



April 25<sup>th</sup> 2015

The Honourable Glen R. Murray  
Minister of the Environment  
Atten: Mrs. Agatha Garcia-Wright  
Environmental Assessment and Approvals Branch  
2 St. Clair Avenue West, Floor 12 A  
Toronto ON M4V 1L5

**Subject:: Notice of Completion** – Municipal Class Environmental Assessment – Second Avenue (MR72) Infrastructure Sudbury – April 1<sup>st</sup> 2015 as Notice of Completion Advertised this date.

**Details of Requester:** The following comments of concern are presented by Friendly to Seniors – Sudbury specifically for a Part II Order Request for additional Environmental Assessment.

As an executive member of Friendly to Seniors, an advocacy group for seniors in The City of Greater Sudbury, I have been delegated to represent the views of our group concerning the proposed Second Ave. road expansion, as presently conceived and outlined in the City Project File. Friendly to Seniors – Sudbury, believes this project will have significant negative environmental impacts on Seniors as well as all age groups in the area and general community.

The expansion will turn a 2-lane city street into 5 lanes with a large signalized intersection. It runs through a largely residential area with some commercial and institutional properties.

There has been inadequate and incomplete communication between the traffic department and the citizens affected directly by this project. **There has also been little consideration given to the concerns of citizens in the area and those further afield who are concerned about possible impacts on Ramsey Lake.** It has taken a lot of pressure by Friendly to Seniors – Sudbury and other groups and individuals to extract information from this city department. We still don't have all that we need. What follows are our concerns about this project along with our vision that we believe is much more realistic and has fewer impacts on people and the environment.

#### **Social and Other Factors:**

This road project, which expands the present road area 3 times and includes a huge signaled intersection, is totally inappropriate in scale for the urban surroundings. **It will divide the community in half and reduce community cohesion.** There are already concerns expressed about increased speeding, as often

occurs on overly wide straight roads, and that this oversized road will certainly make the area less attractive than at present. This road project has increased community anxiety.

### **Safety:**

**This proposed road will, as mentioned before, encourage speeding and the huge intersection will make it more difficult for seniors and children to cover the curb-to-curb distance safely in crossing time available.** There is an unfortunate habit of Sudburians of crossing mid-block largely because the traffic department believes that pedestrian operated crossings, with lights, are not appropriate for Sudbury. Given the residential nature of this area people will want to cross midblock to visit with friends and access services. **The combination of a wider road, wider intersection and speeding will make this road less safe than at present.**

### **Air Quality:**

Due to the width of the proposed road emissions for vehicles will be closer to homes. **Vehicles idling at the large intersection will also increase emissions.** Local air quality will decline.

### **Water Quality:**

The road is within the watershed of Ramsey Lake – drinking water reservoir for 60,000 people. A planned roadway 3 times larger than before will increase runoff. **This runoff will contain contaminants from oil, gas and any other substance that ends up on the road besides winter salt deposits.** There need to be steps taken to deal with this runoff and yet there is nothing in the road's plan to address this problem. The MEO should be very interested given the source water legislation put forward by the Province. **It is unbelievable that the traffic department would not see the problem of further polluting a major drinking water reservoir due to their road project, which has no drainage mitigations!**

### **Scale of the Project:**

It is the view of Friendly to Seniors – Sudbury and others in the community that this project is unnecessarily large. Increasing a road three times to accommodate an increase in traffic, that has not demonstrated to occur by our traffic department, is totally inappropriate. **On top of the concerns already mentioned, that are all triggered by the road project's size, there is the concern of cost to the citizen-taxpayers of this city.** We are paying more than we need to for this road upgrade. Thanks to the forced amalgamation of the Mike Harris era, we have more roads to look after than before and the lane cost per citizen is much higher than previously. The last thing we need is a project that is larger and thus more expensive than it should be. There are ways to meet the needs of traffic on this road without 5 lanes of traffic and a giant intersection. There are moderate and modern ways of doing this.

### **Our vision for the Project:**

In our view there is no need to expand to five lanes. **The traffic volume presented does not justify it nor do future population projections to 2031.** In fact, the intersection could be replaced with a modern roundabout used for years in Europe and becoming increasingly popular in North America. A

single-lane roundabout will make it possible to meet traffic volume with two traffic and one turning lane – three in total.

**So we recommend three lanes and a roundabout to replace 5 lanes and an intersection to answer the environmental concerns. There will much smaller asphalt footprint and thus less runoff making it easier to mitigate any runoff from the road project. Also other serious concerns are mitigated by our recommendation.**

Here is a list of some the advantages of roundabouts based on research conducted by our group over signaled intersections.

- a massive reduction in harmful emission (30 to 40 times) due to reduced idling
- much safer pedestrian collision rates 50% less, 48 % reductions in collisions in general and a 78% reduction in personal injury or fatal collisions
- safer for cyclists
- less noise
- calms traffic due to slower speeds in the roundabout

### **Conclusion:**

We believe strongly that a much smaller scale project than envisioned by the traffic department is the answer for Second Avenue residents and the rest of the citizens of this city. In this process of dealing with the traffic department I have begun to question their ability to deliver a road system that is appropriate for a city experiencing very low population growth rates and an aging population. **Roads are already the number one expense in the City budget and we can ill afford projects that are larger than they absolutely need to be.** So rather than looking at expansion we should be looking at better management of existing roads and improved and expanded public transit. Other cities are already doing this and embracing roundabouts. Unfortunately our traffic department seems to be ignorant of this fact.

With respect to this project we feel it necessary that the city be made to reconsider the environmental effects of the plan and to do further enviromental study and be directed to conduct this work by the Ministry.

Respectfully,

John Gaul  
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