



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

**COUNCIL REPORT**

June 2, 2025

TO: Mayor Matthew Shoemaker and Members of City Council

AUTHOR: Maggie McAuley, Manager of Design and Transportation  
Engineering

DEPARTMENT: Public Works and Engineering Services

RE: Lyons Avenue and Wellington Street West Lane  
Configuration – Korah Road to Carmen’s Way

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**Purpose**

The purpose of this report is to provide Council with an update to the implementation of the Wallace Terrace – Lyons Avenue municipal class environmental assessment (EA).

**Background**

An EA was initiated in 2020 to study a lane reduction or “road diet” of Wallace Terrace and Lyons Avenue from Brookfield Avenue to Carmen’s Way. Wallace Terrace was identified for further study in the 2015 Transportation Master Plan. The limits were extended to include Lyons Avenue to Carmen’s Way.

A traffic operations analysis was completed by the Consulting team for the entire length of the corridor to review the reconfiguration of the lanes to one lane in each direction, a centre turn lane and cycling lanes in both directions. The recommendations from the report can be summarized as follows:

- The traffic operations at both the intersection and corridor levels within the study area under existing conditions are performing optimally, meaning there is excess capacity.
- Under the road diet scenario, traffic generally maintains a high level of service with minimal drops at certain intersections.
- The analysis of the road diet scenario supports the viability of implementing a buffered bike lane.

During the EA, the City held a Public Information Centre on February 8, 2023 at the Northern Community Centre. Notices were distributed to properties abutting the project corridor, published in the Sault Star and posted on the City’s social media accounts and website.

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The Public Information Centre was attended by eight community members. One expressed negative comments and the rest of the comments were generally in favour of the project.

At the April 11, 2023 Council meeting, Council approved the implementation of the changes, including:

- Proceeding with the lane reconfiguration to include one lane in each direction, a centre turn lane, and cycling lanes in each direction, in a future resurfacing program;
- Completing the speed review;
- Removing the traffic signals at Wallace Terrace and Goulais Avenue and replacing them with two-way stop control, including a flashing red light above the stop signs for a minimum of one year; and
- Updating the traffic by-law as required.

During that Council meeting, Council expressed concern with traffic turning right at Carmen’s Way. Staff agreed to review this during detailed design.

Thus far, the Wallace Terrace EA has been implemented in the following phases:

- Phase 1 – In 2023, Wallace Terrace was resurfaced from Allen’s Side Road to Goulais Avenue. From Allen’s Side Road to Rowell Ave to Goulais Avenue, Wallace Terrace was converted from four lanes to three lanes.
- Phase 2 – In 2024, the resurfacing of Wallace Terrace from Goulais Avenue to Korah Road was completed, and a road diet was implemented within these limits.
- Phase 3 – In 2025, the traffic signal removal study is underway. The final phase, Lyons Avenue from Korah Road to Carmen’s Way is planned for this summer, and the remainder of the road diet can be implemented.

At a recent Council meeting, the draft Active Transportation Master Plan was presented as a long-term strategic plan that outlines the goals, policies, and investments needed to enhance active transportation in the community. A proposed priority of this plan will be a western loop of the Hub Tail. Active transportation infrastructure is currently limited in the west end of the city. The Wellington Street West underpass was identified as a Special Area in the Draft ATMP which recommended reducing the lanes through the underpass to provide cycling facilities. There are a limited number of rail crossing locations that connect the west end to the east and central parts of the City.

### **Analysis**

Staff has received numerous complaints about the intersection of Korah Road and Wallace Terrace since the implementation of Phase 2. Similar complaints were received the previous year at the intersection of Goulais Avenue and Wallace Terrace. The current layout of the lanes at the intersection is temporary to transition from a four-lane section into a three-lane cross-section while allowing for

acceptable lane alignments. When Phase 3 of the road diet is implemented, the eastern lanes of the Korah Road intersection will line up through the intersection, matching the lane geometry from west to east. Staff are also proposing a right turn lane which is supported by traffic data. See Figure 1 for proposed lane configurations at the Korah Road intersection.

Figures 2 and 3 show the lane configuration at Patrick Street and Wellington Street West. Figure 4 shows the lane configuration at Carmen’s Way, where a right turn was added to address the concerns raised by the Council at the time of the EA approval. The eastbound bike lane is transitioned into a shared lane to accommodate the right-turn lane. The installation of bollards to separate the cycling lane from the vehicular lane will be considered for the section of road through the underpass.

Continuing the road diet on Lyons Ave between Korah Road and Carmen’s Way has the following benefits:

- With the completion of the road diet, Wellington Street West, Lyons Avenue, and Wallace Terrace will all consist of a single lane in each direction which will allow for continuous flow and eliminate the weaving and speeding to jockey for position that is seen now at the transition sections;
- The continuation of the road diet allows for the continuation of the cycling facilities through the underpass, a critical connection for Active Transportation. This will lead cyclists to the Carmen’s Way intersection which is a safe crossing to connect to the existing Hub Trail allowing users to continue to the Downtown sections;
- Having one lane in each direction through the underpass shifts traffic away from the storm infrastructure installed at the lowest point of the underpass. Vehicle loading often damages these catchbasins; and
- Further benefits of road diets include reduced operating speeds, reduced rear-end collisions, and improved winter maintenance operations due to added room for snow storage.

Recently, Public Works staff have advised that a storm sewer repair is required at the bottom of the underpass. Staff have included items in the tender to address these issues; however, there are no identified funds for these repairs. Should the tender value be over the approved resurfacing budget, staff may adjust the limits of the contract to end at a point west of the underpass. This would result in a fourth phase of this project in 2026, being required to complete the sewer repairs and the road diet up to Carmen’s Way.

### **Financial Implications**

There are no immediate financial implications to report, staff will bring a report to Council on June 23, 2025 which will outline the project costs and recommend a tender award.

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**Strategic Plan / Policy Impact / Climate Impact**

Road resurfacing and active transportation infrastructure are linked to the Infrastructure and Quality of Life areas of our Strategic Plan.

**Recommendation**

It is therefore recommended that Council take the following action:

Resolved that the report of the Manager of Design and Transportation Engineering dated June 2, 2025 concerning Lyons Avenue Lane Configuration – Korah Road to Carmen’s Way be received and that staff continue with implementation of the approved environmental assessment.

Respectfully submitted,

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