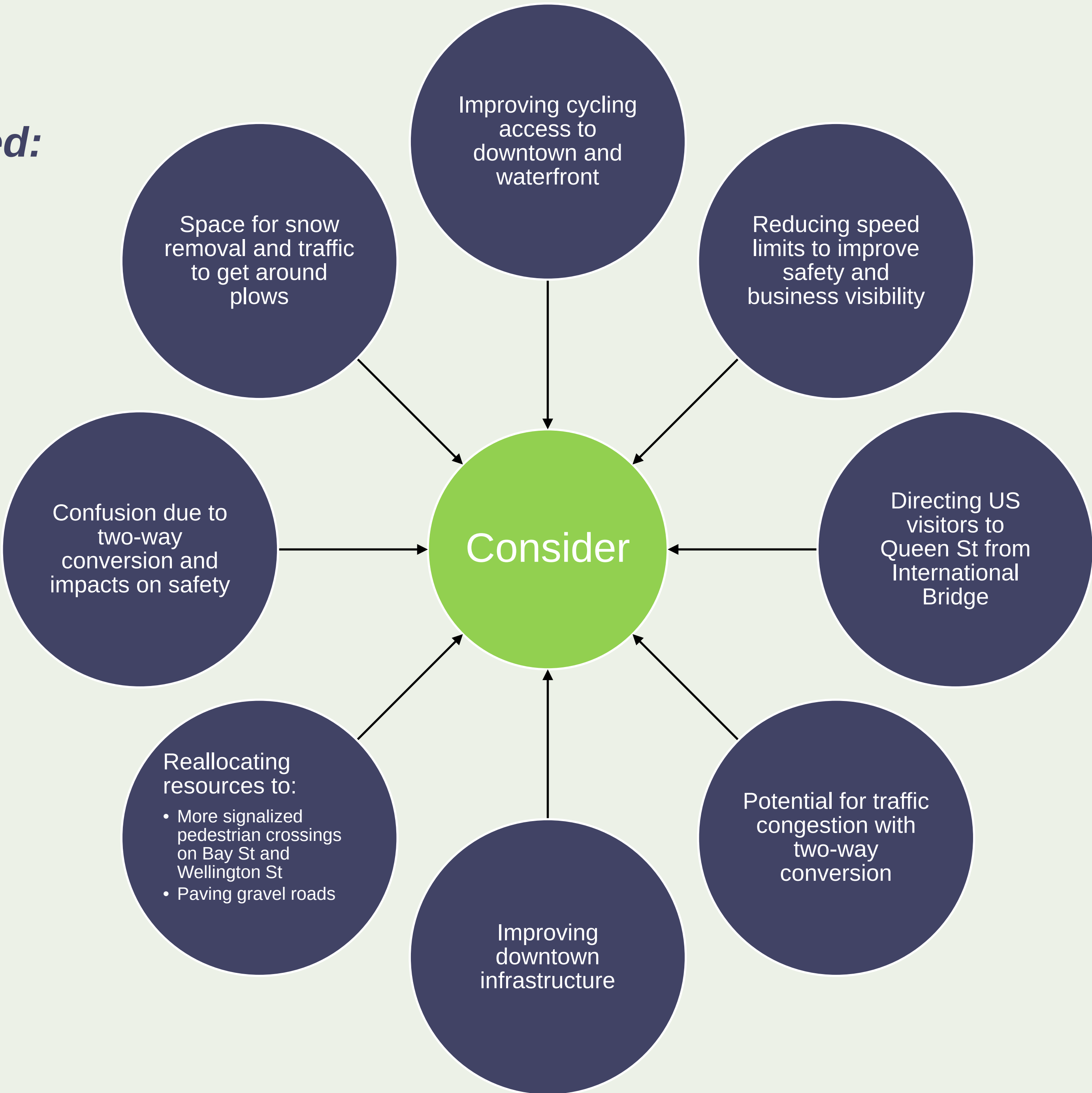
Members of project team were available to discuss study, answer questions and receive comments



Attendees had varying opinions on two-way conversion, and where it should be completed:



There were several opinions on what should be considered:



Alternatives Considered

6 preliminary alternatives were refined to 3 alternatives

Preliminary Alternative	Considerations	Proceed to Full Evaluation?
1 “Do Nothing” – Keep all roads as-is	- Modified to preferred alternative from Bay St EA – reduce Bay St to 3 lanes, one-way operation with Multi-Use Path (MUP) - Improved pedestrian experience - More than sufficient capacity for volume of vehicles - Should also consider reducing Bay St to 2 lanes, to offer improved pedestrian environment (new Alternative 1A)	
2 Convert all roads to two-way operation	Preliminary Cost Estimates over \$15M – too costly for City under single procurement	
3 Convert Bay St* and Queen St to two-way operation	Most downtown businesses on Bay St and Queen St	
4 Convert Bay St* to two-way operation	Leaves only one eastbound lane (on Bay St and Queen St combined) resulting in localized traffic congestion during afternoon peak hours	
5 Convert Queen St to two-way operation	Leaves only one westbound lane (on Bay St and Queen St combined) resulting in localized traffic congestion during peak hours	
6 Active Transportation and Traffic Common Core Improvements	Can be added to preferred alternative as part of detailed design	



3 Alternatives for Detailed Evaluation

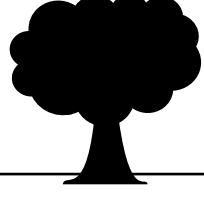
Alternative 1 Base Scenario - Implement Bay Street EA (3 Lanes One-Way + MUP)	Alternative 1A Modified Base Scenario - Implement Bay Street EA (2 Lanes One-Way + MUP)	Alternative 3 Convert Bay St* and Queen St to two-way operation
--	--	--

*Includes Pim St south of Queen St

Evaluation Framework

The evaluation framework presented at PIC 1 was refined

Each alternative given a score from 1 (least preferred) to 5 (most preferred) for each criteria:

Criteria	Sub-criteria	Least Preferred	Most Preferred
Vehicular Transportation 	Traffic level-of-service	Major traffic congestion (one or more locations in network over capacity)	Free flowing traffic (all locations in network have sufficient capacity)
	Potential to reduce traffic speed	Increase in vehicle speeds	Two-way traffic with reduced speed limits and traffic calming measures throughout network
	Traffic circulation, ease-of-routing	One-way streets throughout network	Two-way streets throughout network
Active Transportation 	Pedestrian space	Reduced space for pedestrians on one or more streets	Increased pedestrian space throughout network
	Cycling facilities	Cycling facilities removed	Addition of cycling facilities to match City's Bicycle Network plan
	Accessibility for persons with disabilities	Accessible crossings removed	Upgrades to crossings throughout network
Socioeconomic 	Access to parking	Loss of on on-street parking throughout network	No parking added - more than sufficient amount available
	Access to transit	Delays to or loss of transit route(s)	Opportunity for two-way transit throughout network
	Business visibility	Reduced visibility	Improved visibility throughout network
	Construction impacts	Construction throughout network	Construction avoided
Natural 	Landscape and vegetation	Impact/removal of vegetation or landscaping throughout network	Improvements to landscaping throughout network
Cost 	Cost of construction	Cost > \$10 million	Cost < \$1 million
	Cost-benefit ratio	Lowest cost-benefit ratio	Highest cost-benefit ratio



Vehicular Transportation

Traffic Operations

- All three alternatives have enough capacity to accommodate traffic demand
- Two-way operation (Alternative 3) has a minor increase in delay for eastbound trips due to loss in signal coordination, additional turning traffic
- Two-way operation (Alternative 3) may cause instances of difficulty moving around stopped or slow vehicles such as buses or delivery vehicles

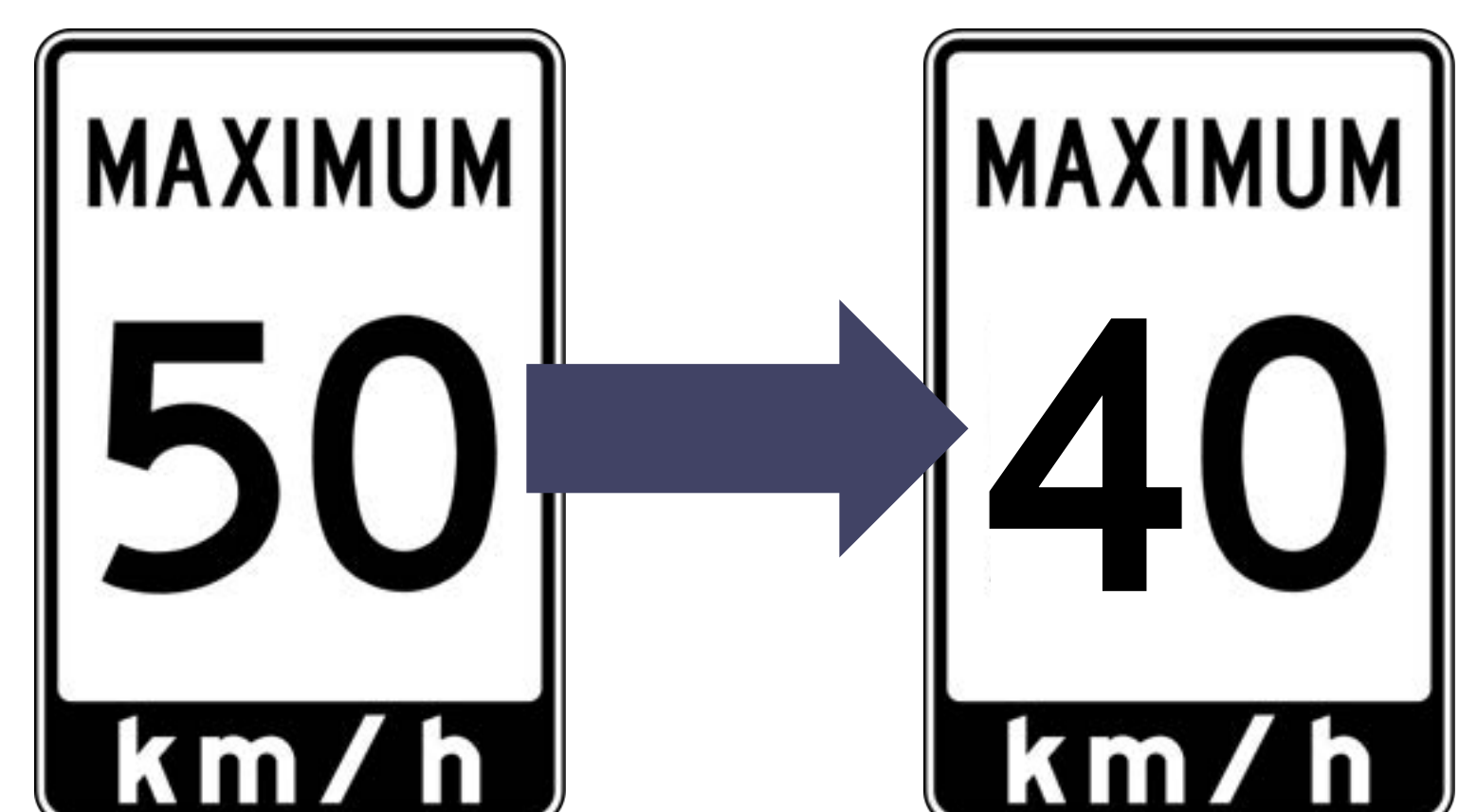


All three alternatives work without traffic congestion

Potential to Reduce Traffic Speeds

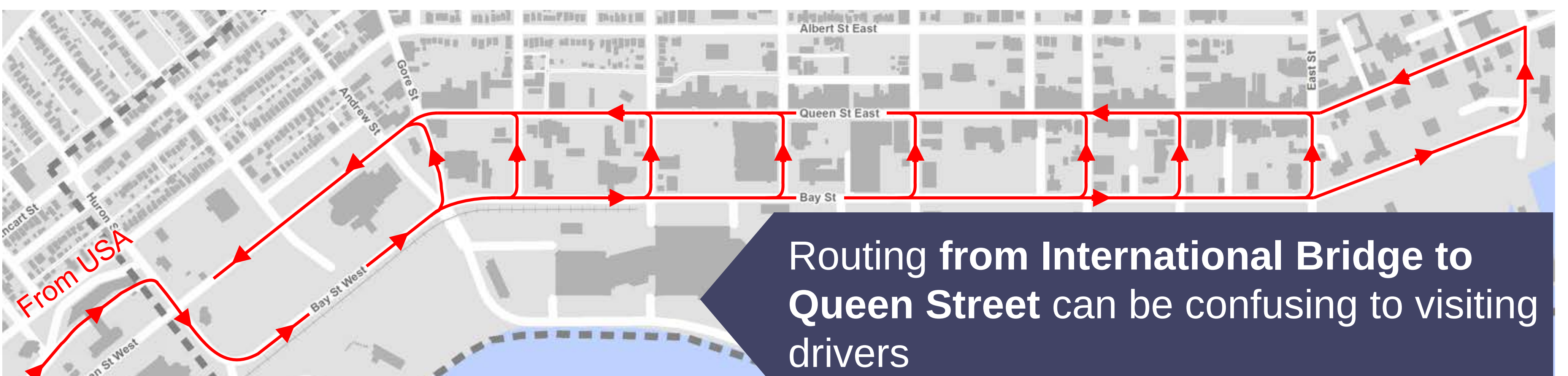
- Other municipalities have found that two-way operation can reduce traffic speeds
- Reduced speed limits, narrowed lanes, adjusted signal timing, and other measures can also be used to influence driver behaviour (All 3 Alternatives)

Reduced Speed Limits can influence driver behaviour



Ease of Routing

- Two-way operation (Alternative 3) offers greater ease of routing
- One-way operation (Alternatives 1 and 1A) does not provide visitors from US direct access to Queen St
 - Routing improvements can be made to one-way network (Alternative 1 and 1A) with better wayfinding signage



Routing from International Bridge to Queen Street can be confusing to visiting drivers

Active Transportation

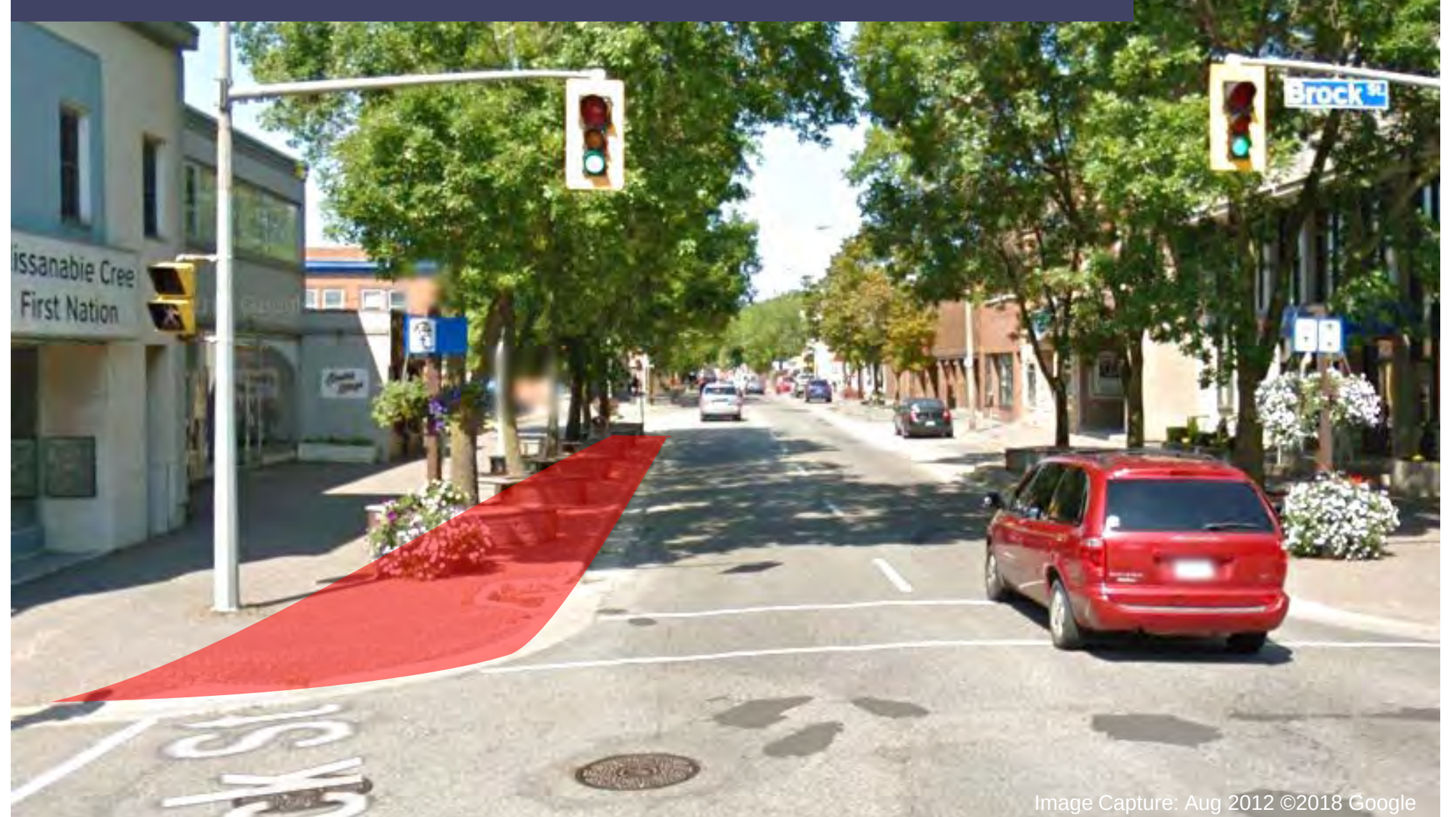
Pedestrian Space

- Two-way operation (Alternative 3) requires road widening / sidewalk reduction near major intersections for:
 - Left-turn lanes
 - Turning transit buses and delivery trucks

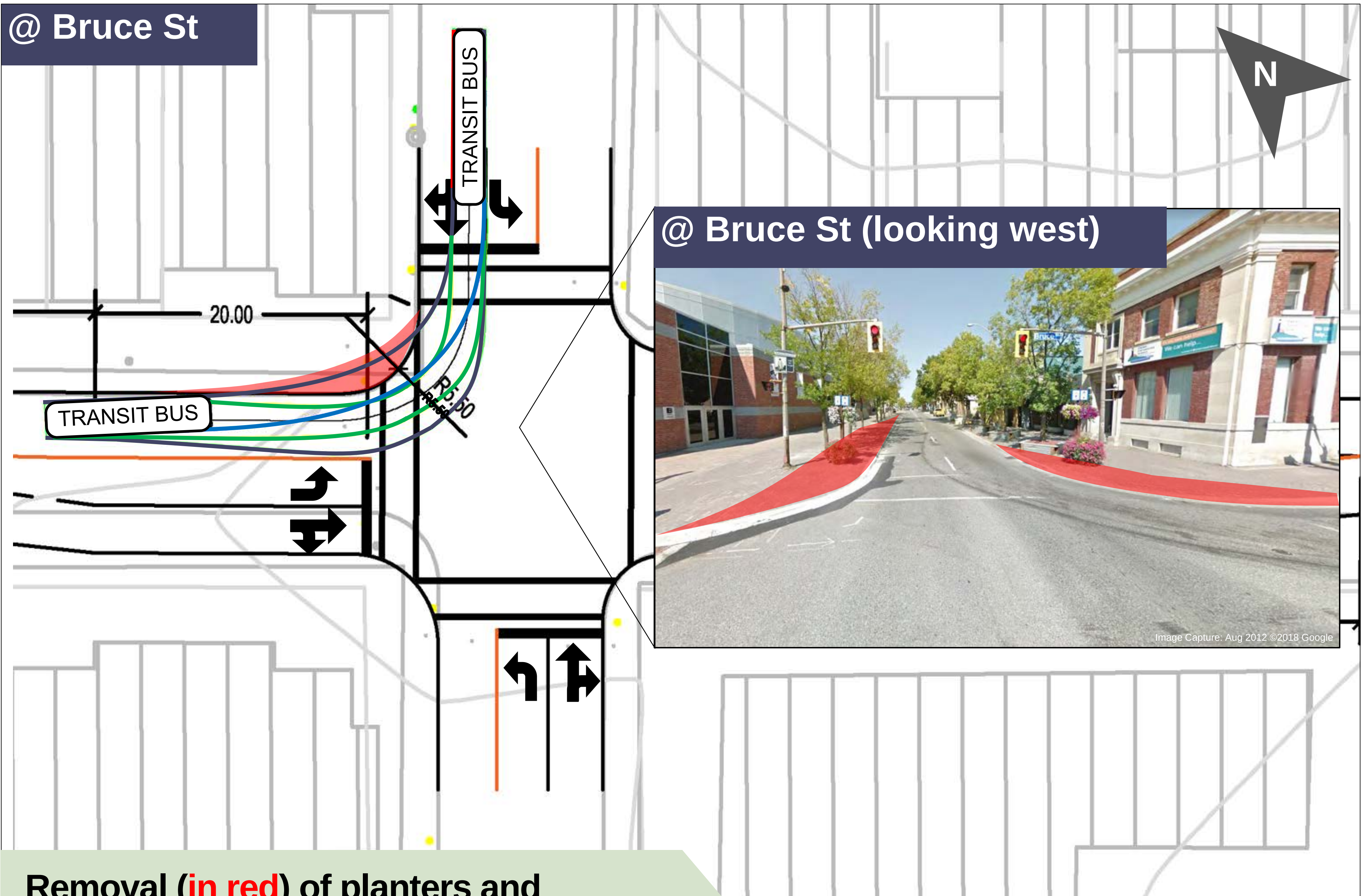
@ East St (looking west)



@ Brock St (looking west)



@ Bruce St



Removal (in red) of planters and narrowing of sidewalks to accommodate two-way operation on Queen St

 Active Transportation (con't)

Cycling Facilities

- Multi-use path introduced on Bay St for all 3 alternatives
- Two-way operation (Alternative 3) reduces vehicle speeds improving conditions for cyclists



Multi-use path on Bay St provides east-west connection for cyclists

Accessibility for Persons with Disabilities

- Each alternative offers opportunity to improve accessibility
- Alternatives 1 and 1A would re-construct Bay Street with accessible signals
- Alternative 3 would re-construct Bay Street and Queen Street
- Alternative 1A has shorter crossings at several locations along Bay Street

Accessibility Benefits	Alternative		
	1	1A	3
New signals with tactile plates / AODA	✓	✓	✓
Shorter crossing distances on Bay Street		✓	



Improved accessibility with separated crossings, tactile plates, signals with audible tone and tactile buttons



Socioeconomic

Street Parking and Loading

- Two-way operation (Alternative 3) requires loading zones
- Approx. 30 on-street parking spaces on Queen St may be lost to turning lanes and loading zones
 - Large amount of existing off-street parking
 - Some businesses may have access to rear-loading



Transit

- Two-way traffic (Alternative 3) offers opportunity for bi-directional transit
 - Riders arrive and depart from same street
 - Easier to navigate
 - Reduces travel time

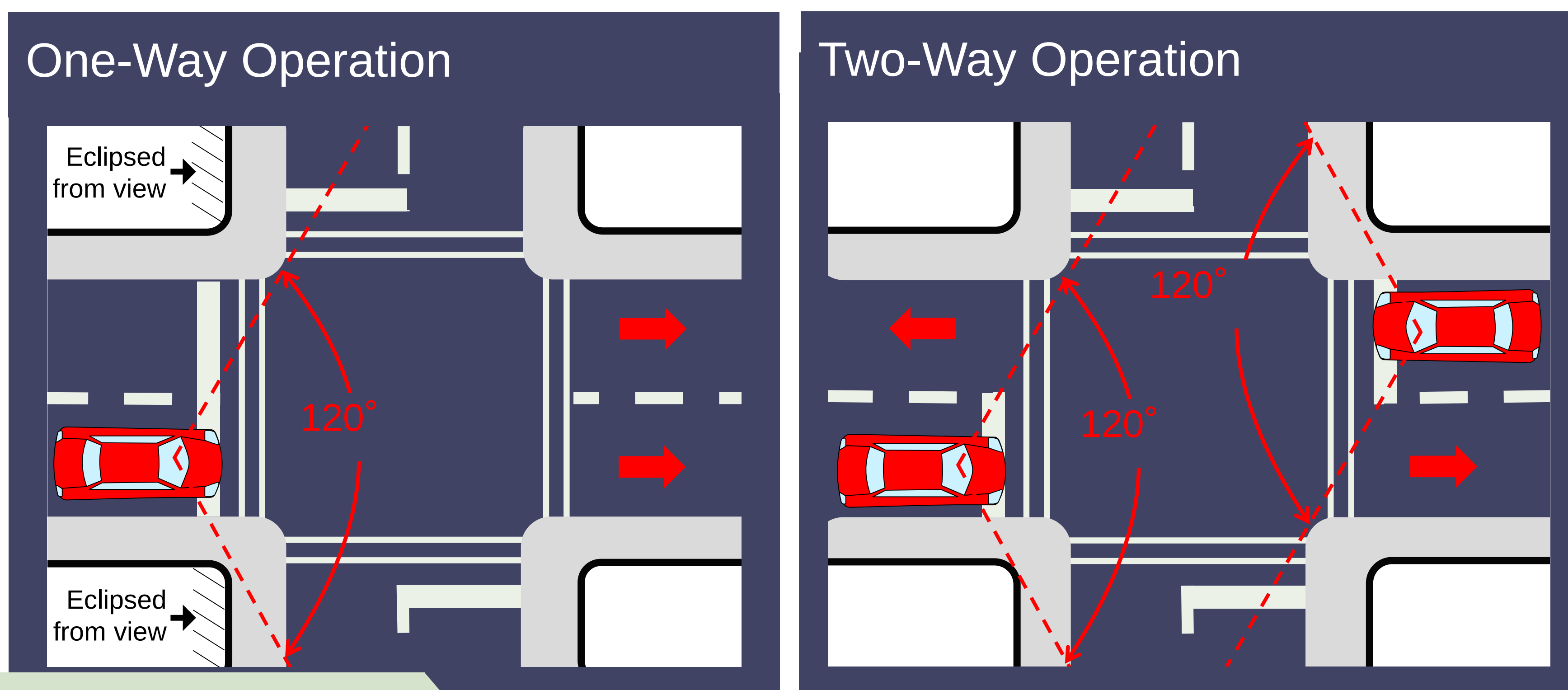




Socioeconomic (con't)

Business Visibility

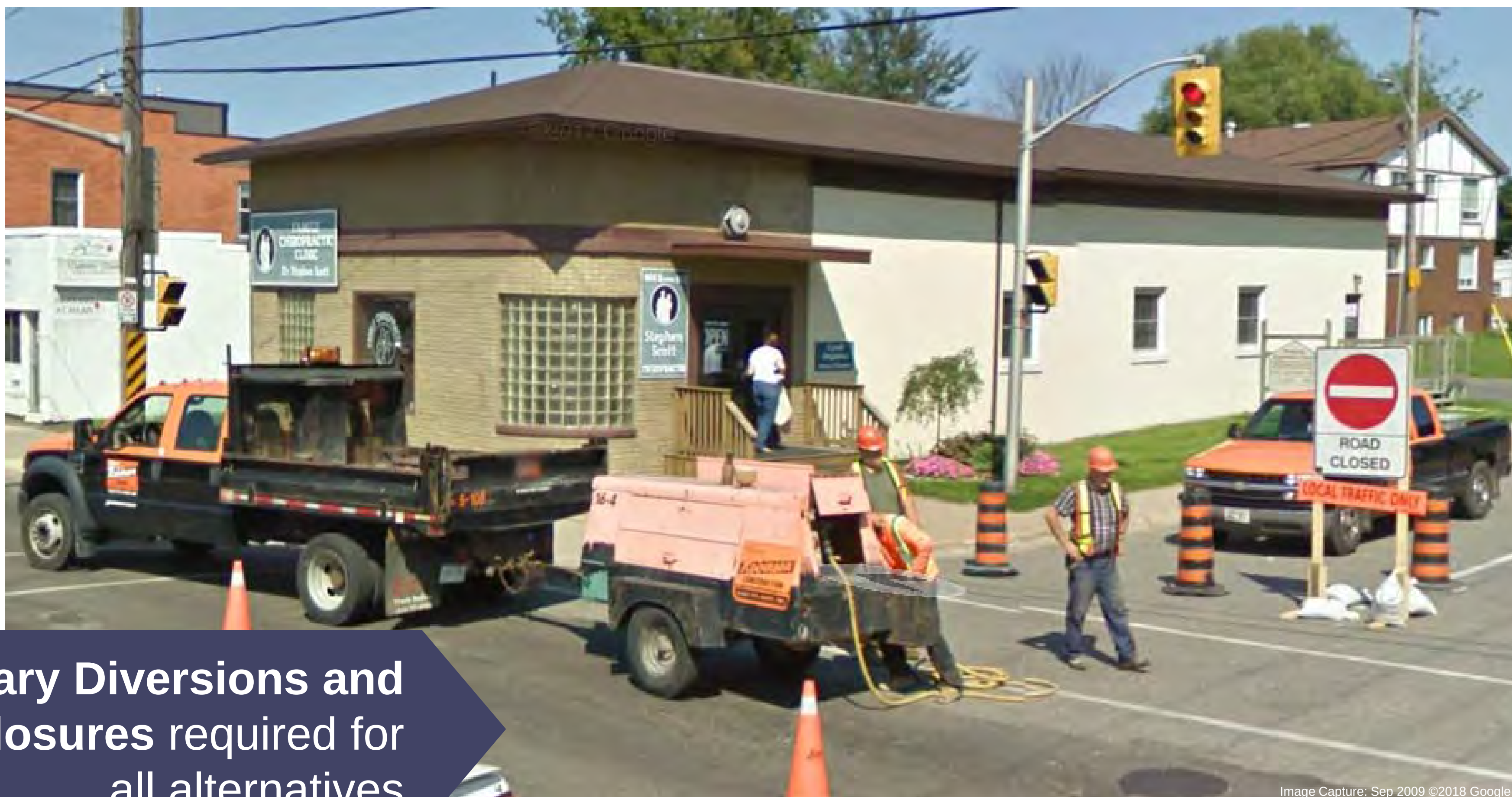
- Two-way operation (Alternative 3)
 - Better visibility of businesses on corners/side streets
- All 3 alternatives include multi-use path on Bay St
 - Minor benefit to business exposure from pedestrians and cyclists



Retail spaces eclipsed
from driver's view with
one-way operation

Construction

- Temporary impacts to drivers and businesses
 - Diversions
 - Potential short-term road closures
- Alternative 1 and 1A impacts limited to Bay St
- Alternative 3 impacts on Bay St and Queen St

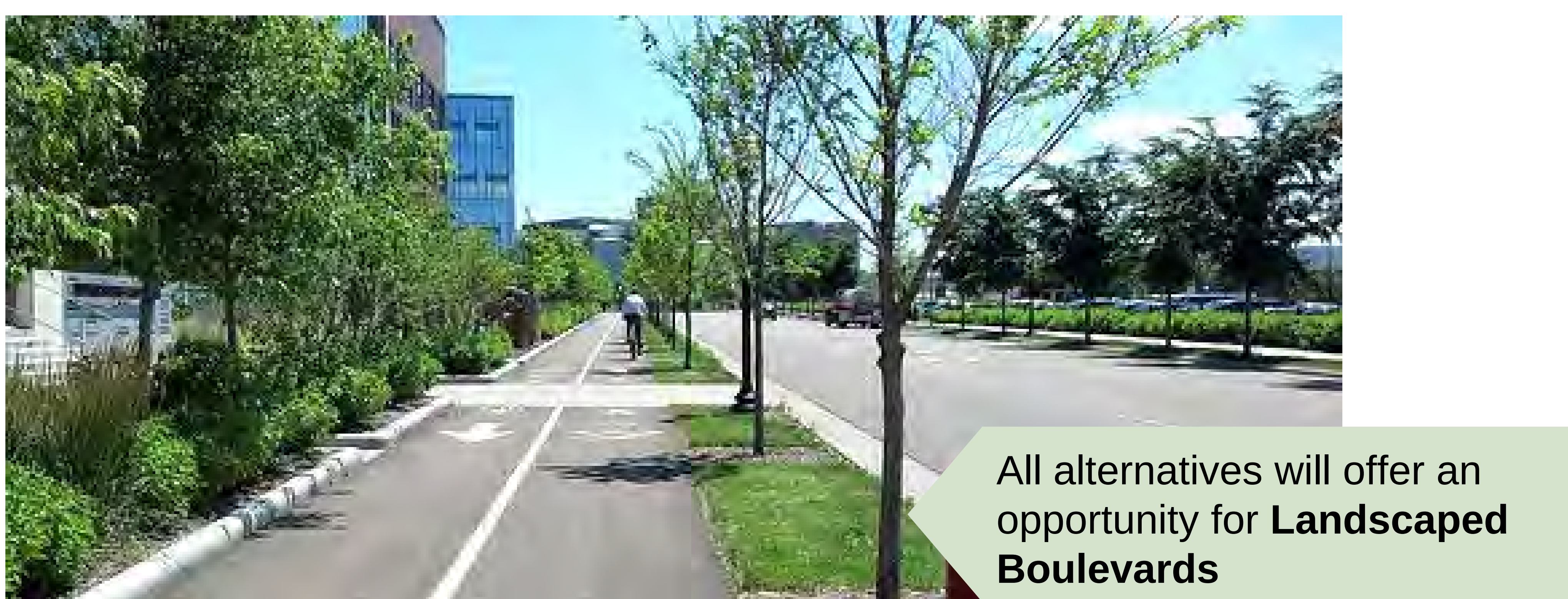


**Temporary Diversions and
Road Closures** required for
all alternatives

 Natural Environment

Landscape and Vegetation

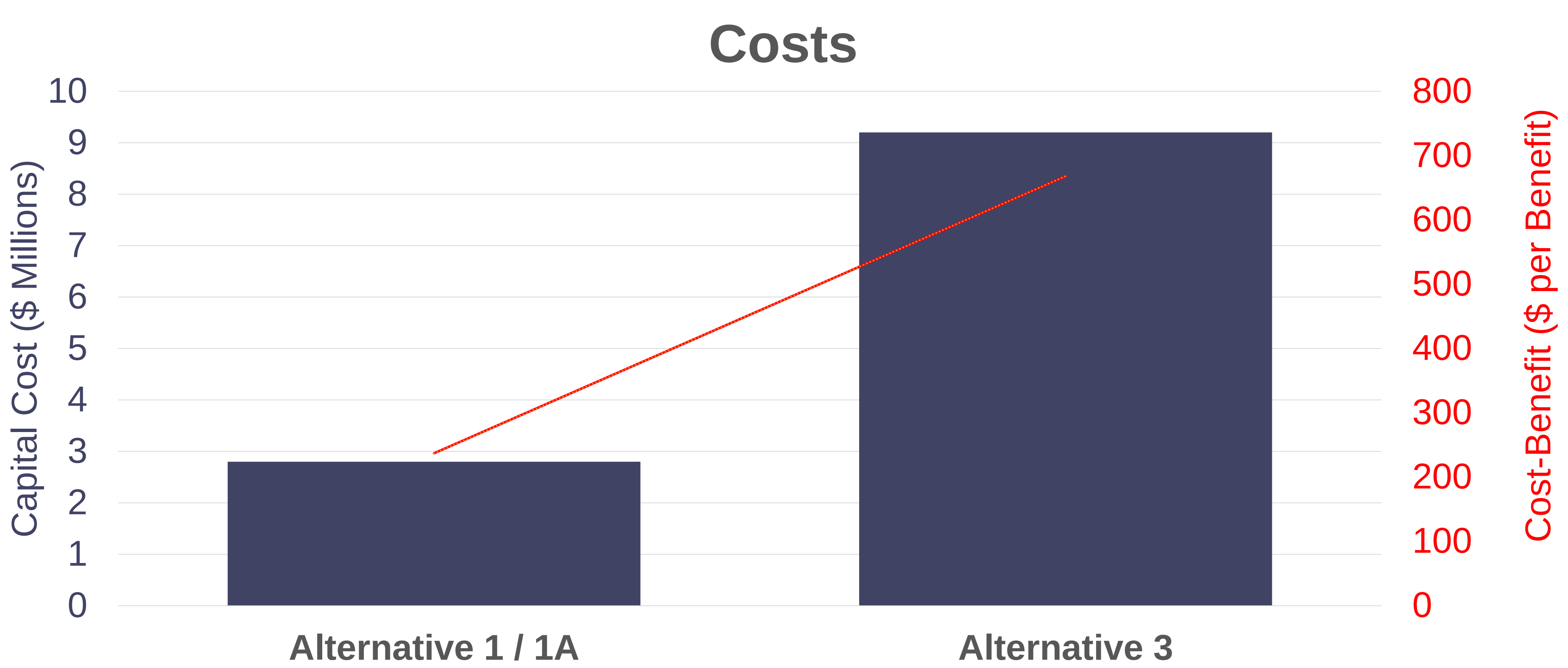
- Study area highly developed with limited natural vegetation
- Alternative 1
 - New landscaping on one side of Bay St
- Alternative 1A
 - New landscaping on both sides of Bay St
- Alternative 3
 - New landscaping on one side of Bay St
 - Removal of some existing landscaping near major intersections on Queen St
 - New landscaping on Queen St to mitigate these impacts, but with less space



 Cost

Capital Cost and Cost-Benefit

- Two-way conversion of 2 streets (Alternative 3) requires > 3x capital investment of maintaining one-way operation with reduced lanes on Bay St (Alternative 1 / 1A)



Evaluation of Alternatives

Alternative 1A is the Preliminary Preferred Alternative

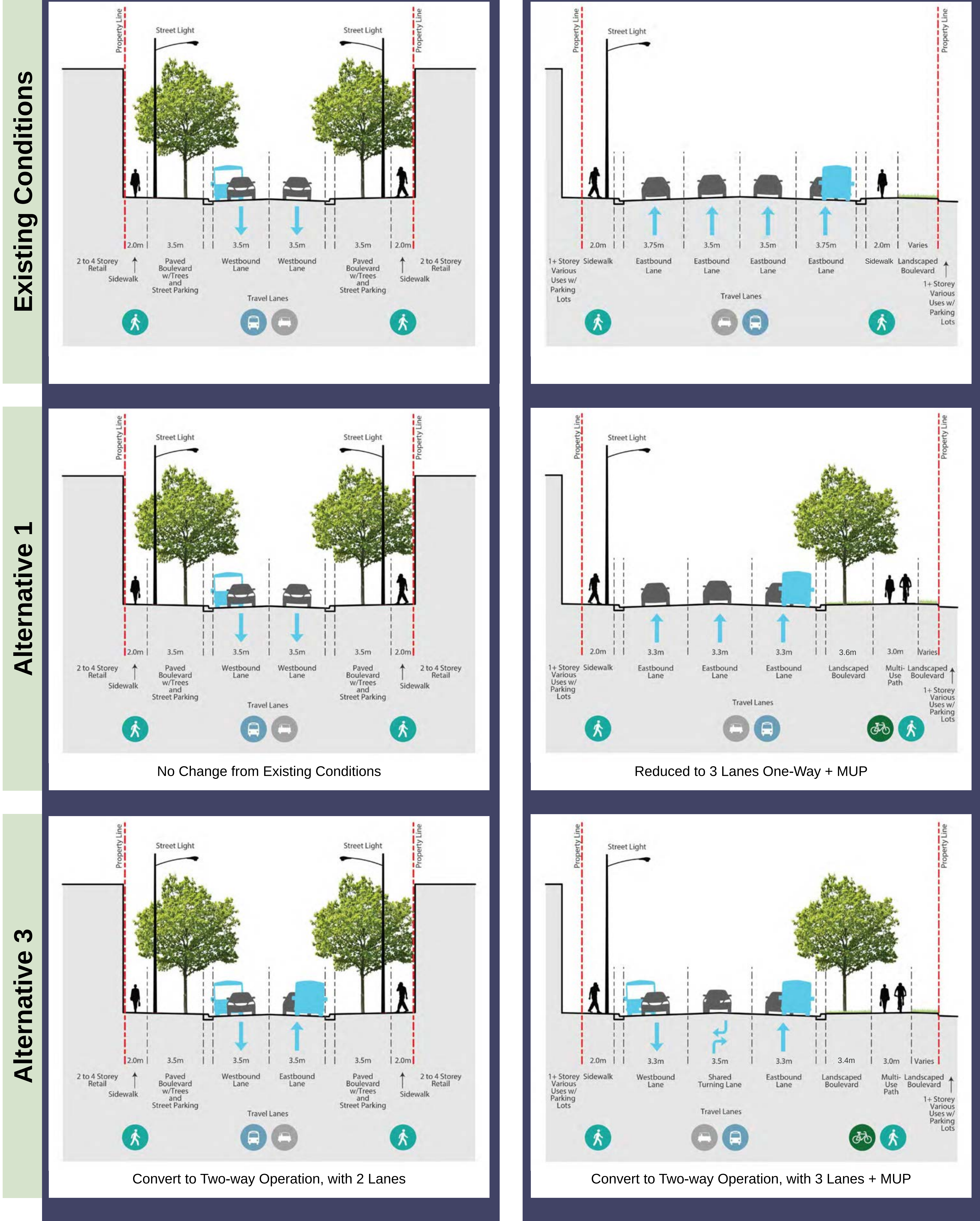
Simplified form of evaluation of 3 alternatives considered

-  indicates best performing alternative for each sub-criteria
- Each alternative offers similar balance of advantages and disadvantages
- Cost and cost-benefit ratio provide an advantage to Alternative 1 and 1A

Criteria	Sub-criteria	Alternative 1	Alternative 1A	Alternative 3
Vehicular Transportation 	Traffic level-of-service			
	Potential to reduce traffic speed			
	Traffic circulation, ease-of-routing			
Active Transportation 	Pedestrian space			
	Cycling facilities			
	Accessibility for persons with disabilities			
Socioeconomic 	Access to parking			
	Access to transit			
	Business visibility			
	Construction impacts			
Natural 	Landscape and vegetation			
Cost 	Cost of construction			
	Cost-benefit ratio			
OVERALL				

Preliminary Preferred Alternative
Alternative 1A

Concept Plan – Cross Sections



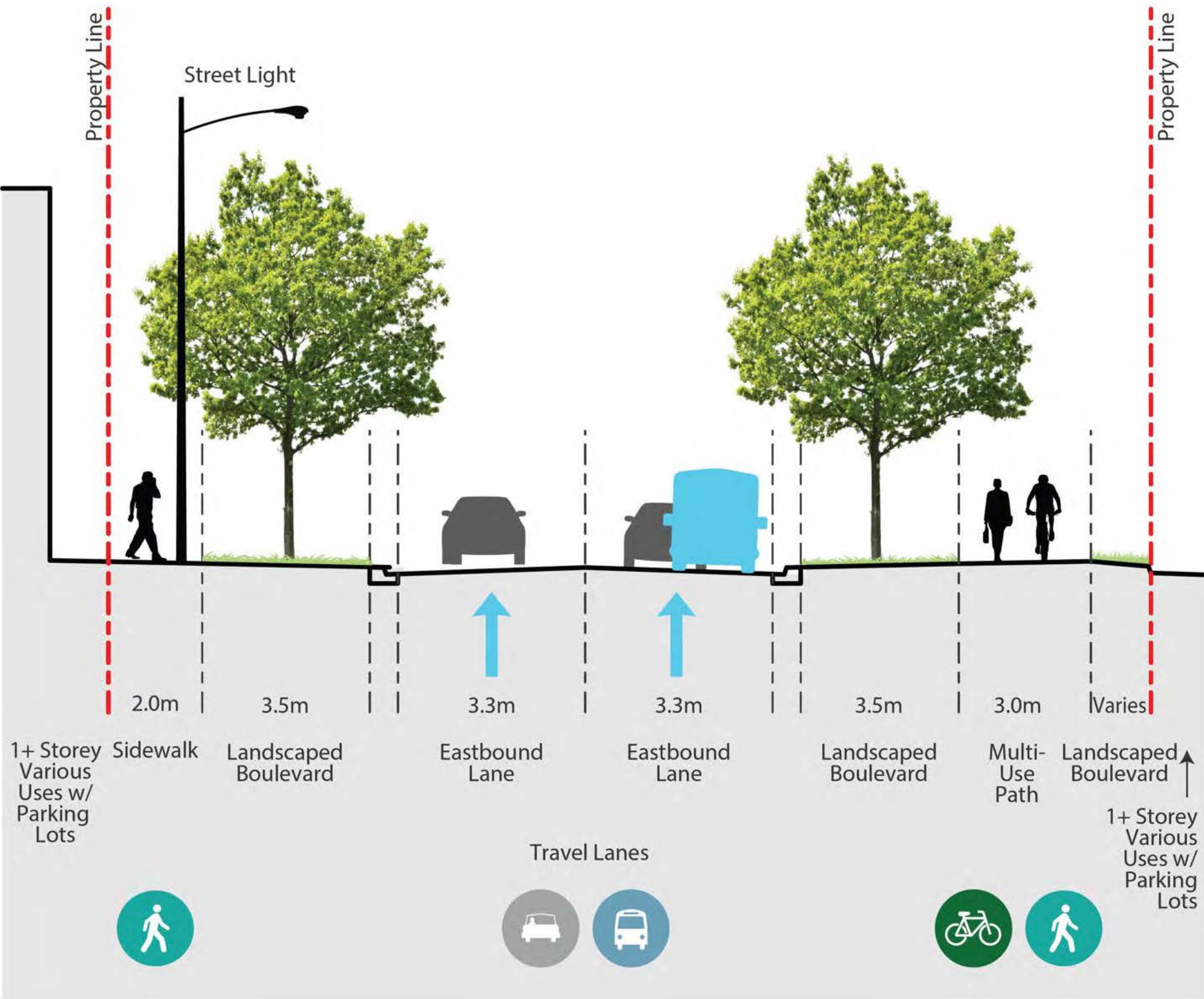
Notes: Views facing east
 Not to scale
 Dimensions vary and are approximate

Preliminary Preferred Alternative

Alternative 1A is the Preliminary Preferred Alternative

Alternative 1A:

- Maintains sufficient capacity for eastbound traffic
- Offers landscaped boulevards on both sides of Bay St
- Offers narrower crossings than Alternative 1
- Offers other benefits similar to Alternative 1



Reduced to 2 Lanes One-Way + MUP

Notes: Facing east
Not to scale
Dimensions vary and are approximate

Concept Plan – Plan View

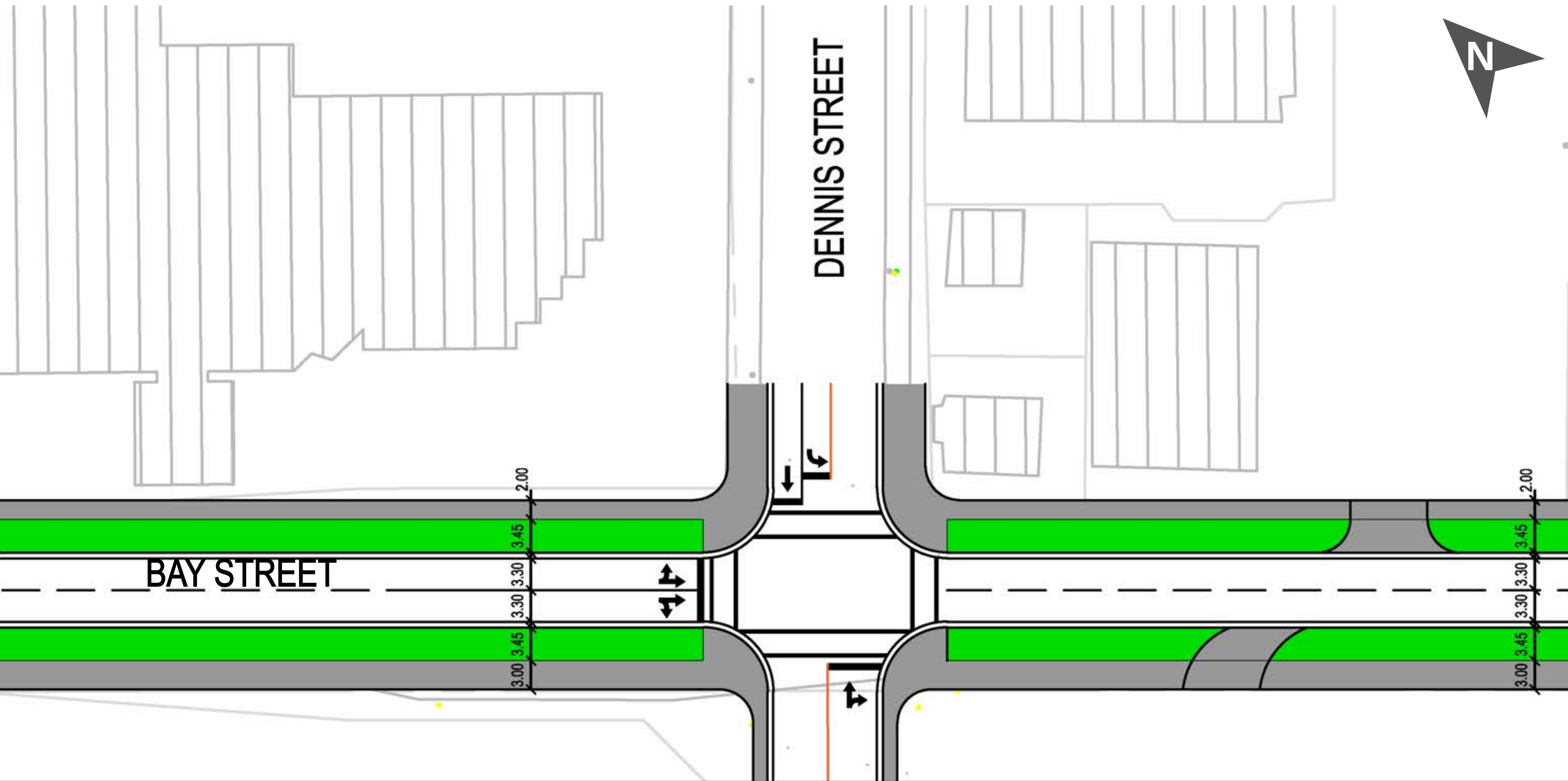
Alternative 1: 3 lane one-way operation on Bay St

- Conceptual plan for Bay St @ Dennis St Shown below:



Alternative 1A: 2 lane one-way operation on Bay St

- Conceptual plan for Bay St @ Dennis St shown below:

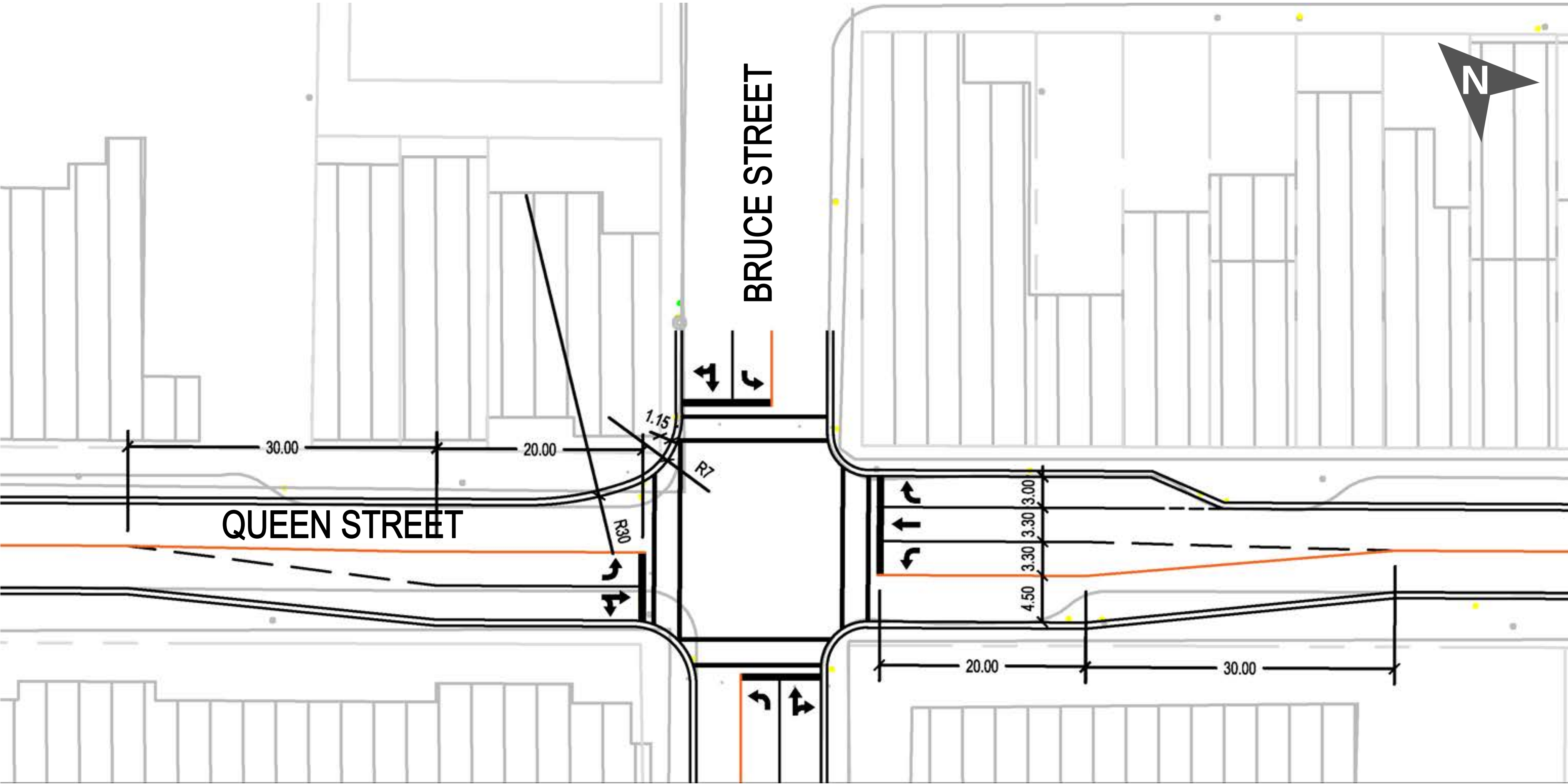


Note: Not to scale, dimensions vary and are approximate

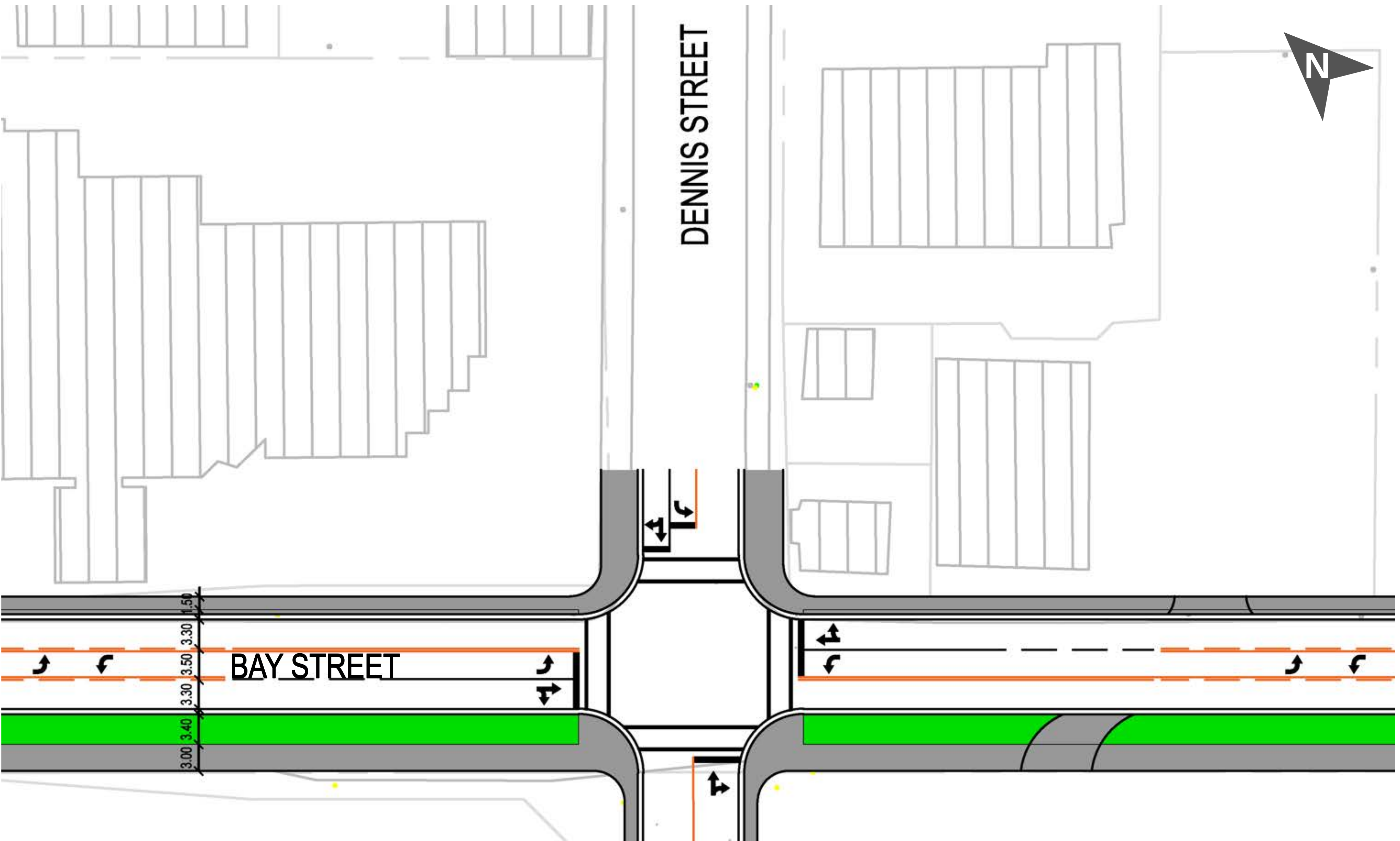
Concept Plan – Plan View

Alternative 3: Two-way operation on Bay St and Queen St

- Conceptual plan for Queen St @ Bruce Shown below:



- Conceptual plan for Bay St @ Dennis Street shown below



Note: Not to scale, dimensions vary and are approximate

Questions and Comments

We would like you're your thoughts on the study!

Please submit questions and comments at **reception table today** or by **mail / e-mail** to:

Carl Rumiel

Design and Construction Engineer
Public Works and Engineering
Services

City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6
705-759-5379
c.rumiel@cityssm.on.ca

Scott Johnston

Associate | Manager
Transportation Engineering
and Planning

IBI Group
100 - 175 Galaxy Blvd
Toronto ON M9W 0C9
416-798-5503
sjohnston@IBIGroup.com

Comments must be received **no later than August 10, 2018**

Thank You

for Your Interest and Input!



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99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
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1. Do you support the study recommendations:

No

- a. Maintain one-way traffic flow in the downtown;
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- c. Improve wayfinding for drivers and active transportation (walking, cycling)
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes

Yes, Why?

b, c & d are long overdue

No, Why?

a - two way traffic will require more investment, but it's worth it in the long term. We shouldn't be held captive by past bad planning

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

No.



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- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

☒ Yes, Why?

☐ No, Why?

No - I don't support it. Improve wayfinding if you go through with study recommendations but promote Queen a lot. Queen should be 2 way to help retailers. Why are tourists directed away from our main street? disability improvements much needed - curbs too steep. - landscaping on Bay will be great - it's needed.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

- bike racks downtown.
- more garbage/recycling downtown containers
- public washrooms needed

All downtown streets should be 2 lane only



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 - c. Improve wayfinding for drivers and active transportation (walking, cycling)
 - d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

* No, Why? One way traffic pushes people out of an area and makes it very difficult for visitors to find attractions and businesses.
I am a business owner that will loose parking and I WANT 2-WAY CONVERSION.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Focussing resources on Bay alone is a mistake. It is the biggest traffic funnel away from our businesses and attractions and there are very few street facing businesses that would benefit.



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1. Do you support the study recommendations: *Yes*
- ☒ a. Maintain one-way traffic flow in the downtown;
 - ☒ b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
 - ☒ c. Improve wayfinding for drivers and active transportation (walking, cycling) *- public/business input*
 - ☒ d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

"place making"



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- Maintain one-way traffic flow in the downtown;
- Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

Already good flow, except Queen E at Church (turn lane causing backups).

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.



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- Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

I don't support this. Spending money on this area is not a good use of city funds at this time. Fixing all dirt/gravel roads in the city would be better use of city funds. (MAKIRD., 6TH LINE, RED ROCK RD.)

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

6. [Redacted area]



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1. Do you support the study recommendations:

- a. Maintain one-way traffic flow in the downtown;
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and, ~~add~~ foolish proposal
- c. Improve wayfinding for drivers and active transportation (walking, cycling)
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

- Doubtful that 2-way traffic will enhance business - it has not worked in other cities
- Our downtown no different from most other cities
- expense ridiculous for the \$00 at this current time
- multi-use path not needed - lots of places for
~~No Why?~~ walkers, etc now. Lots of walking areas close by.

In fact, I have only ever seen one cyclist in the bicycle lane on Queen St. What a waste of dollars and one good lane.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

If using consultants, please ask these businesses to dumb-down their literature for those of us without university degrees.
Hard to understand many of these posters on the wall with their phrasing.
- Flow-charts not all easy to understand.



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1. Do you support the study recommendations:

- a. Maintain one-way traffic flow in the downtown;
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and, *no need for multi-purpose path*
- c. Improve wayfinding for drivers and active transportation (walking, cycling)
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

- a. no more business will be created from 2way on Queen
- b. Bay St. does not need multi-use path - 1 block away is boardwalk
- c. study should be completed on the actual amount of cyclist use the Queen St where it lost a lane
- d. Wellington St pretty narrow as it is. What about snow plowing ~~Now Why?~~ concerns.
- (e) Use the money to fix the streets in the neighbourhoods
- (f) MUP not practical for snow plowing.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

- too much psych-babble on the posters!
- how is the senior population (which is increasing) going to figure out these new changes - can't figure out when they removed traffic light at Gore/Albert!
- is this just a make-work project for city hall



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- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

Yes I Support all Recommendations as long
as the multi use paths are clearly labeled I would
Recommend looking to northbay for an example.

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Make Sure ~~bag~~ lines extend the whole length
of the multi use paths Same with Markings



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1. Do you support the study recommendations:

- a. Maintain one-way traffic flow in the downtown; *no*
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and, *yes*
- c. Improve wayfinding for drivers and active transportation (walking, cycling) *yes*
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

- increase signage of attractions to clear, concise billboard style signs
- establish long term enhancement benefits and city support for local partners.
- recognize indigenous landmarks
- improve inner city greenspace and walkability.



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- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

Provided ① the multi-use lanes are clearly defined pedestrian side and bike side. (human behavior reduce tension)
② Ensure access for persons with disabilities and ease of use.

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.



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- safe*
- ☒ a. Maintain one-way traffic flow in the downtown;
 - ☒ b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
 - ☒ c. Improve wayfinding for drivers and active transportation (walking, cycling)
 - ☒ d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

☒ Yes, Why?

*of Bay st. were 2 lanes it could
accommodate the item "D" more easily
few more space available*

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

*route traffic going west from Church, Ave.
to go south on East to Queen which
will be going west
Keep East 2-way
make*



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 - a. Maintain one-way traffic flow in the downtown;
 - b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
 - c. Improve wayfinding for drivers and active transportation (walking, cycling)
 - d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

IN FAVOUR OF 2-WAY TRAFFIC
BACK to the downtown.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

the way the traffic pattern
is setup is to move people out of
the downtown ok to go to the
STATION MALL to shop.



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

f

PUBLIC INFORMATION CENTRE #2 DOWNTOWN TRAFFIC STUDY COMMENT SHEET

Please fill in, detach and deposit in the Comment Box the following Comment Sheet, or e-mail to c.rumiel@cityssm.on.ca or sjohnston@ibigroup.com.

1. Do you support the study recommendations:

NO

a. Maintain one-way traffic flow in the downtown;

NO

b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,

NO

c. Improve wayfinding for drivers and active transportation (walking, cycling)

YES

d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

YES

Yes

[redacted] has said he has several examples of linking waterfront to Queen. These should be

No, Why? shared with the public + other options explored.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

YES. option #3 is the only plan that is compatible with consultant [redacted]s Advice to end one way st. traffic.



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1. Do you support the study recommendations:

- a. Maintain one-way traffic flow in the downtown;
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and, ✓
- c. Improve wayfinding for drivers and active transportation (walking, cycling) ✓
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping. ✓

Yes, Why?

Plan for expansion of mass transit
as opposed to more cars.

No, Why?

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Shut down Queen Street ^{from} May 1 - Sept 1
- no vehicular traffic + have an
electric trolley (free)



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PUBLIC INFORMATION CENTRE #2

DOWNTOWN TRAFFIC STUDY COMMENT SHEET

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- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- c. Improve wayfinding for drivers and active transportation (walking, cycling)
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

Yes, Downtown was designed for traffic flow to Algoma that no longer exist.

No, Why?

Time for an update.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.



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- ☒ a. Maintain one-way traffic flow in the downtown;
- ☒ b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- ☒ c. Improve wayfinding for drivers and active transportation (walking, cycling)
- ☒ d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

If you have things happening downtown, people will come downtown

No, Why?

*At the most times are used to the way things have been for 60 years.
Is there money for this?*

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

See Rear



There is NO NEED at ALL to make any of the downtown streets 2 way!

As a professional who lives/works downtown, (Spring/Albert) and walks their dog everyday downtown;

- There is no need based on traffic flow. Seriously, 90% of the time, it's a ghost town, with little to (usually) NO traffic.
- It is only "busy" on the roads downtown for maybe 1 hour in the morning, and 1 hour in the evening.
- There is NO money to pay for it.
- **Much more dangerous because;**
 - a) No room to pass e-bikes/etc
 - b) Wintertime! Even narrower lanes, no room to maneuver, if you skid/slide a bit, you can hit a car in the oncoming lanes
 - c) GORE ST! People are used to things a certain way, and that's proof enough that there will be countless accidents, and even deaths. ("Is the city in business with the insurance/car repair companies?") Can you imagine the amount of accidents that will happen, for 5+ years if you do this?



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- Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

- I would vote for 2-way traffic on Queen St. E.
- Bay St. doesn't have any retail to speak of - doesn't warrant the investment that Queen deserves.
- I agree to improve the wayfinding

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Queen St. really needs to be 2-way, with reduced sidewalks & free 2-hr. parking on each side/loading zones. The parking "attendants" should be ambassadors, handing out maps/suggestions to tourists / & monitor the parking lots/spaces for those that abuse the free 2-hr. limit. If abused, then give out a ticket.



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- Maintain one-way traffic flow in the downtown;
- Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and,
- Improve wayfinding for drivers and active transportation (walking, cycling)
- Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes, Why?

No, Why?

2 way traffic flow would increase
visitation downtown.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.



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Invitation to Downtown Association Members Preferred Downtown Traffic Workshop

Date: Thursday, September 20, 2018

Time: Option 1: 2:00 – 4:00 PM

Option 2: 5:00 – 7:00 PM

Place: GFL Memorial Gardens

The City and its consultants from IBI Group have completed their technical work on the Downtown Traffic Study. It has determined what, if any, changes should be made to the one-way traffic routes. Routing options have been analyzed, with three (3) finalist options presented at the July 25th Public Information Centre:

1. Leave the road system 'As Is';
2. Implement the approved Bay Street Environmental Assessment with 2 one-way lanes and an added Multi-Use-Path; or
3. Convert Bay Street and Queen Street to two-way operations.

This summer, the downtown expert Roger Brooks stated in his presentation to the Downtown Association that the City should convert its downtown one-way streets to two-way, saying "*just do it*". But it's not that simple, and his suggestion did not consider all of the potential impacts of conversion. These impacts are varied and complex, including:

- Transportation Impacts – safety, service, goods movement, public transit, adjacent streets, emergency response, parking and loading, traffic control;
- Urban Design Impacts – streetscapes, pedestrian comfort;
- Socioeconomic Impacts – business visibility and accessibility;
- Economic Development Impacts – tourism, wayfinding, buildings, redevelopment potential;
- Cultural Impacts – heritage buildings and features;
- Natural Environment Impacts – air quality; and
- Engineering and Cost Impacts – capital cost, property acquisition, maintenance, staging.

Many cities have addressed this same question – should downtown one-way street be converted to two-way. Some like Kingston, Peterborough, Oshawa and Brantford decided to retain their one-way streets for various reasons. In other cities such as Cambridge, Kitchener, Hamilton and London, conversion of downtown streets to two-way has been successfully implemented.

To learn more about these conversion versus no-conversion impacts and experiences in other cities, please plan on attending one of the September 20th workshops to voice your opinion and help the City make a final decision.

If you need any further information about the workshops, please contact:

Carl Rumiel, P. Eng.

Design and Construction Engineer

Public Works and Engineering Services

City of Sault Ste. Marie, Phone 705-759-5379, e-mail c.rumiel@cityssm.on.ca



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PUBLIC INFORMATION CENTRE #2

DOWNTOWN TRAFFIC STUDY COMMENT SHEET

Please fill in, detach and deposit in the Comment Box the following Comment Sheet, or e-mail to c.rumiel@cityssm.on.ca or sjohnston@ibigroup.com.

1. Do you support the study recommendations:

- a. Maintain one-way traffic flow in the downtown; **Yes**
- b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; and, **Yes...**
- c. Improve wayfinding for drivers and active transportation (walking, cycling) **Yes**
- d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping. **Yes**

Yes, Why?

I agree with all of the above study recommendations
My only concern is reducing Bay St. to 2 lanes, I think
it should be 3 lanes to ensure ease of access for the
future. If there is any growth in the city 2 lanes would
No, Why? not be sufficient.

2. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Patrick Garel

Subject: FW: Downtown Traffic Study PIC #2 Comments

-----Original Message-----

From: Scott Johnston

Sent: Wednesday, August 08, 2018 10:00 AM

To: Don Drackley <ddrackley@IBIGroup.com>; Patrick Garel <pgarel@IBIGroup.com>

Subject: FW: Downtown Traffic Study PIC #2 Comments

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, July 31, 2018 9:29 PM

To: Scott Johnston; Carl Rumiel

Subject: Downtown Traffic Study PIC #2 Comments

Hello,

I'd like to submit the following comments regarding the information presenting at the Downtown Traffic Study Public Information Centre #2 last Wednesday (july 25):

1. Do you support the study recommendations:

a. Maintain one-way traffic flow in the downtown; Ambivalent. As someone who lives and works downtown, and uses walking as my primary mode of transportation, one of my biggest annoyances regarding downtown is that traffic flow at intersections is completely geared towards speedy movement of vehicles. There are numerous locations along Bay Street where pedestrians are supposed to only cross on the west side of the intersection (e.g. "cross other side" signs at Spring, Bruce, Gore/Andrew) presumably because the City wants vehicles to be able to turn eastward onto Bay Street quickly and unimpeded. Queen Street is better because it doesn't have those ridiculous setups; however, there are still too many intersections with a green left-turn phase implemented, thereby blocking pedestrian movement and allowing vehicles to speed through left turns. I had hoped that getting rid of the one-way system would mean getting rid of these annoyances and impediments to pedestrian movement. Perhaps it's still possible to get rid of (or reduce) these things while maintaining the one-way system.

The one good thing about one-way streets is that it's easier to jaywalk across, as I only have to watch for traffic from one side. So unless the City thinks ease of jaywalking equals a walkable downtown, please put in more crosswalks.

b. Enhance Bay Street with a multi-use path, landscaping, and reduce travel lanes from four to two through lanes; Yes. That said, I think this can be achieved just as successfully through reduction from four to three through lanes. In addition, making Bay Street more pedestrian friendly requires much more than pretty landscaping and wide sidewalks. What's also needed are things like mid-block crossings and intersections where pedestrians can cross on all four sides. Otherwise, we'll just end up with a tree-lined speedway for drivers. See for example the stretch of Bay Street between East and Pim: there's already a wide sidewalk/multi-use path on the south side, but if you're a pedestrian and want to cross the street to reach the Bushplane Centre, you'll be like facing cars driving down a speedway.

c. Improve wayfinding for drivers and active transportation (walking, cycling); Yes.

d. Continue to invest in improvements for persons with disabilities, programming events in the downtown, and landscaping.

Yes. Come on, this is essentially a "well, duh" statement. One thing I've heard from wheelchair users is that the current traffic signals do not provide enough time for wheelchair users to cross the streets. In addition, the sidewalks, especially at the street corners, are not wide enough for wheelchair users in terms of maneuvering and turning.

2. Do you have any other comments or suggestions?

- I think the recommended option really touched upon a lot of my thoughts from the first Public Information Centre. For example, I had thought that two-way vs. one-way won't really matter in terms of traffic safety for pedestrians, but rather lane reductions would improve traffic safety for pedestrians. However, I've since lived in downtown Sault Ste. Marie for several more months and have had more experience walking around downtown. My thoughts have changed, and now I'm more ambivalent about keeping one-way traffic flow in the downtown (see answer to 1 a).

- An out-of-the-box idea: What about keeping everything one-way, but reserving the direction, especially for Queen Street so that tourists coming from the border will see an inviting, beautiful Queen Street shopping district right when they arrive?

- What in the world happened to reviewing traffic movement on all the other one-way streets? For example, Wellington could use some significant improvements for pedestrians, such as more signalled (or at least signed) crosswalks. Another example is along Albert: at intersections at Gore and at East, there are signs that say pedestrians must yield to traffic; this is plainly ridiculous and does not promote pedestrian safety at all. Even for Queen Street, much more needs to be done to create a safe and comfortable pedestrian environment, such as constructing more signalled/signed mid-block crossings (again, unless the City promotes jaywalking as a good form of pedestrian movement), and getting rid of the need for pedestrians to use "beg buttons" at popular intersections like Bruce (beside Essar Centre) and Dennis (beside transit terminal).

To sum up, I think there's much more that should be recommended to Council that can significantly improve transportation in the downtown, especially for pedestrian traffic. Thank you.

[REDACTED]



City of
Sault Ste. Marie



Welcome

to the Downtown Association Workshop on recommendations of the
DOWNTOWN TRAFFIC STUDY



IBI GROUP

City of Sault Ste. Marie

September 20, 2018

Workshop Agenda

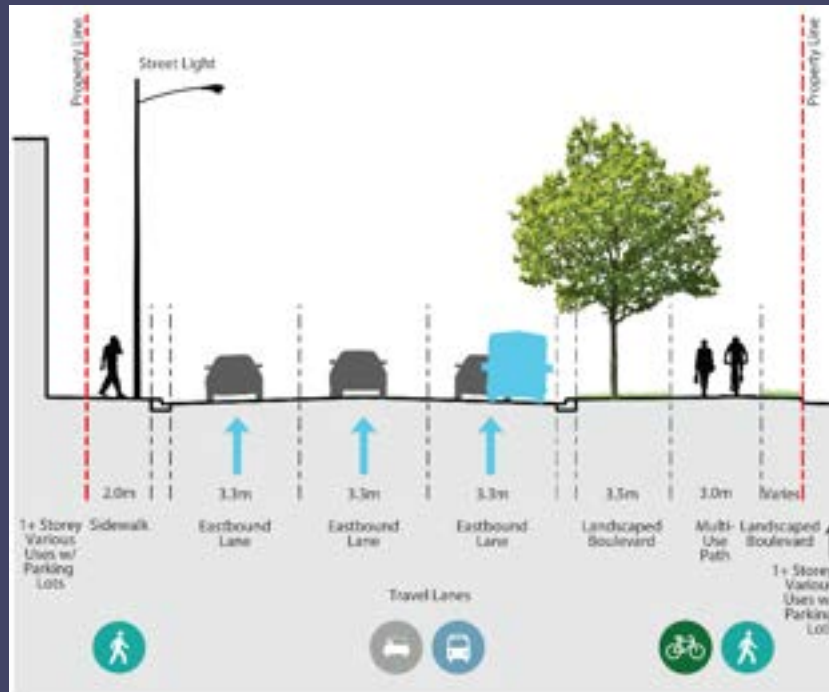
1. Introductory Remarks
2. Study Status
3. What We Heard
4. Some Other City Experiences
5. Conversion Advantages / Disadvantages
6. Open Q&A Discussion / Comments
7. Evaluation of Impacts
8. Participant Summary – how can the downtown traffic system support business?
9. Next Steps and Closing Remarks



Concept Plan – Cross Sections

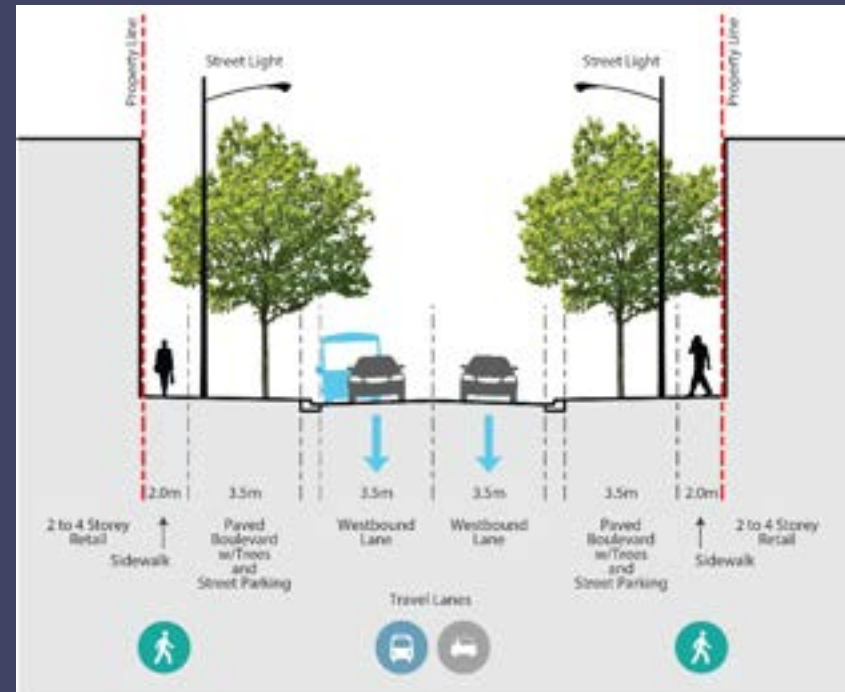
Alternative 1: 3 lane one-way operation on Bay St (as per approved Environmental Assessment)

Bay St (@ Dennis St)



Reduced to 3 Lanes One-Way + MUP

Queen St East (@ Brock St)



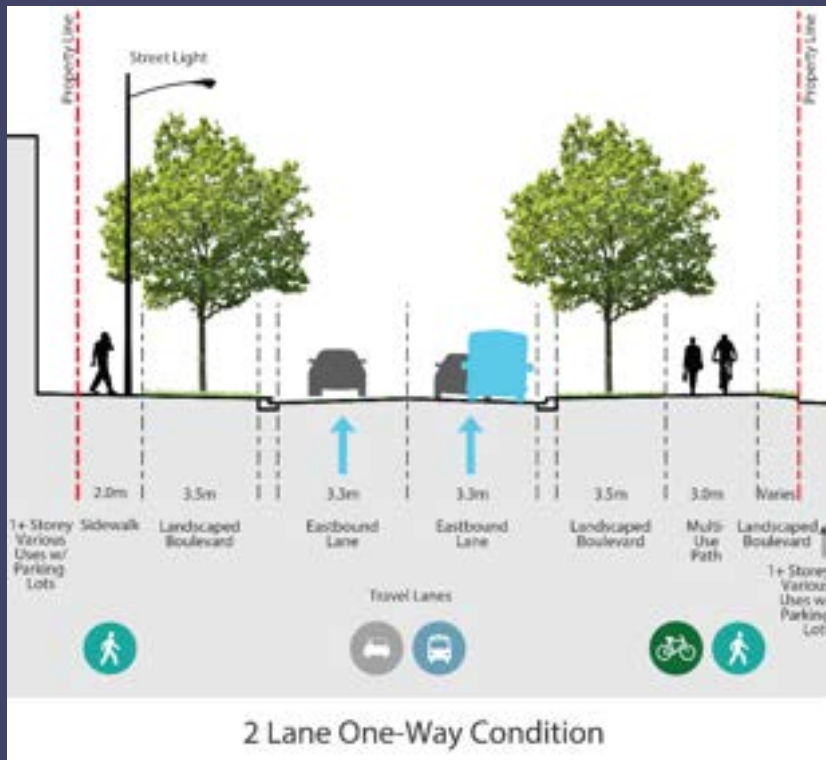
No Change from Existing Conditions

Notes: Views facing east, not to scale (dimensions vary and are approximate)

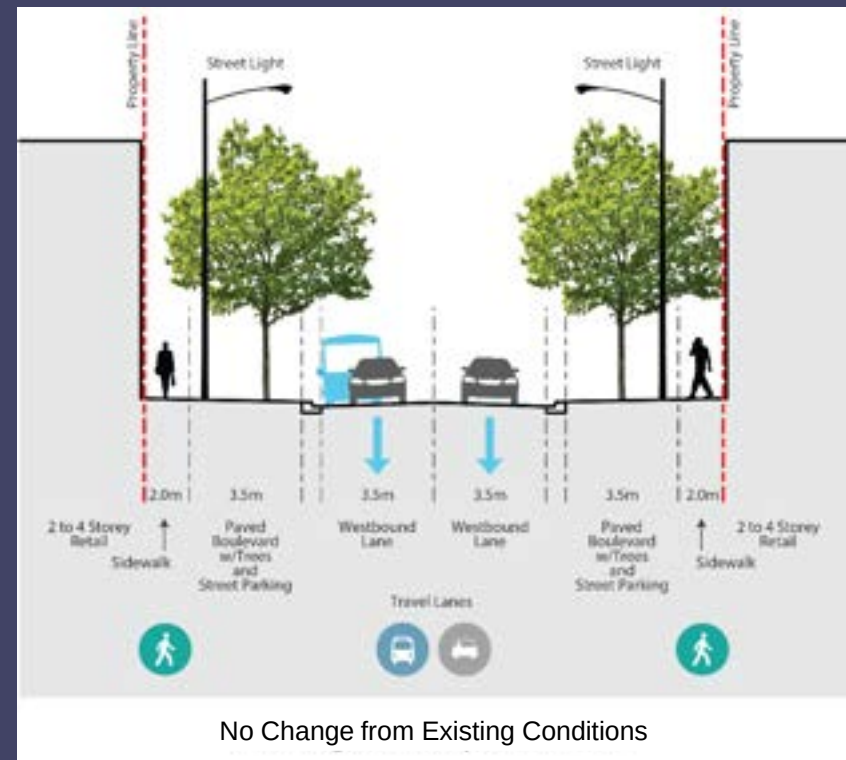
Concept Plan – Cross Sections

Alternative 1A: 2 lane one-way operation on Bay St

Bay St (@ Dennis St)



Queen St East (@ Brock St)

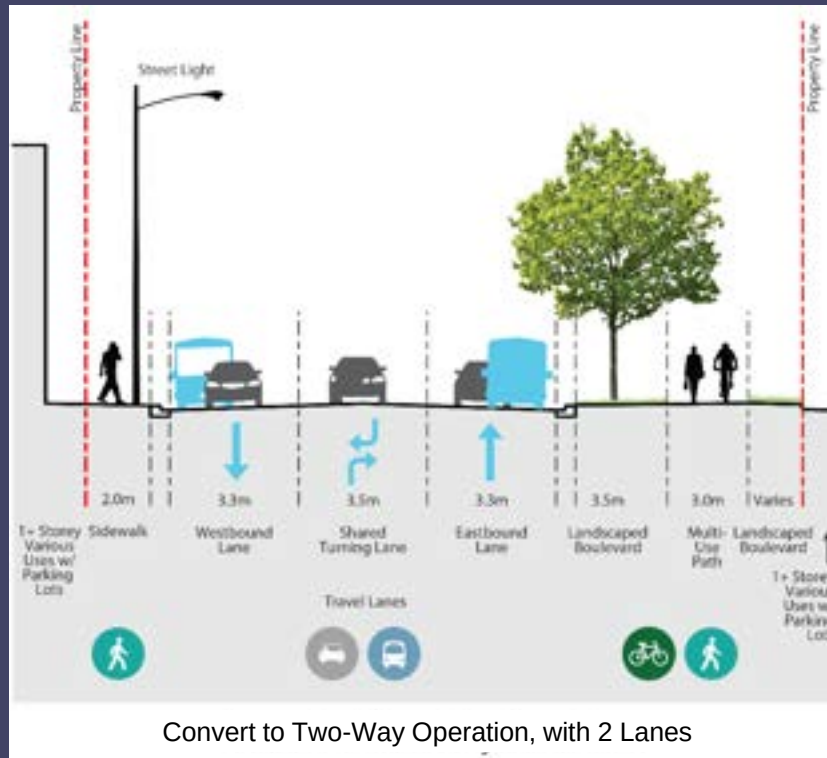


Notes: Views facing east, not to scale (dimensions vary and are approximate)

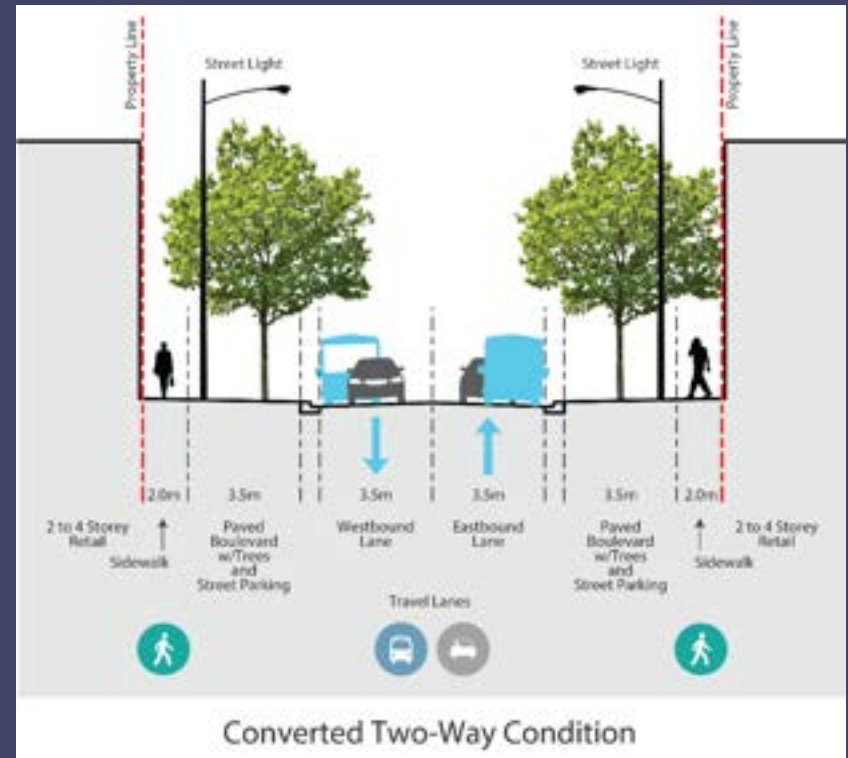
Concept Plan – Cross Sections

Alternative 3: Two-way operation on Bay St and Queen St

Bay St (@ Dennis St)



Queen St East (@ Brock St)



Notes: Views facing east, not to scale (dimensions vary and are approximate)

Concept Plan – Plan View

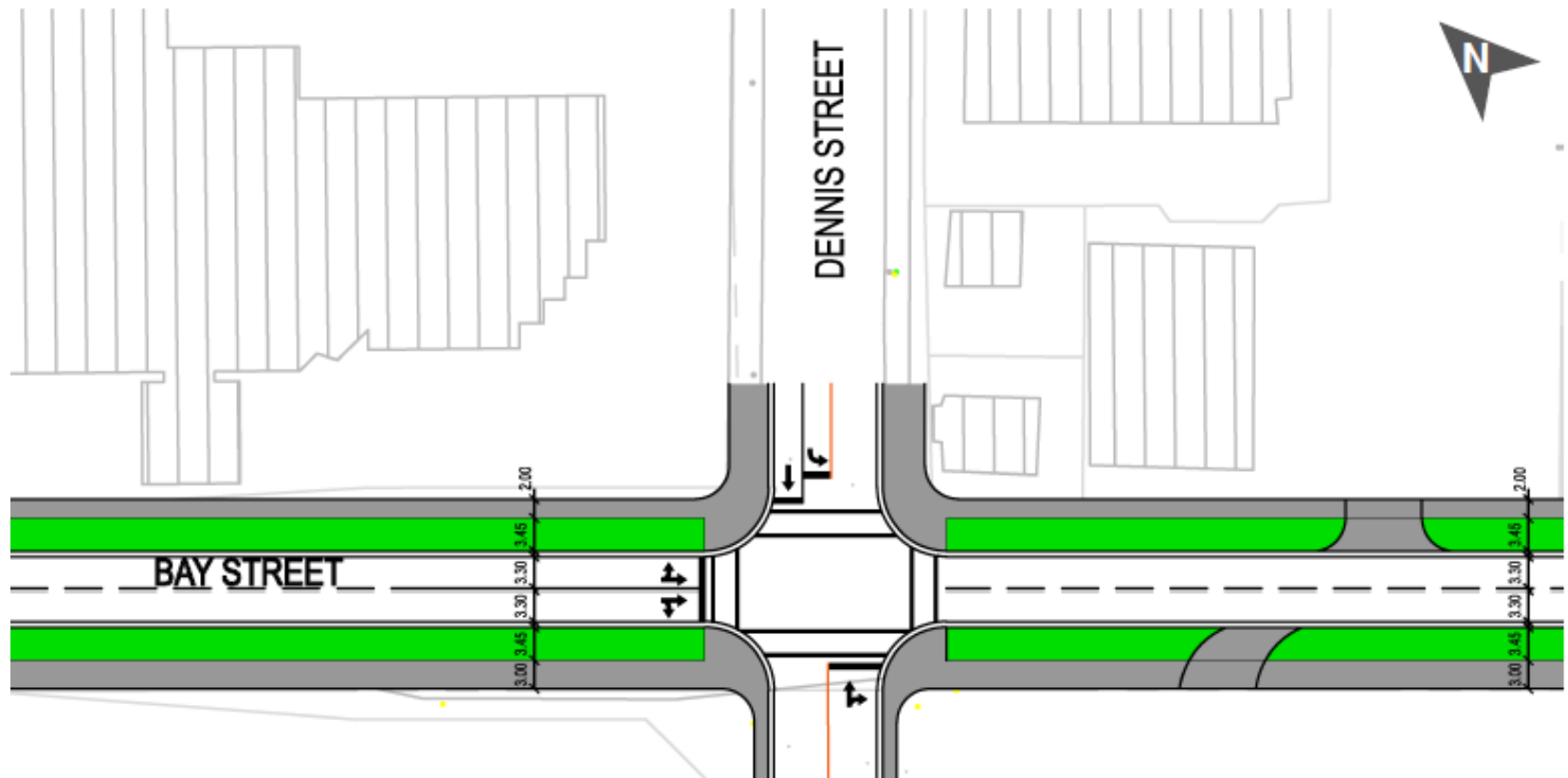
Alternative 1: 3 lane one-way operation on Bay St



Note: Not to scale, dimensions vary and are approximate

Concept Plan – Plan View

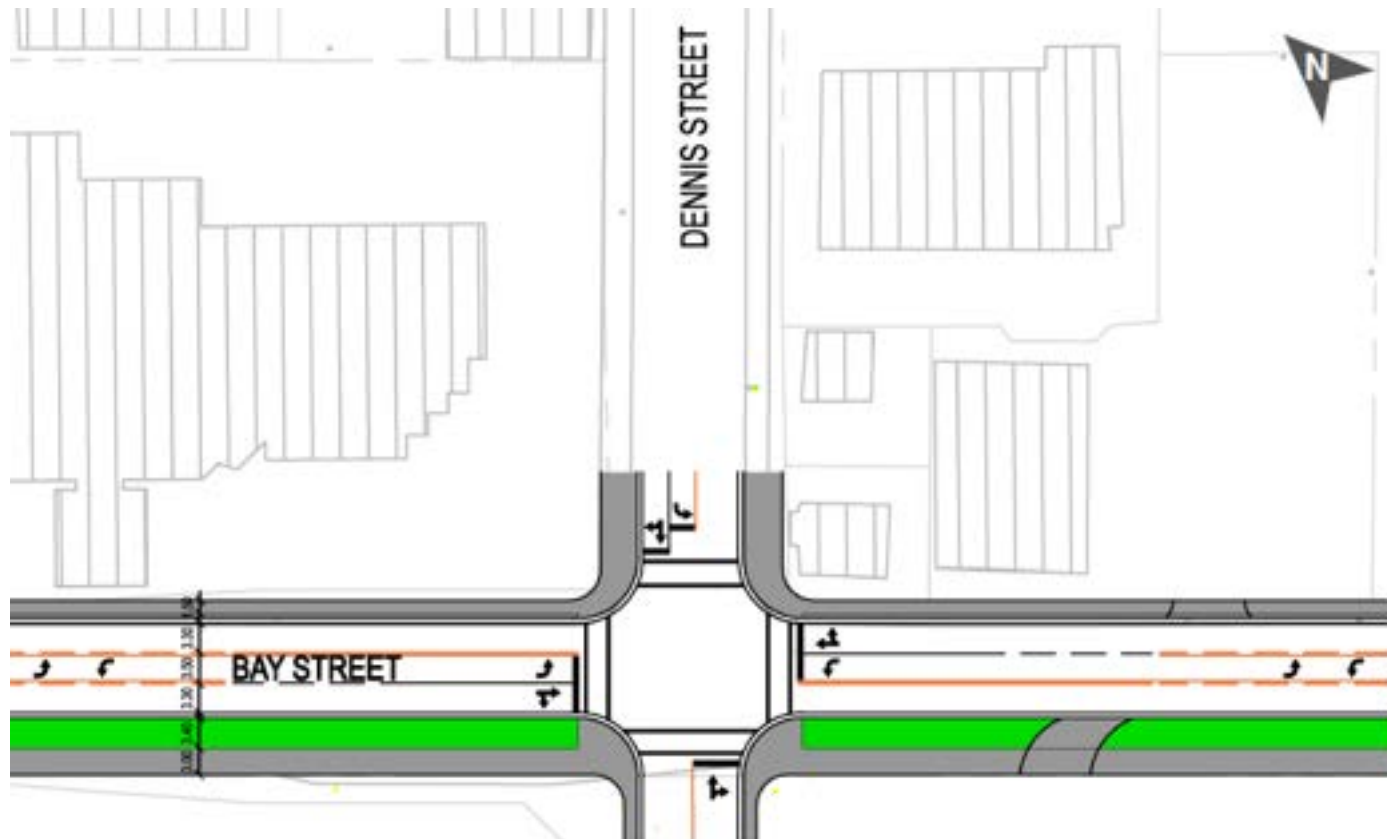
Alternative 1A: 2 lane one-way operation on Bay St



Note: Not to scale, dimensions vary and are approximate

Concept Plan – Plan View

Alternative 3: Two-way operation on Bay St and Queen St



Note: Not to scale, dimensions vary and are approximate

Concept Plan – Plan View

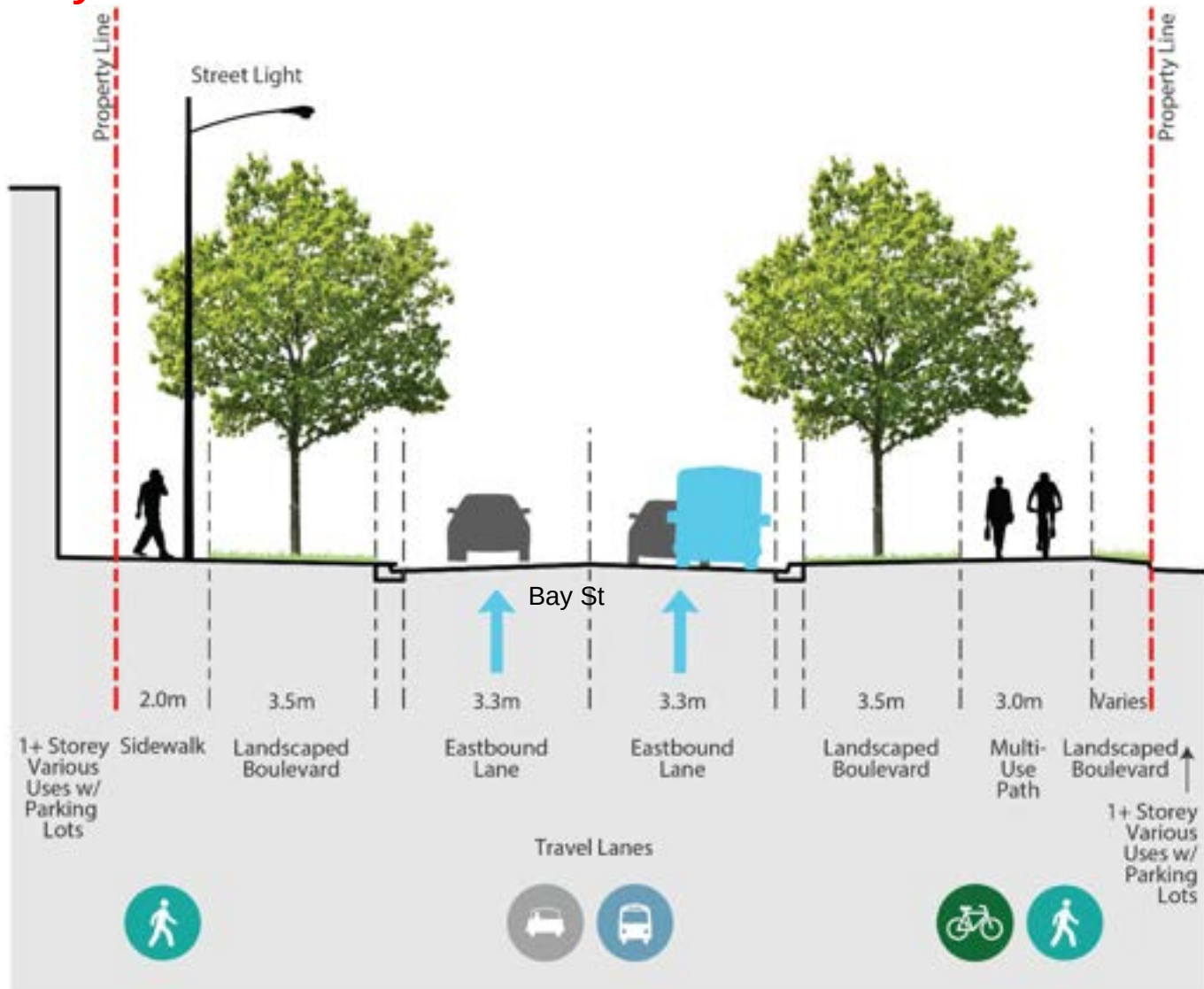
Alternative 3: Two-way operation on Bay St and Queen St



Note: Not to scale, dimensions vary and are approximate

Preliminary Preferred Alternative 1A

Bay St
Reduced to
2 Lanes
One-Way +
Multi-use Path



What We Heard

Signage (wayfinding) should be improved

Tourists are currently directed away from Queen Street – the main street downtown

Fast-moving cars and limited facilities make pedestrians and cyclist uncomfortable downtown

Walkability should be improved

Access for persons with disabilities should be improved

Why do we need a Multi-Use Path? Isn't there enough space for pedestrians already? Can't cyclists use the road or the boardwalk? There does not appear to be many cyclists

How will snow ploughing be impacted?
Will the multi-use path be ploughed?

Will there be impacts to on-street parking?

Street closures prevent customers from driving by and stopping

Has closing Queen St to cars during warmer months been considered?

Shops outside of street closures become isolated from customers

Will there be impacts on traffic now or in the future if Bay St is reduced to 3 lanes? or 2 lanes?

Convert downtown streets to two-way – Just do it!

Peer Reviews

Converted

Hamilton

Cambridge

Kitchener

Not Converted

Kingston

Peterborough

Oshawa

Hamilton



James Street, Hamilton



1-way 2001



2-way conversion 2002

- Modify curb radii for new turning directions;
- Extend loading areas to make up for conversion losses;
- Remove (for turn lanes) / add on-street parking;
- Add extensive signage re: new directions of travel;
- +/- \$400,000 (2002 \$); and
- No significant backlash.

Cambridge



Water Street and Ainslie Street, Cambridge



Duke Street and Charles Street, Kitchener





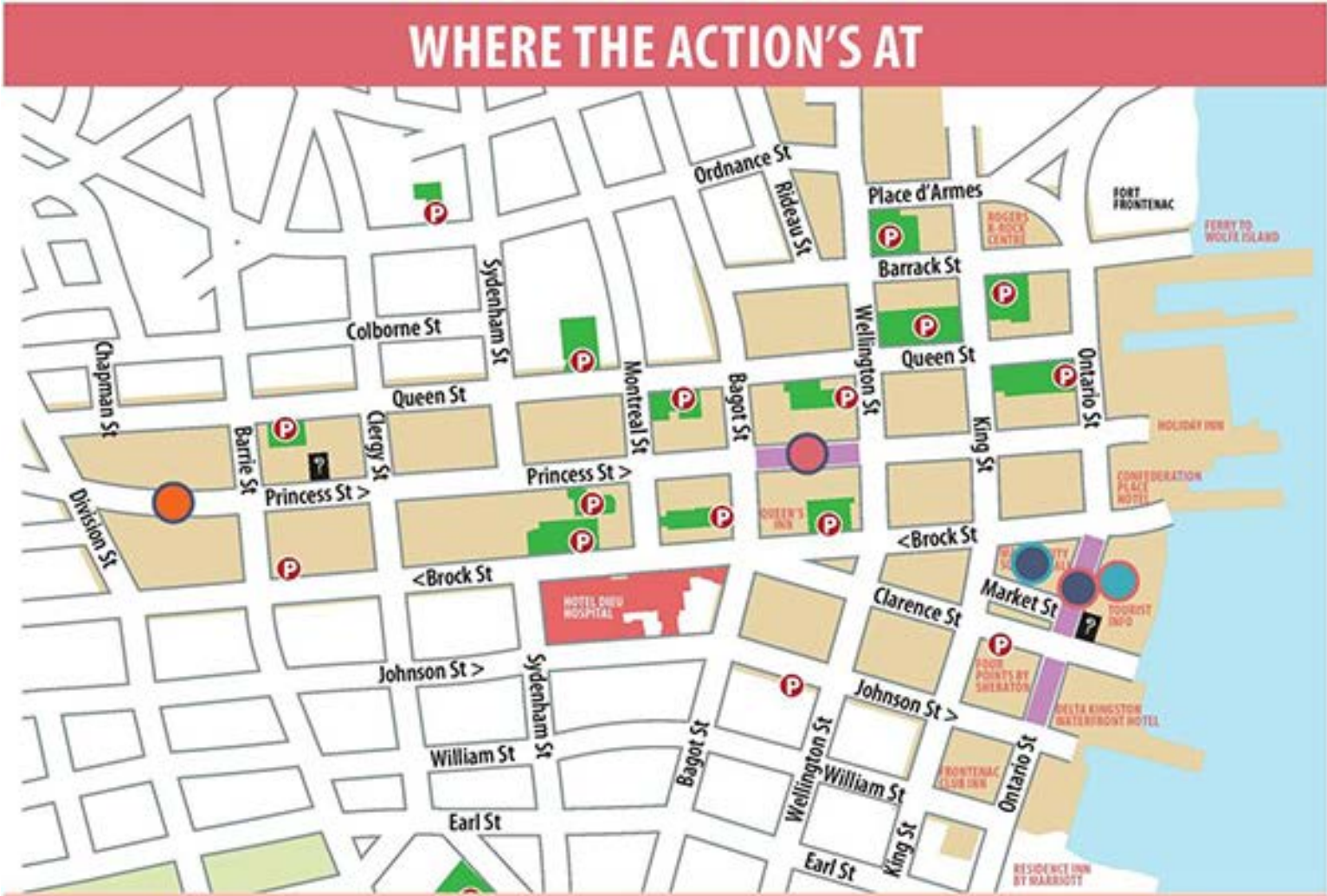
Other Conversion Examples – Common Features

- Response to Core Revitalization Objectives
- Focus on Traffic Operations Changes (i.e. signals, signage)
- Traffic Level of Service Maintained
- Eventual Public Acceptance
- Eventual Positive Business Response

NO CONVERSION EXAMPLES

Kingston
Peterborough
Oshawa
Brantford

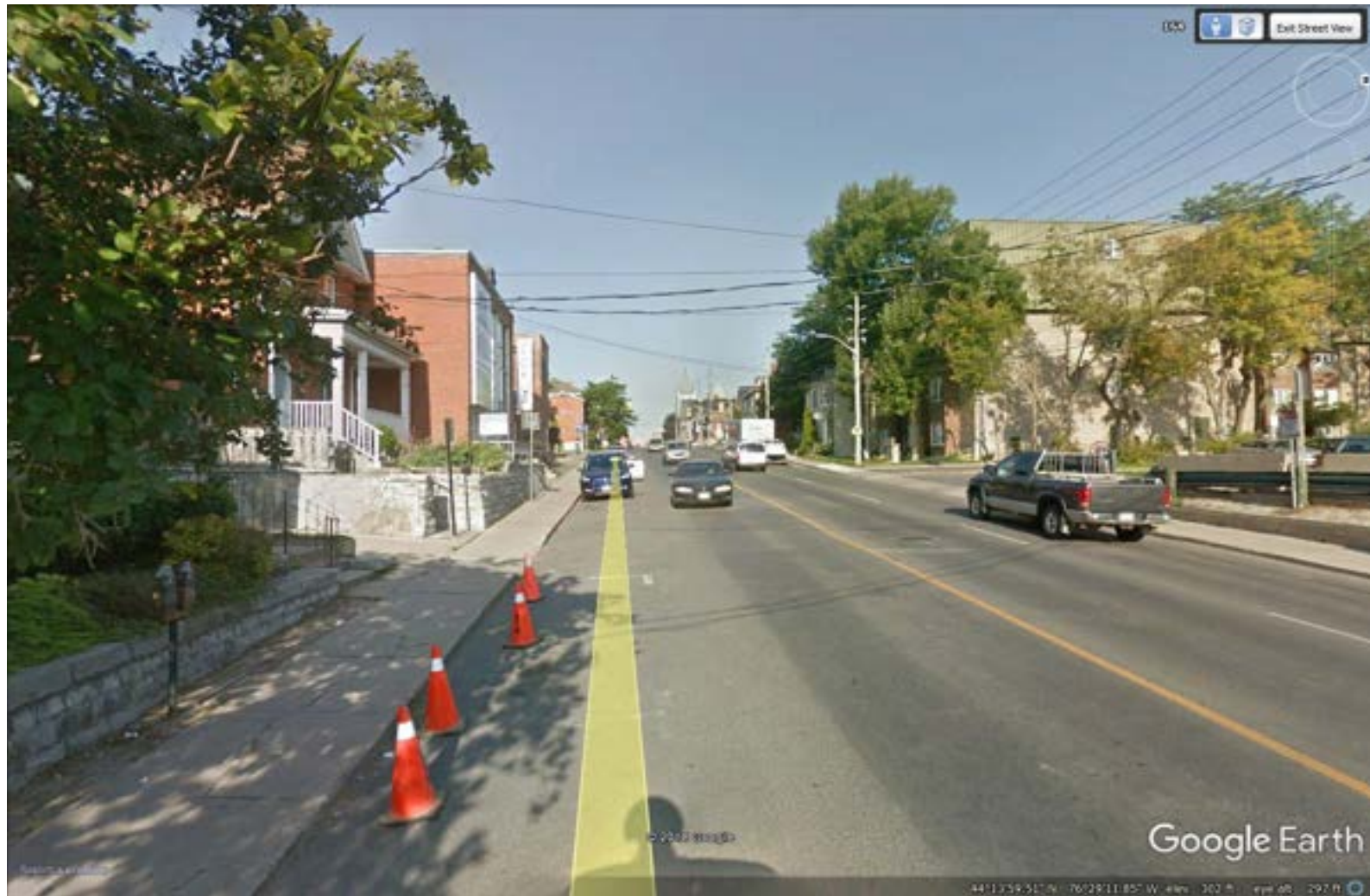
Kingston



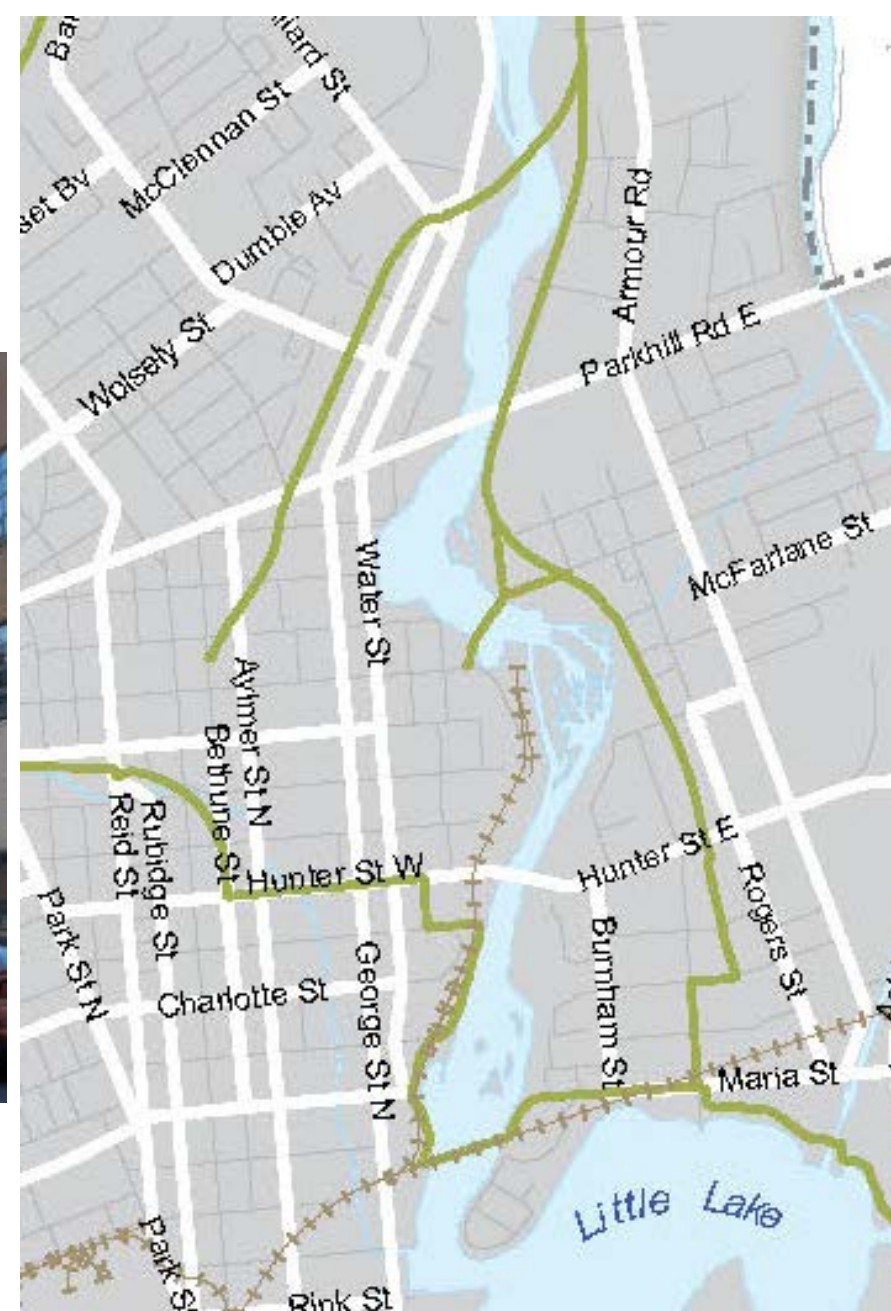
Kingston Princess St. 1-Way



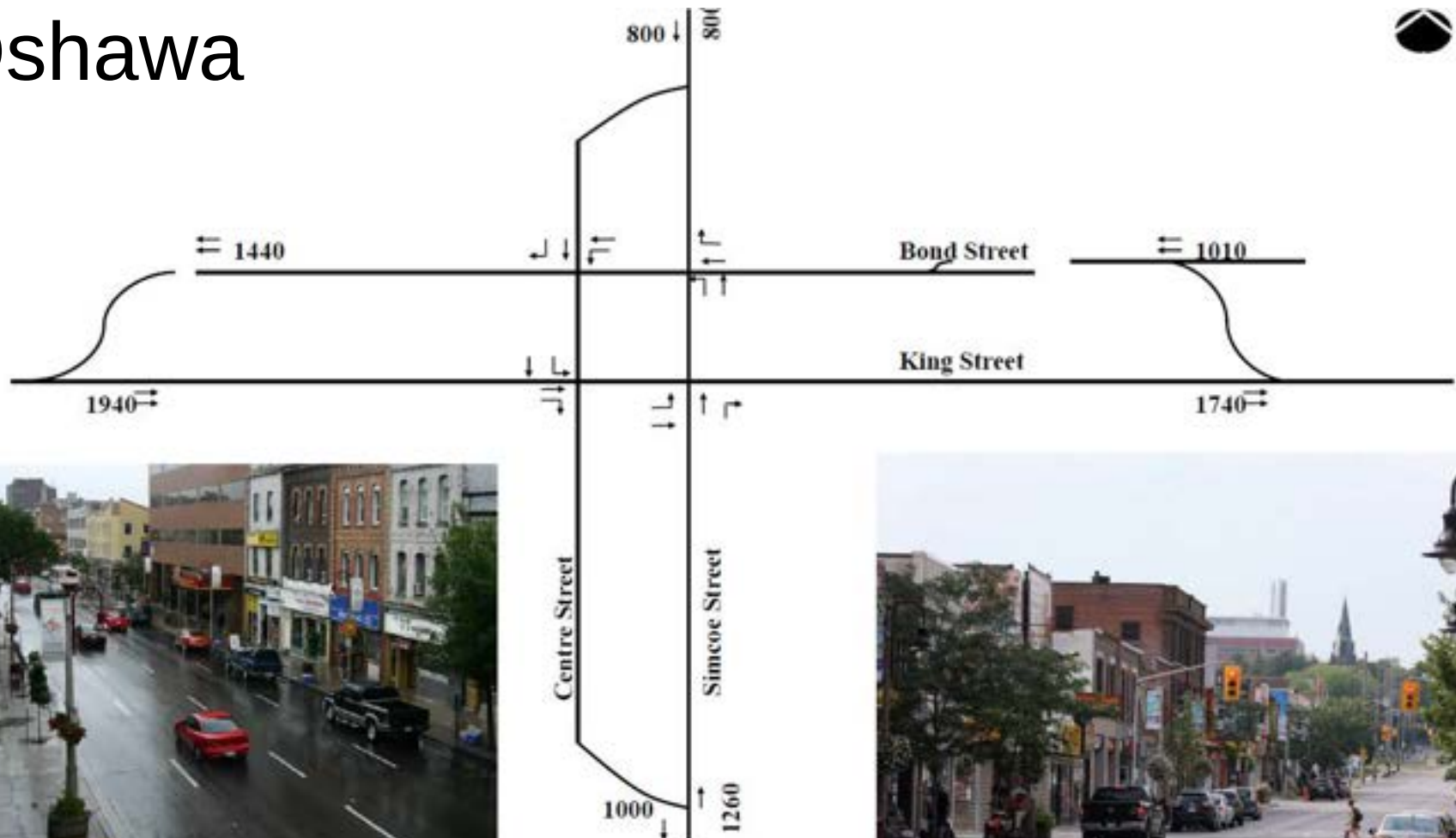
Kingston Queen St. 2-Way



Peterborough



Oshawa



Brantford



Conversion Advantages / Disadvantages

Criteria		Sub-criteria
Vehicular Transportation		Traffic Operations
		Speed Reduction / Safety
		Traffic Circulation, Ease-of-Routing
Active Transportation		Pedestrian Space
		Cycling Facilities
		Accessibility for Persons with Disabilities
Socioeconomic		Parking / Loading
		Transit
		Business Visibility
		Construction
Economic Development		Wayfinding
		Development
Cultural		Heritage Features
Natural		Air Quality
		Landscape and Vegetation
Engineering and Cost		Capital Cost
		Maintenance
		Property Acquisition

Scoring Sheet

One-Way vs Two-Way Operation Summary

Considerations		One-Way Traffic		Two-Way Traffic	
Place a  for positive impacts and an  for negative impacts		Positive 	Negative 	Positive 	Negative 
Vehicular Transportation 	Traffic Operations				
	Speed / Safety				
	Traffic Circulation, Ease of Routing				
Active Transportation 	Pedestrian Space				
	Cycling Facilities				
	Accessibility for Persons with Disabilities				
Socioeconomic 	Parking / Loading				
	Transit				
	Business Viability				
	Construction				
Economic Development 	Wayfinding				
	Development				
Cultural 	Heritage Features				
Natural 	Air Quality				
	Landscape and Vegetation				
Engineering and Cost 	Capital Cost				
	Maintenance				
	Property Acquisition				
YOUR SCORE					



Vehicular Transportation

Traffic Operations

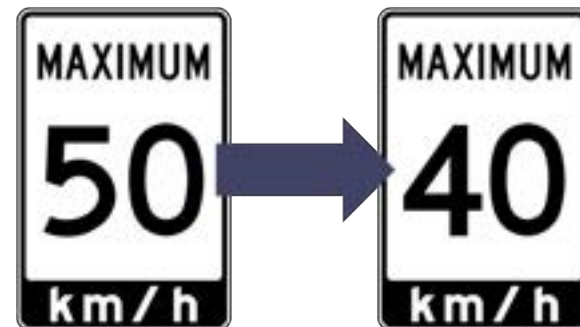
- 3 finalists have sufficient capacity to meet traffic demand
- 2-way operation (Alternative 3) has minor eastbound delay increase with more turning traffic
- 2-way operation (Alternative 3) with difficulty moving around stopped or slow vehicles such as buses or delivery vehicles



All three alternatives work without traffic congestion

Potential to Reduce Traffic Speeds

- Other municipalities found 2-way operation reduce speeds
- Reduced speed limits, narrowed lanes, adjusting signal timing, and other measures can also be used to influence driver behavior (All 3 Alternatives)



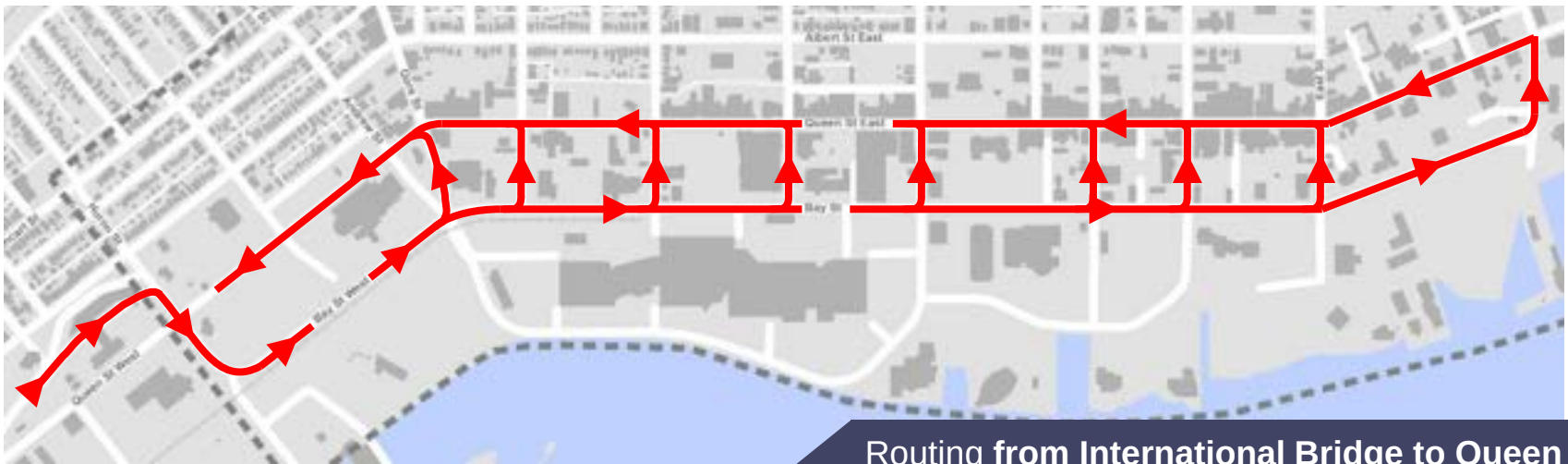
Reduced Speed Limits can influence driver behaviour



Vehicular Transportation (con't)

Ease of Routing

- 2-way operation offers greater ease of routing
- 1-way operation (Alternatives 1 and 1A) does not provide visitors from US direct access to Queen St
 - But routing improvements can be made to one-way network (Alternative 1 and 1A) with better wayfinding signage

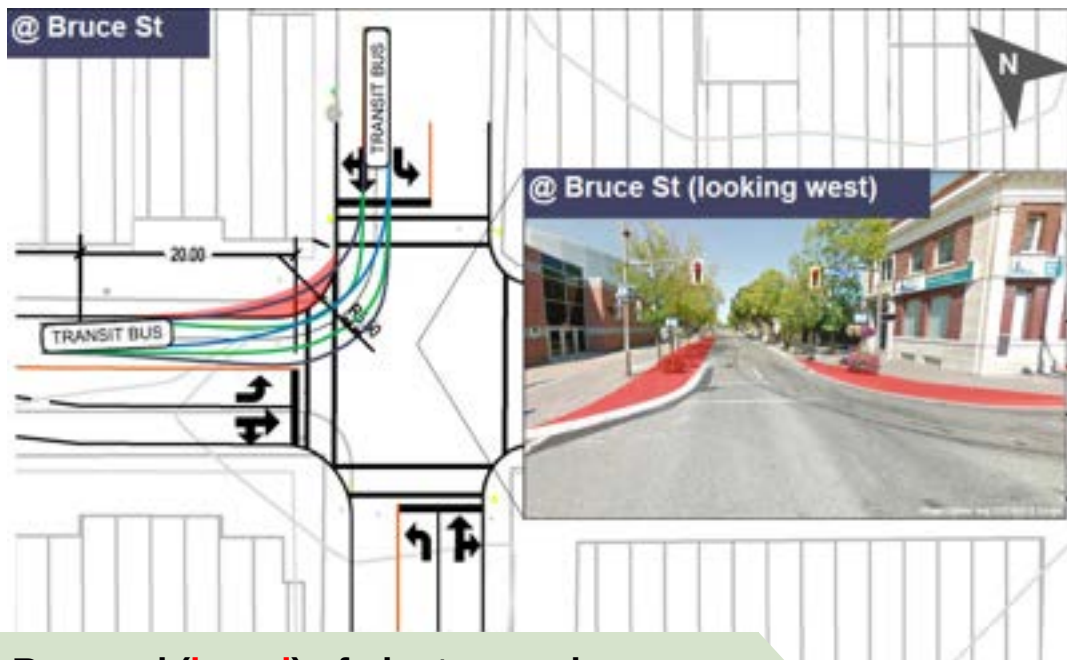


Routing from International Bridge to Queen Street can be confusing to visiting drivers

Active Transportation

Pedestrian Space

- Major Queen St impact. 2-way operation (Alternative 3) needs road widening / sidewalk reduction near major intersections for left-turn lanes, buses and delivery trucks



Removal (in red) of planters and narrowing of sidewalks to accommodate 2-way operation on Queen St



Active Transportation (con't)

Pedestrian Space

- 2-way Queen St. (Alternative 3) needs up to 10 intersection widenings / sidewalk reductions for left-turn lanes, buses and delivery trucks



widening on Queen St (circled in red)
to accommodate 2-way operation

Active Transportation (con't)

Cycling Facilities

- Multi-use path on Bay St in all 3 alternatives
- 2--way operation (Alternative 3) reduces vehicle speeds for cyclists



Multi-use path on Bay St provides east-west connection for cyclists

Accessibility for Persons with Disabilities

- All have opportunities to improve accessibility
- Accessible signals
- Preferred Alternative 1A has shorter crossings at several locations along Bay Street

Accessibility Benefits	Alternative		
	1	1A	3
New signals with tactile plates / AODA	✓	✓	✓
Shorter crossing distances on Bay Street		✓	



Improved accessibility with separated crossings, tactile plates, signals with audible tone and tactile buttons



Socioeconomic

On-Street Parking and Loading

- 2-way operation (Alternative 3) requires loading zones
- Approx. 30 Queen St. on-street parking spaces may be lost to turning lanes and loading zones



Transit

- 2-way traffic (Alternative 3) offers opportunity for bi-directional transit
 - o Riders arrive and depart from same street
 - o Easier to navigate
 - o Reduces travel time



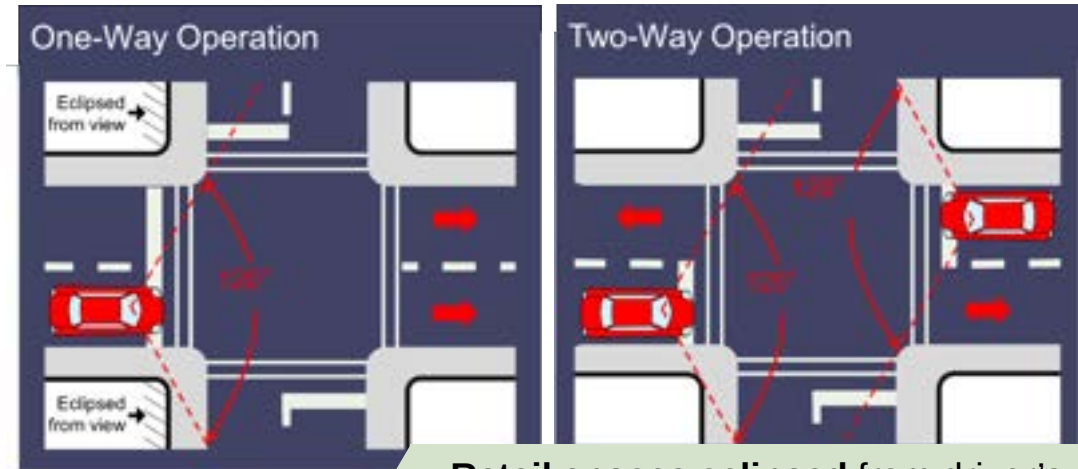
Bi-directional transit routes
easier for riders to navigate and
reduces walking distance



Socioeconomic (con't)

Business Visibility

- 2-way operation (Alternative 3) with better visibility of businesses on corners/ side streets
- All 3 alternatives include multi-use path on Bay St
 - Minor benefit to business exposure from pedestrians and cyclists



Retail spaces eclipsed from driver's view with one-way operation

Construction

- Temporary impacts to drivers and businesses
 - Diversions
 - Potential short-term road closures
- Alternative 1 and 1A impacts limited to Bay St
- Alternative 3 impacts on Bay St and Queen St



Temporary Diversions and Road Closures required for all alternatives



Natural Environment

Landscape and Vegetation

- Study area highly developed
- Alternative 1
 - New landscaping on one side of Bay St
- Alternative 1A
 - New landscaping on both sides of Bay St
- Alternative 3
 - New landscaping on one side of Bay St
 - Remove some existing landscaping near major intersections on Queen St
 - New landscaping on Queen St to mitigate these impacts, but with less space



All alternatives will offer an opportunity for
Landscaped Boulevards



Cost

Capital Cost and Cost-Benefit

- 2-way conversion of 2 streets (Alternative 3) requires > 3x capital investment of maintaining 1-way operation with reduced lanes on Bay St (Alternative 1/1A)
- Landscaped boulevards and multi-use paths have higher maintenance costs than a street lane

Other Considerations for the Downtown Association

Impact of Street Closures for Events

- Closures prevent drivers passing by and stopping, or having direct access

BUT

- Foot traffic on main and side streets provide more potential customers

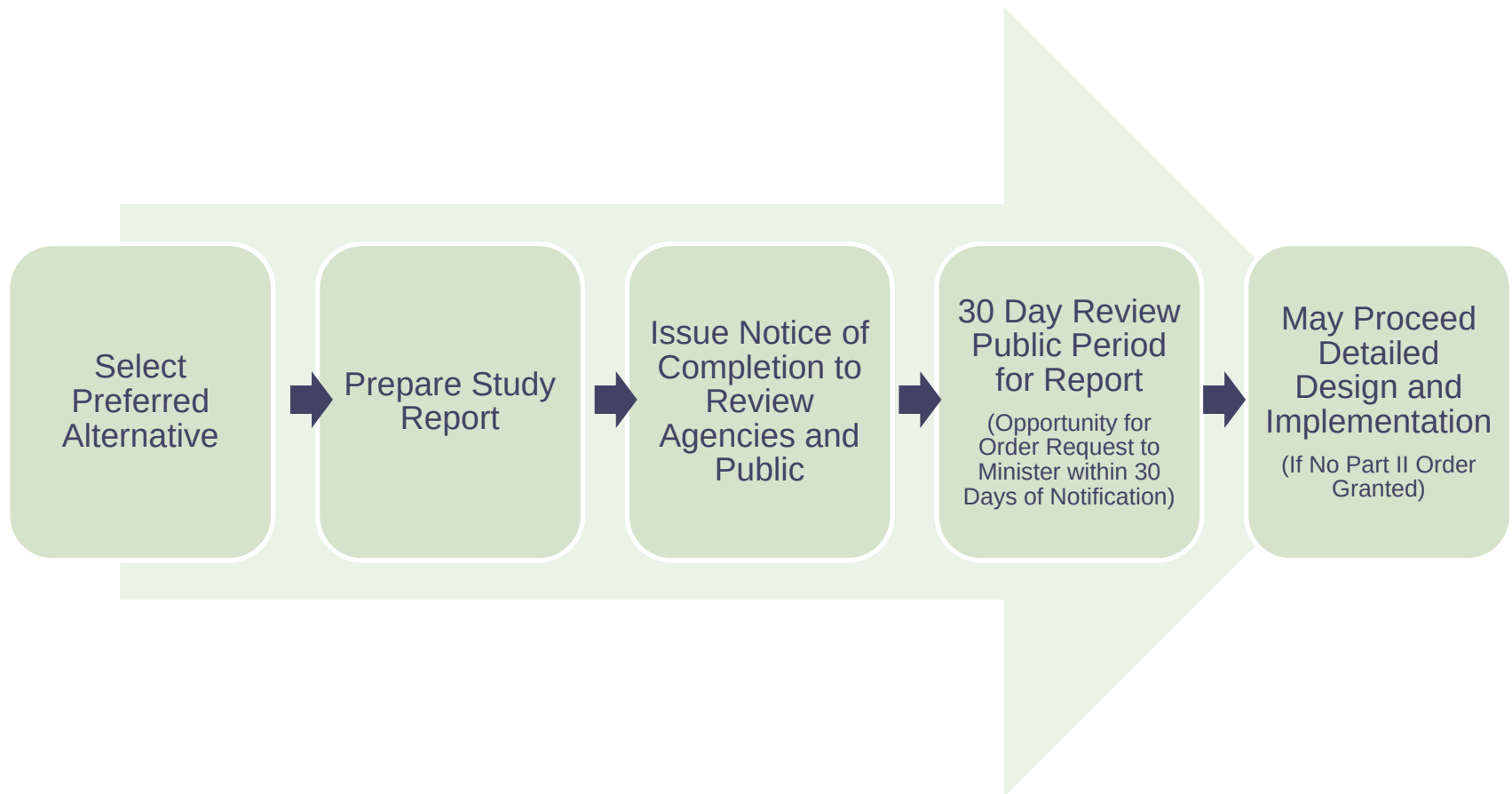
Other Impacts?



Source: Sault Downtown Association Facebook Page

Next Steps

Remaining Steps under the Municipal Class Environmental Assessment Process:



Questions and Comments

Carl Rumiel

Design and Construction Engineer
Public Works and Engineering Services

City of Sault Ste. Marie
99 Foster Drive
Sault Ste. Marie, ON P6A 5X6
705-759-537
c.rumiel@cityssm.on.ca

Scott Johnston

Associate | Manager
Transportation Engineering and Planning

IBI Group
100 - 175 Galaxy Blvd
Toronto ON M9W 0C9
416-798-5503
sjohnston@IBIGroup.com

Comments should be received **no later than October 5, 2018** to be considered by the Study Team

Thank You

for Your Interest and Input!



The Corporation of the City of Sault Ste. Marie
99 Foster Drive, Sault Ste. Marie, Ontario P6A 5X6
saultstemarie.ca | 705.759.2500 | info@cityssm.on.ca

Downtown Traffic Study DOWNTOWN ASSOCIATION WORKSHOP COMMENT SHEET – September 20, 2018

Please fill in and deposit in the Comment Box your following comment responses, or e-mail to c.rumiel@cityssm.on.ca or sjohnston@ibigroup.com.

1. Do you support the study recommendations to:
 - a. Maintain one-way traffic flow in the downtown; YES ☐ NO ☒ UNSURE ☐
 - b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ☒ NO ☐ UNSURE ☐
But only if the two way does not happen
2. If you don't support the study recommendations, what should be done with Downtown traffic?

*I still feel very strongly the Queue be away
But unloading take place in rear lane
ways!*

3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

*Keep garbage cans available All year!
possibly more benches to rest on per Block!*

Thank you for your time and input.

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 - b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ☐ NO ☐ UNSURE ☒
2. If you don't support the study recommendations, what should be done with Downtown traffic?
I'm Supporting Study for make it two way street.
Morr
3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

*Strongly think away Queen St and Bay Street
Improve the traffic and more visitors improving
for Business*

Thank you for your time and input.

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 - a. Maintain one-way traffic flow in the downtown; YES ☒ NO ☐ UNSURE ☐
 - b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ☒ NO ☐ UNSURE ☐
2. If you don't support the study recommendations, what should be done with Downtown traffic?
3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.
 - put up 40K/m signs on Queen
 - especially at East End
 - make shop signage rules more relaxed (so shops & businesses can be seen on one-way)
 - mark 1st 2hr free parking lot with better signage

Thank you for your time and input.

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1. Do you support the study recommendations to:

- a. Maintain one-way traffic flow in the downtown; YES ___ NO ___ UNSURE X
- b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ___ NO ___ UNSURE X

2. If you don't support the study recommendations, what should be done with Downtown traffic?

- Downtown cannot support the loss of parking spots
- more police presence
- more sloped curbs for wheelchair users

3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

- Slower speed limits on Bay + Queen East
- possible bike/car share lanes

Thank you for your time and input.

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 - b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ☒ NO ☐ UNSURE ☐
2. If you don't support the study recommendations, what should be done with Downtown traffic?

Do NOT convert Queen to 2-way...

3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

*-Wayfinding
-free parking
-free shuttlebus*

Thank you for your time and input.

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1. Do you support the study recommendations to:

- a. Maintain one-way traffic flow in the downtown; YES ☐ NO ☒ UNSURE ☐
- b. Enhance Bay Street with a south-side multi-use path, boulevard landscaping and reduced travel lanes from 4 to 2 through lanes; YES ☐ NO ☒ UNSURE ☐

2. If you don't support the study recommendations, what should be done with Downtown traffic?

- Visibility is a key economic factor to businesses.
- Invest in what the future SSM Report!
- Make the Right Decision, not most cost efficient.
- Tourism Factor is beneficial.

3. Do you have any other comments or suggestions? Please use the following space, and rear of paper if needed.

Thank you for your time and input.

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Patrick Garel

From: Carl Rumiel <c.rumiel@cityssm.on.ca>
Sent: Tuesday, July 31, 2018 9:25 AM
To: Scott Johnston
Subject: FW: Traffic Study downtown

FYI



Carl Rumiel, P.Eng
Design & Construction Engineer
Public Works and Engineering Services
City of Sault Ste. Marie
t. 705.759.5379
c. 705.542.7631
c.rumiel@cityssm.on.ca

99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
saultstemarie.ca



From: [REDACTED]
Sent: Thursday, July 26, 2018 11:22 PM
To: Carl Rumiel <c.rumiel@cityssm.on.ca>
Subject: Traffic Study downtown

Dear Mr. Rumiel,

I like the proposed design for the downtown streets keeping them one-way with two traffic lanes and landscaped boulevards.

The multi-use path is very desirable. It keeps the pedestrian/bicycle traffic separated from the vehicle lanes.

Reducing Bay street to two lanes should help reduce the existing "Race Track" in the evenings.

Sincerely,

[REDACTED]

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: 'Carl Rumiel'; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED],

Thank you for your email about the preferred alternative (Alternative 1A: Bay Street with 2 Lanes One-Way + Multi-Use Path). Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

Information, including notices, Public Information Centre materials, and the draft Project File Report can be found at the project website: www.saultstemarie.ca/DowntownTrafficEA

Thank you again for your input.

Regards,

Patrick Garel

IBI GROUP
7th Floor - 55 St. Clair Avenue West
Toronto ON M4V 2Y7 Canada
tel +1 416 596 1930 ext 61627 fax +1 416 596 0644



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Patrick Garel

From: Carl Rumiel <c.rumiel@cityssm.on.ca>
Sent: Tuesday, July 31, 2018 9:30 AM
To: Scott Johnston
Subject: FW: downtown

FYI



Carl Rumiel, P.Eng
Design & Construction Engineer
Public Works and Engineering Services
City of Sault Ste. Marie
t. 705.759.5379
c. 705.542.7631
c.rumiel@cityssm.on.ca

99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
saultstemarie.ca



From: [REDACTED]
Sent: Friday, July 27, 2018 8:31 AM
To: Carl Rumiel <c.rumiel@cityssm.on.ca>
Subject: downtown

I fully agree with keeping Bay, Queen, Albert and Wellington as one way streets.
The proposal for Bay to put it down to two one way lanes looks, with upgrades, like a good idea.

My suggestion for encouraging downtown shopping would be to remove the parking meters.....
I personally received a \$10 ticket while shopping downtown...had put money into the meter but was only a few minutes over meter time.....that experience keeps me personally away from exploring the downtown area....wonder if tourists feel the same?

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: Carl Rumiel; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED]

Thank you for your email about the preferred alternative (Alternative 1A: Bay Street with 2 Lanes One-Way + Multi-Use Path) and on-street parking downtown.

While this study does not focus on changes to the cost of parking downtown, your comment will be taken into future consideration by the City.

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Thank you again for your input.

Regards,

Patrick Garel

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Patrick Garel

From: Carl Rumiel <c.rumiel@cityssm.on.ca>
Sent: Tuesday, July 31, 2018 9:28 AM
To: Scott Johnston
Subject: FW: Downtown Traffic Study

FYI



Carl Rumiel, P.Eng

Design & Construction Engineer
Public Works and Engineering Services
City of Sault Ste. Marie
t. 705.759.5379
c. 705.542.7631

c.rumiel@cityssm.on.ca

99 Foster Drive, Sault Ste. Marie, ON P6A 5X6
saultstemarie.ca



From: [REDACTED]
Sent: Thursday, July 26, 2018 9:25 AM
To: Carl Rumiel <c.rumiel@cityssm.on.ca>
Subject: Downtown Traffic Study

Hello Carl

I was unable to attend the public information session last night but would like to share my support for this moving forward

Making the streets in the down town core would go a long way at making business more accessible to drivers and pedestrians. I receive a lot of comments from customers who have a hard time navigating the block around my business and believe that 2 way streets would be the answer.

Please include me on the study contact list.



Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: 'Carl Rumiel'; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED],

Thank you for your email about the navigation of downtown Sault Ste. Marie.

It is unfortunate that you were not able to attend the Public Information Centre. If you would like to see the presentation materials or find out more about the study, you can visit the project website:

www.saultstemarie.ca/DowntownTrafficEA

Two-way operation does offer several potential benefits, including easier navigation, improved business visibility and easier access to transit.

However, converting to two-way operation also presents some challenges. Both Bay Street and Queen Street would need to be converted together (Alternative 3: Convert Bay St and Queen St to two-way operation) to avoid traffic congestion. The limited road space on Queen St would require widening at major intersections to accommodate turning lanes and turning of large vehicles (i.e. buses and delivery trucks), which would result in reduced sidewalk space and on-street parking. The available road space on Bay Street and Queen Street would also limit them to one lane in each direction, which may cause difficulty moving around stopped or slow vehicles (i.e. buses or delivery trucks).

One-way and two-way operation in downtown Sault Ste. Marie each offer some advantages and disadvantages. Several factors (including those noted above) were taken into consideration when developing the preferred alternative, as outlined in the Public Information Centre 2 presentation boards.

Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

Information, including notices, Public Information Centre materials, and the draft Project File Report can be found at the project website: www.saultstemarie.ca/DowntownTrafficEA

Thank you again for your input.

Regards,

Patrick Garel

IBI GROUP

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Patrick Garel

From: Carl Rumiel <c.rumiel@cityssm.on.ca>
Sent: Tuesday, July 31, 2018 9:30 AM
To: Scott Johnston
Subject: FW: Bay Street

FYI



Carl Rumiel, P.Eng

Design & Construction Engineer
Public Works and Engineering Services
City of Sault Ste. Marie
t. 705.759.5379
c. 705.542.7631

c.rumiel@cityssm.on.ca

99 Foster Drive, Sault Ste. Marie, ON P6A 5X6

saultstemarie.ca



From: [REDACTED]
Sent: Friday, July 27, 2018 8:43 AM
To: Carl Rumiel <c.rumiel@cityssm.on.ca>
Subject: Bay Street

Sir

I'm happy at least something is being proposed for Bay Street. With two lanes being one proposal I would think timing of traffic lights would be important because of an increase in traffic volume. The way they are set up now would cause a lot of stop and go traffic.

Thanks

[REDACTED]

Get [Outlook for Android](#)

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: 'Carl Rumiel'; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED],

Thank you for your email about the preferred alternative (Alternative 1A: Bay Street with 2 Lanes One-Way + Multi-Use Path) and signal timing.

Changes to signal timing have been recommended by the study, accounting for changes in capacity for the preferred alternative. Speed limit reductions, narrowed lanes, improvements to pavement markings and signage, and addition of cycling facilities (e.g. bike racks) have also been recommended by the study.

Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

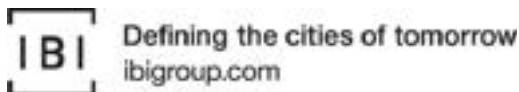
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Thank you again for your input.

Regards,

Patrick Garel

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Patrick Garel

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Sent: Tuesday, July 31, 2018 9:25 AM
To: Scott Johnston
Subject: FW: Bay Street

FYI



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c. 705.542.7631
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saultstemarie.ca



From: [REDACTED]
Sent: Thursday, July 26, 2018 11:21 PM
To: Carl Rumiel <c.rumiel@cityssm.on.ca>
Subject: Bay Street

I think that Bay St. should stay as is, maybe give a painted line for bike lanes . It took how many years to create a wide congestion free traffic thru fair . Make it like Queen east no trees & foilage its a traffic street to move people out of downtown expeditiously .

Thanks [REDACTED]

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: 'Carl Rumiel'; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED],

Thank you for your email about traffic on Bay St.

Traffic modelling has been completed as part of this study. Alternatives 1 (Bay Street with 3 Lanes One-Way + Multi-Use Path), 1A (Bay Street with 2 Lanes One-Way + Multi-Use Path), and 3 (convert Bay St and Queen St to two-way operation) all have enough capacity to accommodate current and future traffic demand. Further, even with the lane reductions on Bay Street, there would still be more than sufficient capacity available to accommodate traffic downtown.

The study has also considered the conditions for cyclists, pedestrians and transit riders. While adding a painted bike lane to Bay St would offer cyclists a space to ride, it would not necessarily offer a comfortable environment, with no barrier between them and cars moving at high speeds. Similar issues exist for pedestrians, where existing sidewalks are narrow and without barrier or buffer from cars moving at high speeds in many locations. The multi-use path with landscaped boulevard proposed on Bay St for all three alternatives would provide more space for cyclists and pedestrians, with a buffer to create a more comfortable environment.

Several factors (including those noted above) were taken into consideration when developing the preferred alternative, as outlined in the draft Project File Report (please see below).

Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

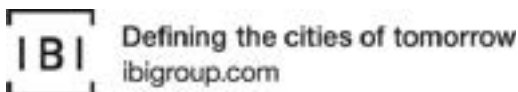
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Thank you again for your input.

Regards,

Patrick Garel

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Patrick Garel

From: [REDACTED]
Sent: Friday, July 27, 2018 8:33 AM
To: Scott Johnston; c.rumiel@cityssm.on.ca
Subject: Downtown Traffic Study

I love the idea of Bay st being 2 lanes with the widened boulevards and multi-use paths along it.

In every city I have lived in there have been amazing, well-marked, and much used bike paths adjacent to the road. Making our downtown more friendly to cyclists would be major. So many people I know would love to ride their bikes if it made sense in terms of joining the flow of traffic. But right now riding a bike in the Sault is stressful - cars do not respect cyclists, or know how to share the road safely and respectfully. The Sault could become a prime cyclists destination if we embrace the bike riding culture.

As for one way or two way traffic for cars.... I wonder how parking would be handled, and if two-way would cause more or less congestion. Admit to having no clear idea on that. But in many other cities downtowns utilize two-way, well-marked, multi-use roadways (with the key being well-marked with good signage), and it seems to work just fine.

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: [REDACTED]
Cc: 'Carl Rumiel'; Scott Johnston
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Hi [REDACTED],

Thank you for your email about bike lanes and one-way vs two-way operation in downtown Sault Ste. Marie.

One of the goals of our study is to improve conditions for all road users downtown, including cyclists, pedestrians, transit riders and motorists. To achieve this balance, the lane reduction and multi-use path on Bay are being considered as part of the preferred alternative. Speed limit reductions, narrowed lanes, adjusted signal timing, improvements to wayfinding and signage, and addition of cycling facilities (e.g. bike racks) have also been recommended.

Parking under two-way operation has been considered (Alternative 3: convert Bay St and Queen St to two-way operation). There is currently no on-street parking on Bay St, so it would not be impacted. On Queen St there would be some reduction in on-street parking (approx. 30 spaces) to accommodate turning lanes and loading zones. However, much of the on-street parking would remain, and there is a large amount of off-street parking available.

Traffic conditions for two-way operation have also been considered (Alternative 3: convert Bay St and Queen St to two-way operation). There is enough capacity to accommodate traffic demand downtown under this configuration, although with a minor increase in delay for eastbound trips during morning and evening rush hour. Given the limited space, Bay Street and Queen Street would have only one lane in each direction, which may cause difficulty moving around stopped or slow vehicles such as buses or delivery trucks.

Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

Information, including notices, Public Information Centre materials, and the draft Project File Report can be found at the project website: www.saultstemarie.ca/DowntownTrafficEA

Thank you again for your input.

Regards,

Patrick Garel

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August 23, 2018

Carl Rumiel, P.Eng
Manager of Design & Transportation Engineering
Public Works and Engineering Services
City of Sault Ste Marie
99 Foster Drive
Sault Ste Marie, ON, P6A 5X6

Dear Mr. Rumiel:

RE: Downtown Traffic Study – Street Conversion

Centrecorp Management Services in its capacity as Authorized Agent for Algoma Central Properties, the registered Owner of Station Mall located at 293 Bay Street in the City of Sault Ste. Marie, is submitting comments on behalf of the Owner of Station Mall to the three (3) alternative solutions presented by the City at a Public Information Centre held July 25, 2018 as part of the ongoing Downtown Traffic study.

Centrecorp Management Services has retained Tate Economic Research Inc. (TER) to provide evidence which supports the conversion of one-way street operation to two-way street operation, from a retail market perspective. Included in TER's research is empirical evidence for two-way street conversion in a Downtown context, examples of successful case-studies in North American cities where two-way street conversion has resulted in lower retail vacancy rate, and the preferred alternative as presented in the City's Downtown Traffic Study.

Please find attached a Memorandum prepared by Tate Economic Research Inc. for your consideration.

Yours very truly,

per: 

Centrecorp Management Services



MEMORANDUM

To: Victoria McCrum, B.Arch, M.Pl

From: Ryan Doherty / Sameer Patel

Date: August 21, 2018

Re: City of Sault Ste. Marie Downtown Traffic Study Alternatives
Commentary

Tate Economic Research Inc. ("TER") has examined the challenges and opportunities associated with one-way and two-way streets within a downtown retail context. Additionally, TER has reviewed the City of Sault Ste. Marie's three proposed street conversion alternatives and commented on which alternative will most benefit North American Development Group's Station Mall property.

TER prefers **Alternative 3** from a retail market perspective. Alternative 3 as outlined in the City's Downtown Traffic Study, is to "*Convert Bay Street and Queen Street to two-way operation*". Currently both Bay Street and Queen Street operate as one-way streets.

The Case for Downtown Two-way Streets

Two-way streets are preferred to one-way streets within downtown areas as they offer a higher degree of accessibility, visibility and safety to visitors using a variety of transportation methods (e.g. vehicle, cycling, walking, transit). From a retail market perspective, factors such as visibility and accessibility are crucial in attracting potential customers.

Two-way streets are more accessible as they permit traffic to flow in both directions, allowing for travelers to directly reach their destinations. They also typically slow traffic down and increase the number of stops. This allows for improved pedestrian / cyclist crossings and access, without reducing accessibility for vehicles. Additionally, when vehicle traffic is moderately slowed down, drivers may pay more attention to their surroundings. From a retail market perspective, this enhanced consciousness of the surrounding commercial environment may result in a higher propensity for impulse shopping.

It should be noted that from a retail market perspective, a balance must be maintained between slowing traffic as a way to encourage impulse shopping, guarding against slowing traffic leading to congestion, which could also result in consumers by-passing the downtown all together.

In comparison, the function of one-way streets is to move vehicles through downtown areas as quickly as possible. In this sense, one-way streets are better than two-way streets, as they typically operate at higher speeds and can handle a higher capacity of vehicles than two-ways. However, one-ways have proven to be challenging to other forms of transportation. For example, one-ways typically operate on a long-block structure with synchronized traffic lights and higher speeds. This creates a difficult situation for pedestrians or cyclists trying to cross traffic and discourages those individuals from cross-street shopping. In addition, transit routes become more complex on a one-way structure, as to and from routes must be located on separate blocks.

From a visibility perspective, two-way streets are superior as they allow for all sides of an intersection to be seen by passing traffic, meaning that storefronts on all four corners are exposed. In comparison, vehicles stopped along one-way streets only have exposure to what is ahead of them. A more detailed comparison of one and two-way streets is illustrated in Figure 2.

Many Canadian cities have only recently begun to consider or implement one-way street conversion as a way to spur downtown revitalization. Due to this, success stories in the Canadian market are hard to come by. However, there are many examples from the United States in which one-way street conversion has resulted in declining vacancy rates within downtowns, as shown on Figure 1. TER acknowledges that there are a variety of market factors that can affect vacancy and the health of downtown, however Figure 1 highlights a correlation between lower vacancy and the conversion to two-way streets.

Figure 1				
How One-way to Two-way Conversions Affect Main Streets				
Community	Population	Vacancy Rate		Remarks
		Before	After	
Sheridan, Wyoming	14,000	25%	1%	Traffic increase of 200%.
W. Palm Beach, Florida	85,000	80%	0%	Positive impact on reducing drug use.
Lafayette, Indiana	50,000	20%	15%	Manager reports positive results.
Washington, Missouri	12,000	30%	2%	Business is very supportive.
Anniston, Alabama	26,400	6%	1%	Even those who opposed conversion now support it.
North Little Rock, Arkansas	61,700	75%	60%	-
Source: Table 1: How One-way to Two-way Conversions Affect Main Streets in John D. Edwards, <i>Converting One-Way Streets to Two-way: Managing Traffic on Main Street</i> (Washington, D.C.: The National Trust's Main Street Center, 2002), modified by TER.				

Canadian cities such as Hamilton and Ottawa have current plans in place to convert many of their downtown one-way streets as part of larger downtown revitalization efforts.

Station Mall Context

Station Mall is located on Bay Street, a four-lane one-way street with an eastward direction. Bay Street is the main thoroughfare for eastbound traffic through the downtown. Border traffic, and traffic from the Algoma Steel plant travelling in an eastbound direction to downtown, is likely take Bay Street due to its high traffic

volume compared to other eastbound streets. An average of 11,100 vehicles pass by Station Mall on Bay Street daily. In comparison, Carmen's Way near the International Bridge crossing has an average of 8,700 vehicles traveling per day.¹

Station Mall benefits from traffic being funneled along Bay Street, however, the Mall is only visible to traffic traveling away from the US Border or Algoma Steel. Traffic heading towards the United States or Algoma Steel are required to take Queen Street, or another route, avoiding the mall altogether.

The current one-way street network only allows south/eastbound travelers to pass directly by the mall via Bay Street. For a mall customer coming from the west, they must first travel along another route, likely Queen Street, and then turn southward towards Bay Street. A one-way street network makes it easier for eastbound travelers to enter the mall, while making it much more difficult for westbound travelers. A two-way network on both Bay Street and Queen Street would allow for Station Mall to have access to travelers from both directions. Both Alternative 1 and Alternative 1A will not solve this issue of accessibility.

It should be noted that converting Bay and Queen Streets into two-way streets could potentially reduce incoming border traffic traveling along Bay Street, as Queen Street would then allow for eastbound traffic. Possible mitigations to this issue could include improved signage at the Huron Street and Queen Street intersection to encourage travel along Bay Street. Moreover, barring left turns from Huron Street onto Queen Street would ensure border traffic passes by Station Mall via Bay Street.

Overall Downtown Context

Many of the same benefits of two-way streets discussed regarding Station Mall would also apply to the entire Downtown Commercial Area. Access to Queen Street, the main commercial street within Downtown, would be significantly improved as it would allow traffic from both east and west. A moderately slower traffic flow would improve pedestrian walkability and promote cross-street shopping, particularly along Queen Street. Two-way streets will also allow drivers to take a direct route to their Downtown destinations. Additionally, a more moderate traffic flow and increased driver awareness may lead to an increase in impulse shopping.

Alternative 3 offers the best scenario for both Station Mall and the Downtown Commercial Area, as it allows for the flow of traffic coming from east and west to have direct access to commercial businesses on Bay and Queen Streets. A two-way network along Bay and Queen Streets will promote greater pedestrian and cyclist activity Downtown, and may lead to drivers making more frequent impulse shopping trips due to a more moderate traffic flow. Alternative 3 will allow for Bay and Queen Streets to no longer function as a highway like thoroughfares and will become more viable routes to reach Downtown destinations such as Station Mall.

¹ Sault Ste. Marie Transportation Master Plan Final Report – Exh bit 3-8: Existing Daily Traffic Volumes, 2013.

Figure 1: General One-Way / Two-Way Streets Comparison

PROS/CONS OF TWO-WAY STREETS	
PROS	CONS
• Incentivizes vehicle and pedestrian traffic to travel on other routes such as side streets, in addition to main streets, making them more viable for commercial activity. • Two-way streets allow for passing vehicle traffic to have exposure to storefronts on all sides of the street / intersection. • Two-way streets allow for better single route, two-way transit access. • Two-way streets slow traffic down, while also increasing the amount of traffic stops. Not only does this improve the visibility of businesses for drivers, as they have to pay more attention to what is happening around them, it allows for more pedestrian / cycling crossings along a commercial main street. • More stops / crossings allow for increased pedestrian and cycling access to businesses on both sides of the street. • Two-way streets allow vehicle traffic to travel directly to a destination. Slower traffic flow is negated through direct travel.	• Overall, two-way streets do not move vehicle traffic as quickly as one-way networks. Drivers will spend marginally more time stuck in traffic. • Two-way streets have an abundance of left-turns which can clog up intersections and roadways.
PROS/CONS OF ONE-WAY STREETS	
PROS	CONS
• Greater capacity to move traffic into downtown or into existing commercial main streets. • Left turns can be made quickly without worrying about on-coming traffic, improving the overall traffic flow of vehicles.	• One-way street networks are confusing for visitors that are not familiar with the area, causing visitors to actually drive longer to get to their destination. Many of these occasional visitors are the people local business are hoping to attract. • In many instances, drivers must travel around the block one or multiple times, in order to eventually get to their destination. Any gains in travel time are negated by the inability to directly travel to a destination. • Vehicular traffic on one-way streets only has visible exposure to storefronts ahead of them. At every intersection, storefront exposure on one side of the street is lost. • One-way street networks force transit routes to become increasingly complex. • Longer blocks make it difficult for pedestrians and cyclists to navigate and cross. • One-way networks incentivize drivers to only travel along certain routes, limiting exposure to other commercial areas.
Source: Tate Economic Research Inc.	

Patrick Garel

From: Patrick Garel
Sent: Friday, November 16, 2018 4:51 PM
To: 'vmccrum@nadg.com'
Cc: 'Carl Rumiel'; Scott Johnston; 'gsita@nadg.com'
Subject: Sault Ste. Marie Downtown Traffic Study - Notice of Completion
Attachments: Sault Ste Marie Downtown Traffic Study - Notice of Completion.pdf

Ms. McCrum,

Thank you for your comment and attached memorandum.

Two-way operation does offer several potential benefits, including easier navigation, improved business visibility and easier access to transit.

However, converting to two-way operation also presents some challenges. Both Bay Street and Queen Street would need to be converted together (Alternative 3: Convert Bay St and Queen St to two-way operation) to avoid traffic congestion. Challenges with conversion include:

- The limited road space on Queen St would require widening at major intersections to accommodate turning lanes and turning of large vehicles (i.e. buses and delivery trucks), which would result in reduced sidewalk space and on-street parking.
- The available road space on Bay Street and Queen Street would also limit them to one lane in each direction, which may cause difficulty moving around stopped or slow vehicles (i.e. buses or delivery trucks).
- Road construction would also be more extended and cover both Queen Street and Bay Street.
- Two-way conversion of two streets (Alternative 3) requires more than three times the capital investment of retaining one-way operation with reduced lanes on Bay St (Alternative 1 and 1A).

The preferred alternative (Alternative 1A: Modify Bay St to Two Lanes One-Way and Multi-Use Path) offers:

- Improvements to the walking and cycling environment by providing landscaped boulevards on both sides of Bay Street.
- Reduced traffic speeds on Bay Street due to two lane reduction.
- Shorter crossings at several locations along Bay Street because there would be only two lanes to cross on the east side of every intersection.
- No loss of pedestrian space, on-street parking, planters or trees on Queen Street.

It is also important to note that the City has identified that wayfinding in the downtown is in need of improvement, and will be conducting a study to identify areas where it can be improved. All three alternatives would similarly benefit from these improvements.

Your comment was recorded and considered in the study.

The study is now approaching completion. The Notice of Completion has been issued and the draft Project File Report is now available for a 30-day public review period, ending December 17, 2018. Please see the attached for details on how to participate during this period.

Information, including notices, Public Information Centre materials, and the draft Project File Report can be found at the project website: www.saultstemarie.ca/DowntownTrafficEA

Thank you again for your input.

Regards,

Patrick Garel

IBI GROUP

7th Floor - 55 St. Clair Avenue West

Toronto ON M4V 2Y7 Canada

tel +1 416 596 1930 ext 61627 fax +1 416 596 0644



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CITY INFORMATION

The Corporation of the City of Sault Ste. Marie

Notice of Completion Schedule B Municipal Class Environmental Assessment Downtown Traffic Study

The City of Sault Ste. Marie (City) has completed a Schedule 'B' Municipal Class Environmental Assessment (MCEA) for a new traffic study of its downtown focusing on one-way traffic streets. The MCEA was conducted to determine if one-way streets are still needed in the downtown based on changes to traffic patterns and business needs. Impacts of possible conversion to two-way streets were studied, including traffic circulation, business exposure and accessibility, pedestrian and cycling movement and streetscape quality.

The study was conducted in accordance with the approved requirements for a Schedule 'B' project under the MCEA. It included public consultation, contact with Indigenous communities and government review agencies and the evaluation of alternatives. During the course of the study, Public Information Centres were held on December 6, 2017 and July 25, 2018, plus a workshop for Downtown Association members on September 20, 2018.

The study considered converting all, some or none of the current one-way streets in the downtown to two-way. It recommends that no conversion be made in the foreseeable future, and that the City's previously approved MCEA to improve Bay Street be constructed as a two lane, one-way street with a north side sidewalk, multi-use path on the south side plus streetscaping.

The Project File Report (PFR) documents the MCEA process followed throughout the study. By this notice, the PFR is being placed on the public record for a 30-day review period as required by the MCEA. The PFR will be available starting on November 17, 2018 for public review (expiring December 17, 2018 at <http://www.saultstemarie.ca/DowntownTrafficEA> and at the following locations:

City of Sault Ste. Marie
Engineering Department
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON, P6A 5N1

City of Sault Ste. Marie
Clerk's Department
4th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON, P6A 5N1

Interested persons should provide written comments to the City within the review period noted above. Comments should be directed to Don Elliott, P.Eng., Director of Engineering Services at the address shown below.

If concerns regarding the project cannot be resolved through discussions with the City of Sault Ste. Marie, a person or party may request that the Minister of the Environment, Conservation and Parks (Minister) make an order for the project to comply with Part II of the Environmental Assessment Act, which addresses individual environmental assessments. A Part II Order request must be made in writing to the Minister at the address below and received within 30 days of this Notice of Completion being published. A copy of the Part II Order request must also be sent to the City of Sault Ste. Marie at the address below. If a Part II Order request is not received by December 17, 2018 this project may proceed as presented.

The Honourable Rod Phillips
Minister of the Environment, Conservation and Parks
77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5

Director, Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks
1st Floor, 135 St. Clair Ave West
Toronto, ON M4V 1P5

Don Elliott
Director of Engineering Services
City of Sault Ste. Marie
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1



City of
Sault Ste. Marie



**NOTICE OF COMPLETION
SCHEDULE B MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**

DOWNTOWN TRAFFIC STUDY

The City of Sault Ste. Marie (City) has completed a Schedule 'B' Municipal Class Environmental Assessment (MCEA) for a new traffic study of its downtown focusing on one-way traffic streets. The MCEA was conducted to determine if one-way streets are still needed in the downtown based on changes to traffic patterns and business needs. Impacts of possible conversion to two-way streets were studied, including traffic circulation, business exposure and accessibility, pedestrian and cycling movement and streetscape quality.

The study was conducted in accordance with the approved requirements for a Schedule 'B' project under the MCEA. It included public consultation, contact with Indigenous communities and government review agencies and the evaluation of alternatives. During the course of the study, Public Information Centres were held on December 6, 2017 and July 25, 2018, plus a workshop for Downtown Association members on September 20, 2018.

The study considered converting all, some or none of the current one-way streets in the downtown to two-way. It recommends that no conversion be made in the foreseeable future, and that the City's previously approved MCEA to improve Bay Street be constructed as a two lane, one-way street with a north side sidewalk, added multi-use path of the south side plus streetscaping.

The Project File Report (PFR) documents the MCEA process followed throughout the study. By this notice, the PFR is being placed on the public record for a 30-day review period as required by the MCEA. The PFR will be available starting on November 17, 2018 for public review, expiring December 17, 2018 at <http://www.saultstemarie.ca/DowntownTrafficEA> and at the following locations:

City of Sault Ste. Marie
Engineering Department
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON, P6A 5N1

City of Sault Ste. Marie
Clerk's Department
4th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON, P6A 5N1

Interested persons should provide written comments to the City within the review period noted above. Comments should be directed to Don Elliott, P.Eng., Director of Engineering Services at the address shown below.

If concerns regarding the project cannot be resolved through discussions with the City of Sault Ste. Marie, a person or party may request that the Minister of the Environment, Conservation and Parks (Minister) make an order for the project to comply with Part II of the Environmental Assessment Act, which addresses individual environmental assessments. Requests for a Part II Order must be received by the Minister, and the Director of the Environmental Assessment and Permissions Branch, Ministry of the Environment, Conservation and Parks, at the addresses noted below, within 30 days of this Notice of Completion being published. Part II Order requests must be made in writing using a Part II Order Request Form (#012-2206E), available online at <http://www.forms.ssb.gov.on.ca> by searching for "Part II Order" or "012-2206E". A copy of the Part II Order request must also be sent to the City of Sault Ste. Marie at the address below. If a Part II Order request is not received by December 17, 2018 this project may proceed as presented.

The Honourable Rod Phillips
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and Permissions Branch
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1st Floor, 135 St. Clair Ave West
Toronto, ON M4V 1P5

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Director of Engineering Services
City of Sault Ste. Marie
5th Floor, Civic Centre
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1