



Staff Report

Operations

Report To: Special Committee of the Whole
Meeting Date: September 6, 2022
Report Number: CSOPS.22.058
Title: Draft Transportation Master Plan and Public Information Centre 3
Prepared by: Adam Fraser, Transportation Master Plan Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.22.058, entitled "Draft Transportation Master Plan and Public Information Centre 3";

AND THAT Council endorse in principle the Draft Transportation Master Plan;

AND THAT Council direct staff to proceed with Option 2 to host Public Information Centre 3 on September 29, 2022 as outlined in this Staff Report.

B. Overview

This Staff Report provides Council with a Draft Transportation Master Plan (TMP) and materials intended for Public Information Centre (PIC) 3. This Staff Report also provides Council with options for how the TMP process, including public consultation and potential Council endorsement, is to proceed toward project completion considering the upcoming municipal elections on October 24, 2022.

C. Background

The Town of The Blue Mountains (the Town) retained Stantec Inc. in 2021 as the engineering consultants to bring the TMP study through Approach #1 of the Master Planning Process as outlined in Appendix 4 of the Municipal Class Environmental Assessment (Class EA) manual, which covers Phase 1 and 2 of the Class EA process.

The Master Planning Process is designed to be flexible and adapt to the unique needs and circumstances of municipalities. Approach #1 of the Master Planning Process is done at a broad level of assessment, thereby requiring more detailed investigations at the project-specific level identified in the final study report. This TMP, when complete, will therefore become the basis for, and be used in support of, future investigations for specific Schedule B and C projects identified within it. The Master Planning Process also allows for strategic guidance and policy recommendations that may not be related to specific infrastructure.

The number of PICs can vary from one study to another in the Master Planning Process, and the content of PICs are dependent on each study's unique scope and scale. Given the level of public interest, this TMP study has been planned to host three PICs, which is above the minimum requirement of two (as determined by the regulated Class EA process).

Below summarizes the major milestones completed to-date:

- May 2021 – The Notice of Study Commencement was initiated and distributed as well as invitations to form technical and stakeholder advisory groups
- June 2021 – The Town launched a public survey for the TMP
- August 2021 – PIC 1 was hosted virtually for a four-week period
- November 2021 – [Staff Report CSOPS.21.084 Transportation Master Plan Stage 1 Report](#) provided Council with results of the public survey, public consultation, and background review to complete Stage 1 of the TMP study
- March 2022 – [Staff Report CSOPS.22.031 Transportation Master Public Information Centre 2](#)
- April-May 2022 – PIC 2 was hosted virtually and in person
- June 2022 – preliminary Draft TMP introduced to Transportation Advisory Committee
- July-August 2022 – further Draft TMP development
- September 2022 – Staff Report CSOPS.22.058 Draft Transportation Master Plan and Public Information Centre 3

How to Use a TMP

A TMP is meant to be used by transportation stakeholders as both a reference and a guiding document for developing strategies, policies and making investment decisions. It may also be used as a starting point for developing more detailed plans and analyses for transportation-related projects. This is underpinned by the proposed vision and objectives to help the Town grow into the future. Some examples illustrating how the TMP can be used include, but are not limited to:

- Putting the Town in a “state-of-readiness” for partner-funded transportation initiatives (e.g., Federal, Provincial, Public-Private-Partnerships) as funding becomes available and partners are engaged;
- Guide staff to make clear, balanced and fiscally sensible recommendations for transportation initiatives, infrastructure investments, and program administration;
- Support decision-making by elected officials;
- A tool to educate and engage the community about transportation-related changes that may impact their neighbourhood;
- The TMP can be used as the basis for implementing the Town's Official Plan; and
- Prospective investors in the Town may use the TMP to guide development decisions.

D. Analysis

Project Stages

Stage 1 of the TMP focused on collecting and analyzing data on the Town's existing conditions, challenges, and opportunities regarding all modes of transportation. This also involved understanding how the Town's transportation system relates to municipal neighbours in the south Georgian Bay region. Stage 1 included a public survey, technical and stakeholder advisory committee meetings, and a virtual PIC 1 in summer, 2021.

Stage 2 of the TMP provided preliminary considerations, alternatives, and potential strategies for how the Town can strategically plan its transportation system for the future and address the identified transportation challenges and opportunities found in Stage 1 of the TMP study. Stage 2 included in-person and virtual opportunities for PIC 2, and technical and stakeholder advisory committee meetings in spring, 2022.

Stage 3 of the TMP which we are in now is to provide a full Draft TMP report that refines the preliminary strategies and alternatives presented in Stage 2, and proposes an implementation plan to realize the ways in which the Town can improve its transportation system. Stage 3 includes a final PIC 3 for public and stakeholder review and input. The Draft TMP and Draft PIC 3 material are included in this report in Attachment 1 and 2, respectively.

The objectives of PIC 3 include, but are not limited to:

- Demonstrate how findings from Stage 1 and Stage 2 have been considered within the Draft TMP;
- Collect community and stakeholder input on the recommendations within the Draft TMP; and
- Help further refine the Draft TMP toward a Final Draft TMP to be considered by Council.

Vision Statement

A Vision Statement was developed through public consultation in PIC 1 and PIC 2:

As the Town of The Blue Mountains continues to grow, the TMP will provide a blueprint to enhance connections between neighbourhoods, jobs, services, local businesses, recreation and tourism opportunities, balancing all modes of transportation to become a more livable and sustainable community.

The 8 Objectives to Guide The TMP

Taking into consideration the various components of the TMP study, eight objectives were proposed to guide the development of the TMP study and its recommendations. These objectives were refined during the study through consultation and stakeholder engagement. Each objective is accompanied with supporting strategies detailed in the Draft TMP to further describe how the objectives can be met. The transportation system will:

1. be supported by settlement and land use patterns that encourage active transportation and transit;
2. encourage active transportation and transit;
3. improve connectivity and travel choices;
4. improve safety for all road users;
5. support seasonal tourism fluctuations;
6. reduce greenhouse gas emissions;
7. support the movement of goods and services; and,
8. improve regional transportation connections.

Major Take-Aways in the Draft TMP

Aligned with the Class EA process, criteria and alternatives were considered and are summarized in Figure 1 below.

Evaluation Criteria	Alternative 1 Maintain Existing Infrastructure	Alternative 2 Invest in Active Transportation & Transit	Alternative 3 Hwy 26 Alternate & Investment in AT & Transit
1. Alternative improves capacity in the transportation network	Low	Med	High
2. Alternative enables for the safe movement of all users in the transportation network	Low	High	High
3. Alternative enables efficient movement of goods and agricultural equipment	Med	Med	High
4. Alternative improves active transportation and public transit modes of travel	Low	High	High
5. Alternative improves socio-economic and environmental outcomes	Low	High	Med

Low Alternative has a low probability of meeting criteria over time
 Med Alternative has a medium probability of meeting from criteria over time
 High Alternative has a high probability of meeting criteria over time

Figure 1: Alternatives Evaluation Summary

Based on the findings of the evaluation, Alternative 3 has a high probability of achieving all but one of the evaluation criteria, but as this alternative is dependent on the actions of MTO, Alternative 2 is the recommended option for the Town in the near term. Alternative 1 was not selected as it will not address any of the identified problems and opportunities.

The following summary of take-aways is not a complete list, rather it is to highlight some of the more significant of outcomes and recommendations in the Draft TMP.

Mode Share

- Targets are established to diversify the proportion of trips made by different travel modes, primarily to reduce the percentage of trips made by motor vehicles, and increase the proportion of walking, bicycling and public transit;
- Many Draft TMP recommendations help achieve these targets.

Road network

- The majority of traffic experienced within the Town is on roads not owned or operated by the Town;
- Excluding Highway 26, the road network within the Town has been found to be well established and comprehensive;
- There is little need for new connections or added capacity (road widening) to accommodate future growth in motor vehicle traffic on Town-owned roads, however urbanization and upgrades are required.
- Recommendation for the Town to develop a detailed growth-related capital projects plan for inclusion in future Development Charges Background Studies;
- County roads anticipated to face future capacity issues are identified in the TMP traffic forecast modeling and are primarily in the Blue Mountain Village Resort Area. Draft TMP findings are complementary to Grey County's more detailed studies conducted within the last few years in this area of the Town;
- For Highway 26:
 - The bottleneck in Thornbury will continue to face congestion with increased traffic over time. The long-term solution is envisioned to be an alternate route around Thornbury and Clarksburg, identified for future study led by the Ministry of Transportation;
 - A localized consideration involving a road swap between the Town and Grey County for 10th line between Grey Road 113 and Grey Road 13 to become a County road, identified for further study; and,
 - The Ministry of Transportation's proposed widening of Highway 26 to 4 or 5 lanes between Craighleith and the future proposed Thornbury/Clarksburg alternate route is recognized, however the potential disruption to the shoreline communities maintains a desire for future studies to continue exploring various options including an 'over the mountain' alternative.
- Traffic Impact Assessments required through the Town's development approvals process are anticipated to address area-specific improvements over time such as the need for turning lanes, improved traffic control, detailed design of pedestrian and cycling facilities, etc.;
- A Traffic Impact Assessment Guide is recommended to support a consistent and thorough method for identifying transportation impacts warranting developer-funded network improvements. A draft has been developed pending further review by Stantec and Town staff;
- Improvements to roads and intersections that are owned and/or operated by MTO or Grey County will require continued coordination;

- A Road Classification Guide is proposed as well as cross-sections through a “complete streets” lens;
- Off-Road Vehicle use on Town roads is recommended to be considered at a time when members of the public or an Off-Road Vehicle organization approach the Town with a proposal. TMP consultation did not find strong support for Off-Road Vehicle use on Town rural roads;
- The bridge and culvert rationalization has identified bridge #07 on Sideroad 12 between 10th line and Grey Road 2 for potential decommissioning at a time when that bridge reaches the end of its lifecycle; and
- Clendenan Bridge has been recommended to be kept for Active Transportation use.

Public Transit

- The public transit services currently operating in the Town have potential to improve with:
 - More frequent service between Thornbury and the Blue Mountain Village Resort Area;
 - Service area coverage of Clarksburg; and,
 - Piloting a 30-minute headway of the Blue Mountain Link between Collingwood, the Blue Mountain Village Resort Area and Craileith.
- There is opportunity to expand transit service coverage for the Blue Mountain Village Resort area by considering pooling resources between the Town, The Blue Mountain Village shuttle service, and Collingwood Transit and building on Collingwood Transit’s anticipated shift to an on-demand service model.

Active Transportation (AT)

- Building the proposed AT network represent most of the recommended infrastructure improvements to the Town’s transportation system;
 - The AT network is proposed to be made up of three categories:
 - Core network
 - General network
 - Recreation network.
- These categories are intended to balance user requirements of the identified networks with capital implications, but also place priority on parts of the network that have the greatest potential to encourage cautious users and new adopters; and
- Recommendation in the long term to pave the Georgian Trail.

Speed Limits & Traffic Calming

- Local urban Town roads within the built-up areas are recommended to be a maximum of 30km/h and minor collector roads of 40km/h;
- Rural Town roads identified as part of the AT network are recommended to be a maximum of 70km/h; and
- Recommendation that the Town develop a Traffic Calming Policy to manage community and stakeholder concerns over time.

Parking

- There is a recommendation to improve rural recreational (trailhead) parking supply and design, and continue working with land managers to determine detailed needs;
- Blue Mountain Village Resort Area parking is not owned by the Town, but good parking management is of mutual benefit. Strategies for this area are collaborative and should be refined through future development; and
- Thornbury and Clarksburg have the greatest opportunity for parking optimization. An integrated parking management strategy specific to downtown Thornbury and Clarksburg is recommended. Generally, no new parking supply is recommended for these areas until optimization efforts have been implemented.

Goods Movement

- No significant goods movement issues have been identified aside from the long-term capacity issues of the current Highway 26 corridor;
- Several strategies are proposed to guide consideration of the agricultural industry and goods movement industry through future growth and road improvements; and
- Agricultural equipment needs were considered when assessing AT infrastructure elements of the Core and General AT networks.

Implementation

The proposed implementation plan is detailed in Section 12 of the Draft TMP. There are many proposed actions to successfully implement the TMP that are related to partnerships, strategies, initiatives, design standards, and recommended operational changes.

Some elements of implementation are suited for the Town's capital planning considerations, some rely on collaborations with other jurisdictions such as Grey County and MTO, and others can be realized over time through future development.

Much of the infrastructure recommendations are related to Active Transportation, with the short-term projects (< 3 years) focused on building out the proposed Core AT network.

Attachment 3 offers a Draft RACI Implementation Plan table developed by staff to further support how the TMP is proposed to be implemented. Of note, the Draft TMP recommends that one Full-Time Equivalent position be created for the implementation of the TMP, and that the TMP be updated every 5 years.

Staff have already made progress on some items that are anticipated to be desired in the near-term such as the recommended Traffic Calming Policy and Thornbury/Clarksburg parking optimization. However, it is critical that the implementation of the TMP be properly resourced to ensure that recommended work is fulfilled and that ongoing needs and the strategic elements of the TMP remain in focus as the Town continues to grow.

Proposed Next Steps

Staff have been working with the goal of completing the TMP project with the current term of Council. The TMP consultants, the Transportation Advisory Committee, and staff have made great progress towards this goal despite delays to the initial timeline.

Staff are seeking endorsement to proceed to PIC 3 which is proposed to take place on September 29, 2022. The next step under this proposal would be to provide Notice of PIC 3 and offer the Draft TMP for public review as outlined in Section I of this staff report. The Notice of PIC 3 will follow the Town's communications standard of the Notice being posted to the Town website, emailed to subscribers and advertised in the local community newspaper. In addition, the Notice will also be provided to any stakeholder or member of the public that requested to be contacted with TMP study updates. The Notice includes information such as the purpose of PIC 3, location and timing details, and who can be contacted for further information. The Draft Notice of PIC 3 is included as Attachment 4 to this report.

The general approach for PIC 3 is to provide Notice of PIC 3 and the Draft TMP for public review along with a link on the project website to the recorded September 6 Committee of the Whole presentation as soon as possible after Council resolution on September 12, 2022. Notice provided digitally (email and other media) is anticipated to take place on September 13, 2022. The first of two newspaper Notices is scheduled to take place on Thursday September 15, 2022 in the Collingwood Connection. This will allow the public up to 16 days to review the Draft TMP and provide input to the project team in advance of the PIC 3 event. The PIC 3 event is proposed to be a virtual live presentation with opportunity for discussion between the public, staff, and the TMP consultants.

Class EAs are exempt from the Town's Notice policy. The proposed approach meets requirements of the Class EA process.

Following PIC 3, necessary Draft TMP revisions will be made with the goal of returning to Committee of the Whole on November 1, 2022, then to Council on November 14 for Final Draft TMP endorsement.

However, considering that the municipal election is taking place October 24, 2022 and the TMP project is moving toward completion, there are alternative options for Council's consideration as to how the TMP should proceed, each with benefits and risks summarized in Table 1.

Table 1: Summary Options for Next Steps

No.	Description	Benefits	Risks
1	Staff not conduct a PIC 3 and return to current Council on a date prior to November 14, 2022 to consider a Final Draft TMP	<ul style="list-style-type: none">Higher likelihood that the TMP project will be completed with current Council	<ul style="list-style-type: none">Communication with the public for the TMP project has been that a PIC 3 will take placePotential loss of public input

2	Staff conduct PIC 3 September 29, 2022 and return to Current Council November 14, 2022 for Final Draft TMP endorsement	<ul style="list-style-type: none"> Current term of Council has the opportunity to endorse the Final Draft TMP 	<ul style="list-style-type: none"> Time constraints for PIC 3 documentation and potential revisions resulting from PIC 3 consultation Potential concern from the public of timelines and/or current Council endorsing a plan after municipal elections
3	Staff conduct PIC 3 on September 29, 2022 and return to new Council after November 14, 2022 for Final Draft TMP endorsement	<ul style="list-style-type: none"> More time to consider revisions resulting from PIC 3 consultation 	<ul style="list-style-type: none"> New Council may have reservations with endorsing a Final Draft of a Plan that members of new Council may have not been involved in Delay to overall project completion
4	Staff not conduct PIC 3 until after Municipal Elections, and return to new Council for Final Draft TMP endorsement	<ul style="list-style-type: none"> Minimizes overlap between Municipal Elections and PIC 3 	<ul style="list-style-type: none"> Same as Option 2 but more delay
5	Staff not conduct PIC 3 and return to new Council for further Draft TMP and PIC 3 considerations.	<ul style="list-style-type: none"> Minimizes overlap between Municipal Elections and PIC 3 Offers new Council opportunity for input prior to PIC 3 	<ul style="list-style-type: none"> Same as Option 3 but more delay Additional uncertainty with new Council consideration offered for PIC 3

Staff are interested in balancing an efficient conclusion of the TMP and staying on budget, without compromising the public process, and ultimately having an effective strategic document to implement and guide transportation needs of the Town over time.

Staff recommend that the TMP study proceed with Option 2 as proposed in this report. Staff anticipate that community and stakeholder feedback to be received leading up to and including PIC 3 will be manageable within the remaining time to report back to Committee of the Whole on November 1, 2022. However, there remains a risk that community and stakeholder feedback

volume and the time required to consider that feedback could exceed the time available within Option 2 which could result in the project shifting to Option 3.

If the study shifts to Option 3, staff would offer the new Council the opportunity to become familiar with the TMP study and work completed to-date as staff pursue Final Draft TMP endorsement from Council and completion of the TMP study.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

2. Organizational Excellence

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

The Draft TMP provides policy recommendations and a framework for transportation infrastructure improvement planning. While no detailed environmental investigations, including archaeological assessments, are being undertaken as part of developing the TMP, more detailed studies with potential environmental impacts may be initiated under the Ontario Environmental Assessment Act in the future to complete the planning for recommended infrastructure improvements identified in Section 12 of the Draft TMP.

TMP's vision and objectives seek positive environmental impacts such as emissions reductions from a more diversified mode share, and compact urban form.

G. Financial Impacts

The Draft TMP implementation strategy provides a list of projects, their cost estimates, and relative priority. There are also policy and administrative recommendations not related to infrastructure that have various cost implications if implemented, detailed in Section 12 of the Draft TMP and also captured in staff's Draft RACI table in Attachment 3.

The recommended 3-year priority list for infrastructure is focused on Active Transportation. Improvements are estimated to cost approximately \$1.8 million detailed in the Table 2 below, which is Table 12-5 of the Draft TMP. Additional work has been identified to develop a detailed capital projects plan to further refine road improvement project timelines and Development Charge eligibility.

Table 2: Short term (<3 year) Projects

Project #	Corridor	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
7	10 th Line	Core AT (urban)	TBM	\$700	High
12	Monterra Rd	Core AT (urban)	TBM	\$150	High
17	Peel St	Core AT (urban)	TBM	\$350**	High
18	GR 113/Alfred	Core AT (urban)	TBM/County**	\$250 (50% of)	High
21	Bruce St	Core AT (urban)	TBM	\$50	High
24	Arthur St/King St	Core AT (urban)	TBM/MTO**	\$300 (50% of)**	High
26	Clark St	Core AT (urban)	TBM	\$300**	High
Total				\$1.83 million	

*Cost estimates are high level and subject to preliminary design to determine accurate capital costs.

**These cost estimates may be high as either the corridors are cross-jurisdictional and cost-shared, or projects have already committed funding.

From a staff resource perspective, the recommended Full-Time Equivalent staff position to implement the TMP may have more near-term financial impacts if created. There may also be additional staff resource implications over time if identified projects and policies are implemented, such as trail maintenance, road maintenance, by-law enforcement and administrative processes.

The future potential endorsement of a Final Draft TMP does not commit Council to funding the identified projects as recommended, rather it would inform annual budget considerations over time as the recommended projects and programs are sought for implementation.

H. In Consultation With

Shawn Everitt, Chief Administrative Officer

Jim McCannell, Manager of Roads & Drainage, Operations

Tim Hendry, Manager of Communications & Economic Development

I. Public Engagement

The topic of this Staff Report will be the subject of a Public Meeting and/or a Public Information Centre in accordance with the following schedule:

- March 9, 2022 - Sustainability Committee TMP Update deputation;
- March 10, 2022 – Communications Committee TMP Update deputation;
- March 10, 2022 – Transportation Committee preliminary Draft PIC 2 consultation;
- March 10, 2022 – Agricultural Committee TMP Update deputation;
- March 11, 2022 – Economic Development Advisory Committee TMP Update deputation;
- March 29, 2022 – Committee of the Whole, Staff Report CSOPS.22.031 Transportation Master Plan Public Information Centre 2 with recommendation to proceed to public consultation;
- April 11, 2022 – Council, Recommendations from March 29, 2022 Committee of the Whole Considered by Council;
- April 14, 2022 – Notice of PIC 2 published in Blue Mountains Review; and Collingwood Connection (1);
- April 27, 2022 – Technical Advisory Group meeting;
- April 29, 2022 – Stakeholder Advisory Committee meeting;
- April 18, 2022 – Virtual PIC 2 Launch;
- April 21, 2022 – Notice of PIC 2 published in Blue Mountains Review and Collingwood Connection (2);
- May 5, 2022 – PIC 2 in-person session (1) 5pm to 7pm, Town Hall;
- May 7, 2022 – PIC 2 in-person session (2) 9am to 11am, Town Hall;
- May 7, 2022 – Virtual PIC 2 closed;
- June 9, 2022 – Transportation Committee preliminary Draft TMP review;
- July 14, 2022 – Transportation Committee Draft TMP review (1);
- August 2, 2022 – Transportation Committee Draft TMP review (2);
- September 6, 2022 – Committee of the Whole – Staff Report CSOPS.22.058 Draft Transportation Master Plan and Public Information Centre 3;
- September 12, 2022 – Recommendations from September 6, 2022 Committee of the Whole Considered by Council;
- Proposed: September 13, 2022 – Notice of Draft TMP and PIC 3 provided to public and stakeholder contact list;
- Proposed: September 15, 2022 – Notice of Draft TMP and PIC 3 published in Collingwood Connection (1);
- Proposed: September 22, 2022 – Notice of Draft TMP and PIC 3 published in Collingwood Connection (2);
- Proposed: September 29, 2022 – Virtual Public Information Centre 3;
- Proposed: November 1, 2022 – Committee of the Whole Staff Report Final Draft TMP;
- Proposed: November 14, 2022 - Recommendations from November 1, 2022 Committee of the Whole Considered by Council; and
- Proposed: November, 2022 Notice of Completion and 30 day review period as required by MCEA process.

Any comments regarding this report should be submitted to Adam Fraser, Transportation Master Plan Project Coordinator tmp@thebluemountains.ca.

J. Attached

1. [Draft TMP \(Link\)](#)
2. Draft TMP PIC 3 Material
3. Draft RACI Implementation Plan
4. Draft Notice of PIC 3

Respectfully submitted,

Adam Fraser
Transportation Master Plan Project Coordinator

Shawn Carey
Director of Operations

For more information, please contact:
Adam Fraser, Transportation Master Plan Project Coordinator
tmp@thebluemountains.ca
705-351-2630

Report Approval Details

Document Title:	CSOPS.22.058 Draft Transportation Master Plan and Public Information Centre 3.docx
Attachments:	<ul style="list-style-type: none">- Attachment 2 Draft TMP PIC 3 Material.pdf- Attachment 3 Draft RACI Implementation Plan.pdf- Attachment 4 Draft Notice of PIC 3.pdf
Final Approval Date:	Aug 31, 2022

This report and all of its attachments were approved and signed as outlined below:

Shawn Carey - Aug 31, 2022 - 1:22 PM

No Signature found

Shawn Everitt - Aug 31, 2022 - 1:30 PM



Town of The Blue Mountains Transportation Master Plan

Virtual Public Information Centre 3



Agenda:

1. Introductions
2. TMP Objectives
3. EA and Consultation
4. Existing Conditions
5. Network Recommendations
6. Evaluation of Alternatives
7. Implementation Plan and Costing
8. Next Steps
9. Questions



Study Team

Adam Fraser, TMP Project Coordinator- Town of The Blue Mountains

Joe Olson, Transportation and Traffic Specialist- Stantec Consulting

Arash Mirhoseini, Transportation Planner and Traffic Specialist- Stantec Consulting

Stephen Oliver, Transportation Planner - Stantec Consulting

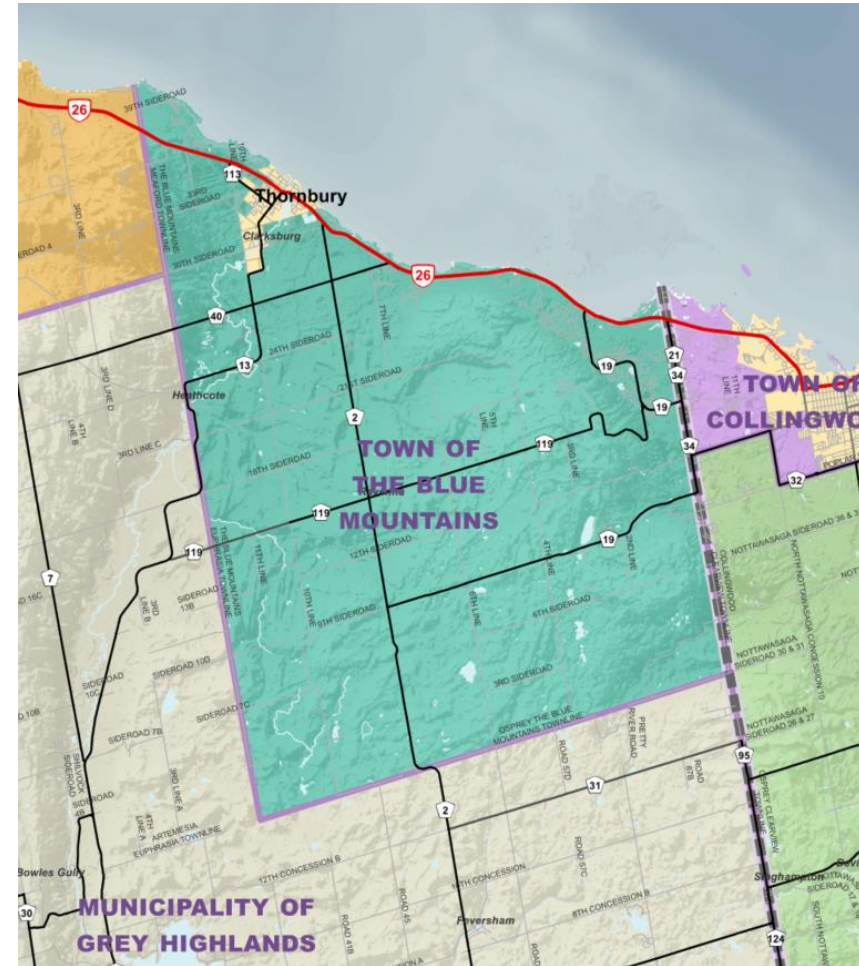
Nevena Gazibara, Consultation/Engagement Coordinator – Stantec Consulting

TMP Objectives



Transportation Master Plan Revised Objectives & Study Area

1. **Improve connectivity and travel choices** by providing reliable, equitable and accessible options
2. **Improve the safety of transportation systems for all users**
3. Plan the transportation network to **support seasonal tourism fluxes and efficient development within the municipality**
4. **Encourage active transportation and transit modes**
5. **Plan transportation infrastructure that assists in reducing greenhouse gas emissions**
6. Align with the transportation goals of Simcoe and Grey Counties and **improve regional transportation and transit connectivity**
7. Support the **movement of goods and services throughout the region**



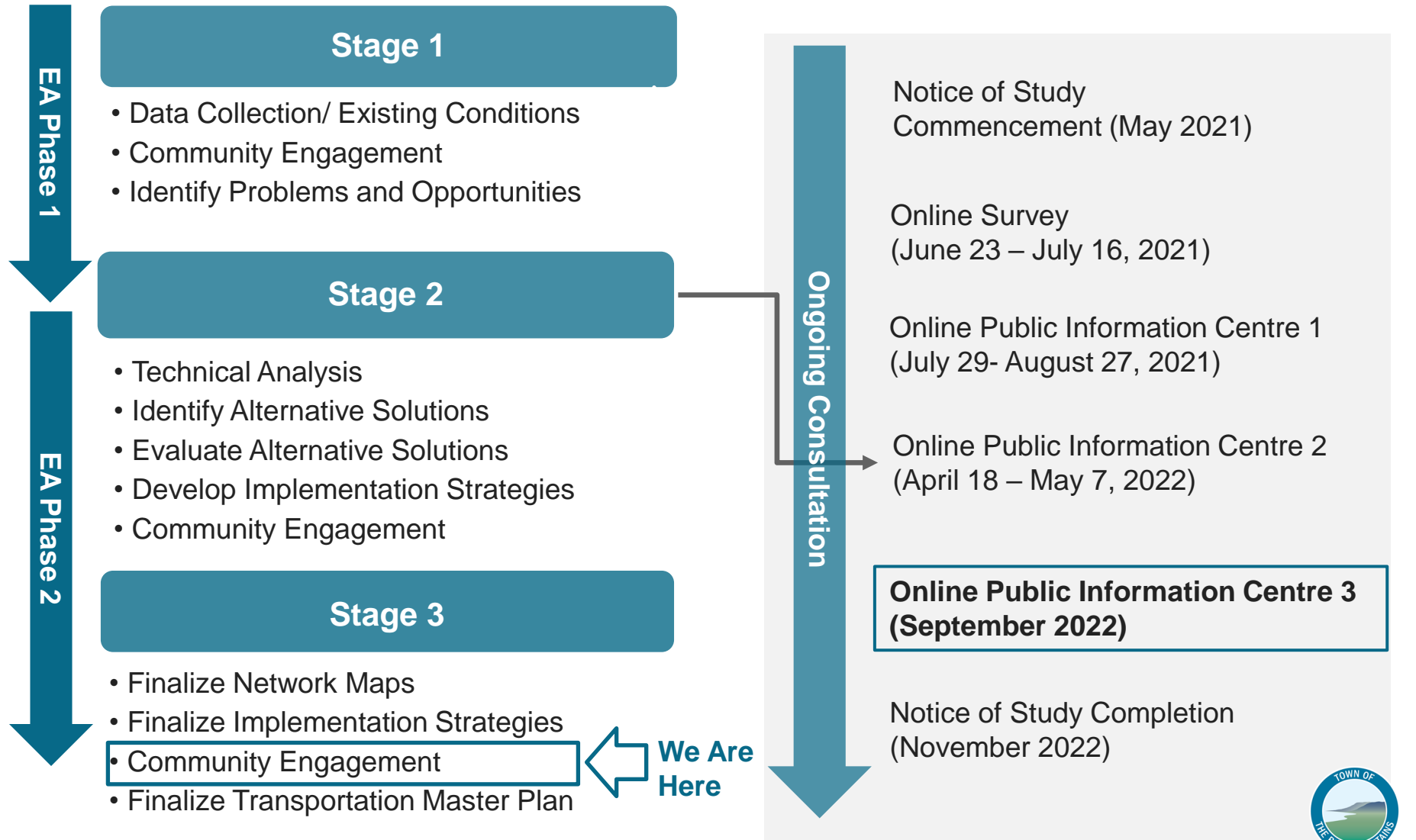
The Final TMP will identify strategic short, medium, and long-term actions, strategies or policies for the Town to achieve the TMP objectives. It is a roadmap for a future, sustainable transportation system.



EA and Consultation



EA & Consultation Process



Stakeholder Engagement - What We've Heard



- Support for improvements to active transportation network, safe cycling routes, consider e-bikes



- Pedestrian safety at Highway 26 and crossing roads,
- Design for more pedestrian and cyclist friendly communities and multi-modal activities
- Greenhouse gas emissions must be considered in TMP



- Street parking improvements
- Thornbury has parking capacity and parking signage issues
- Improve parking signage and improve trailhead parking



- Support for a traffic calming policy
- Support for speed limit reductions (improved safety for pedestrians, cyclists and agricultural equipment)
- Excessive speeding on Highway 26 and unsafe passing



- Highway 26 should not be widened
- Increase road capacity not active transportation infrastructure
- Highway 26 should be re-routed and should bypass TBM
- Support for roundabouts
- Agricultural communities should be considered as part of TMP and agricultural equipment on roads need to be accommodated



- Support for minor transit improvements
- Transit improvements too costly/money should be spent on fixing existing infrastructure
- Support transit expansion, an emphasis on cyclist/pedestrian safety, better service-coverage-routing, and improved transfers between transit systems.

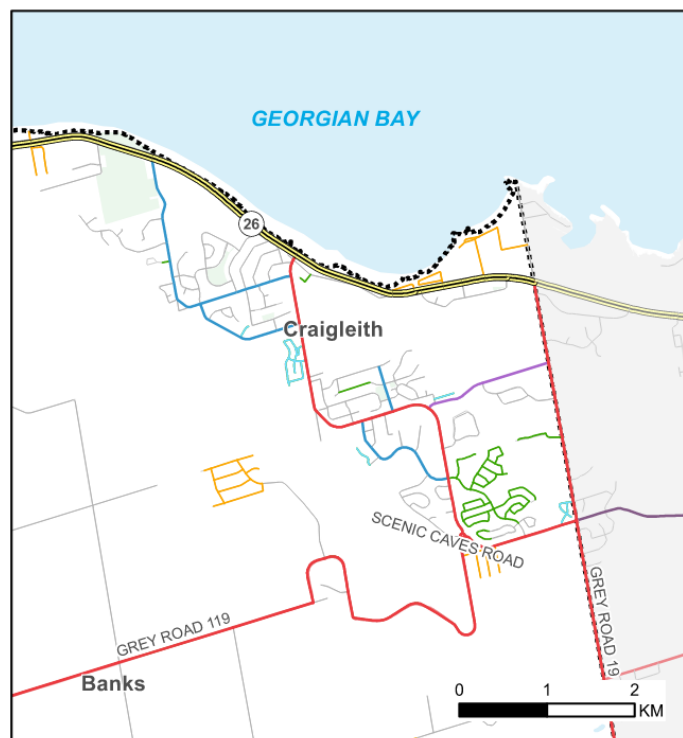


Existing Conditions



Existing Road Classifications

- The transportation network consists of different road types that are intended to serve and meet different objectives. The Town's road classification system is shown here.
- Understanding the characteristics (surface, width, speed) of these roads is critical to the development of the bikeway network, complete streets strategy and speed management strategy. These characteristics have been organized into a set of guidelines shown later in this presentation.



- Provincial Highways
- County Roads
- Major Collector Roads
- Minor Collector Roads
- Local Roads
- Local Heritage Roads
- Private Roads
- Local Unassumed Roads
- Provincial Highways (external)
- County Roads (external)
- Arterial Roads (external)
- Local Roads (external)

Notes

Coordinate System: NAD 1983 UTM Zone 17N
 Data Source: Town of the Blue Mountains, Grey County, Open Government License - Simcoe County & Government of Ontario.
 By Stantec Consulting Inc

Network Recommendations



Recommended Road Classification Guidelines

Road Classification	Function	Posted Speed	Volume Range	Road Width	Surface Type	Service Level	Requirements for Bicycle Facilities
Highway	Higher speed, higher volume. Goods movement.	70 km/hr or higher	>5,000 vpd	2-4 lane w/paved shoulders	Paved	2-3	Not recommended for Bicycle Facilities unless separated multi-use trail (e.g. Georgian Trail)
County Road	Higher speed, higher volume, Goods movement.	60-80 km/hr (some 50 km/hr)	<5,000 vpd	2 lane w/paved shoulders	Paved	2-3	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Recommend reflective flexible posts & rumble strips. (*at 60km/hr)
Major Collector	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	<5,000 vpd	2 lane w/narrow paved shoulder or curb and gutter	Paved	3-5	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Recommend reflective flexible posts (*at 50 km/hr)
Minor Collector	Low speed, low volume. Cyclists	40-50 km/hr	<2,500 vpd	2 lane paved with curb and gutter	Paved	3-5	Painted bike lanes. Minimum 1.5m width. (*at 40 km/hr)
Local (Urban)	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians use sidewalks or share the road.	30-50 km/hr	<1,000 vpd	2 lane w/no shoulder or curb and gutter	Paved or gravel	4-6	1.2m minimum paved shoulder (both sides) or minimum 2.4m multi-use paved shoulder (*at 40 km/hr)
Local (Rural)	Higher speeds, low volume. No formal cyclist, pedestrian accommodations.	60-80 km/hr	<1,000 vpd	2 lane w/gravel or not shoulders	Paved or gravel	4-6	Not recommended unless opportunity for paved shoulders and lower speed limits.



Highway &
County Road

Major Collector &
Minor Collector

Local

Driveway/Access



Proposed Speed Limit Changes

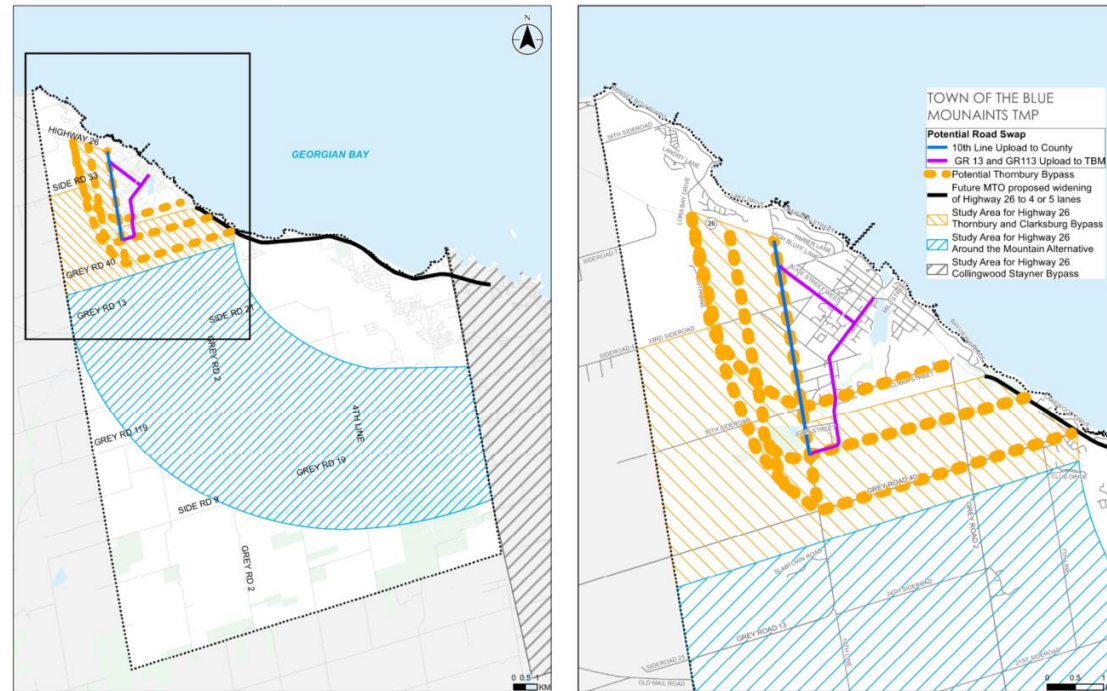
Road Classification	Function	Existing Posted Speed	Proposed Posted Speed
Highway	Higher speed, higher volume. Regional transit. Goods movement.	70 km/hr or higher	Urban: 50 km/hr Rural: max 80 km/hr
County Road	Higher speed, higher volume. Regional transit. Goods movement.	60-80 km/hr (some 50 km/hr)	Urban: 50 km/hr Rural: max 70 km/hr
Major Collector	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	Urban: 50 km/hr Rural: 60 km/hr
Minor Collector	Low speed, low volume. Cyclists	40-50 km/hr	40 km/hr
Local (Urban)	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians use sidewalks for share road.	40-50 km/hr	30 km/hr
Local (Rural)	Higher speeds, low volume. No cyclist, pedestrian accommodations.	60-80 km/hr	80 km/hr (AT routes max 70 km/hr)



Highway 26 Recommendations

Peak periods of traffic demand (summer and winter weekends) are beginning to approach the 2-lane highway capacity particularly at congestion points such as Thornbury Bridge and at Grey Road 21.

As residential and visitor growth continues at 3% annually, congestion will continue to increase.



Highway 26 Widening & Bypass Study Areas & Potential Alignments

TMP Action 8-3:

Town staff continue to engage with MTO, and request that the MTO revisit their 2015 Study and consider further Highway 26 capacity alternatives that strike a preferred balance of Provincial vs local interests, and initiate more detailed Highway 26 assessments such as the Provincial Environmental Assessments identified in the 2015 Study with the goal of identifying and protecting future highway corridor needs.

TMP Action 8-4:

Explore opportunities with Grey County and MTO to address public concerns associated with the intersections at Provincial Highways and County Roads (e.g. Highway 26 and County Road 21), including changes in geometry, potential road swap, signals or the use of roundabouts.

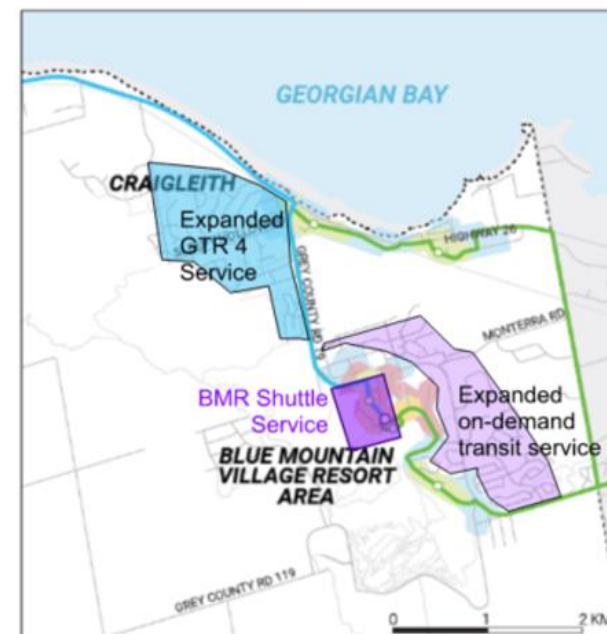


Transit Strategies

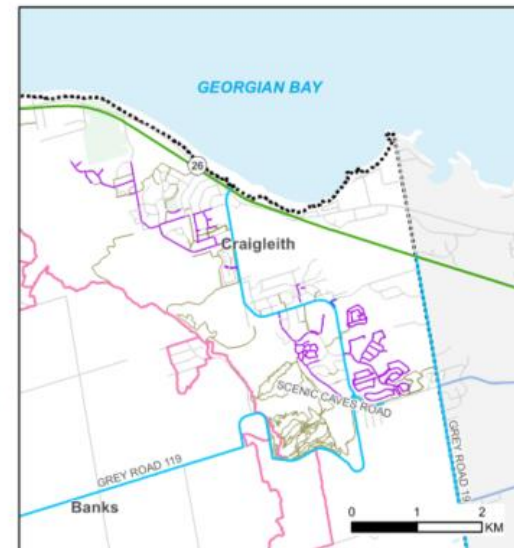
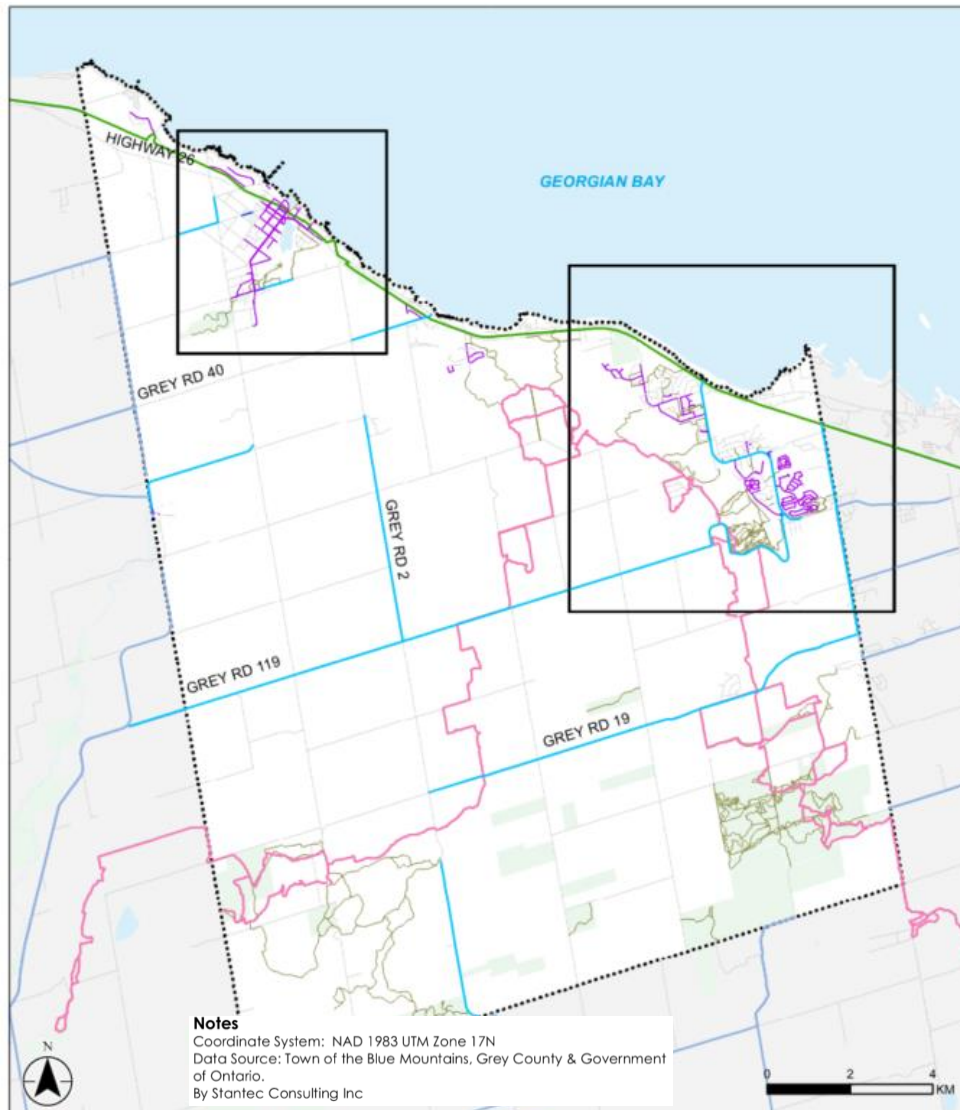
1. **Review and update Town transit mission statement**
2. **Continue to monitor and evaluate the performance** of the Blue Mountain Link and GTR Route 4 coming out of the pandemic
3. **Build on relationship with existing transit providers and stakeholders**
4. **Identify sustainable funding sources** if pilot projects are determined to be successful.
5. **Explore paratransit services options** for persons with accessibility needs.
6. **Develop key performance indicators** that are aligned with the mission, goals, and objectives of transit, and develop a contractor monitoring, evaluation, and performance management plan.
7. **Hold transit-tailored public consultation** when service changes are being proposed to refine how the services will meet community and stakeholder needs.
8. **Consider fare options** that integrate with resort operations/parking needs/Traffic Demand Management
9. **Coordination with future intercept parking lots**

TMP Action 8-5:

Develop a Transit Strategy (beginning with a Transit Mission Statement) that incorporates the preliminary TMP strategies for transit



Existing Active Transportation Network



- Off-Road Trail
- Paved Shoulder
- Georgian Trail
- Bruce Trail
- Sidewalk
- Cycling Route (external)

Proposed Active Transportation Network

General Approach: Gaps in the existing network were identified to create a complete and interconnected cycling and walking network. Focus is on community connectivity and recreational networks.

Approach to walking:

→ Focus on improving the walking environment where it opens the communities and residents and connects well to transit stops.

Approach to Cycling:

→ Focus on providing *active transportation corridors* that achieve AAA design standards when possible.

Candidate routes were selected based on the following criteria:

- Population Density
- Access to Major Destinations
- Network Connectivity
- Network Importance
- Crossing Barriers (e.g. Incline)

Definitions:

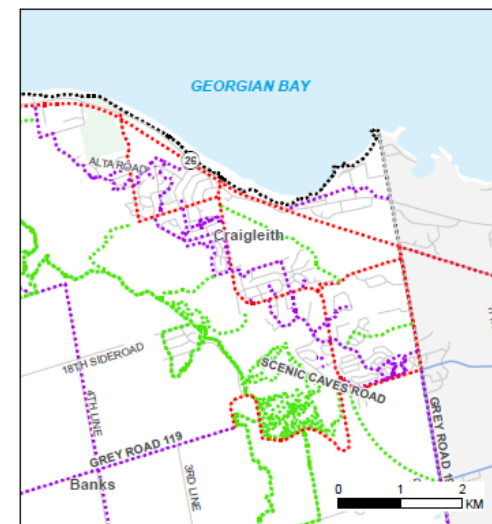
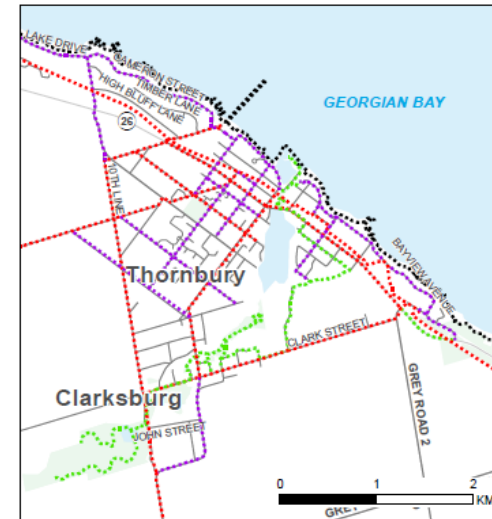
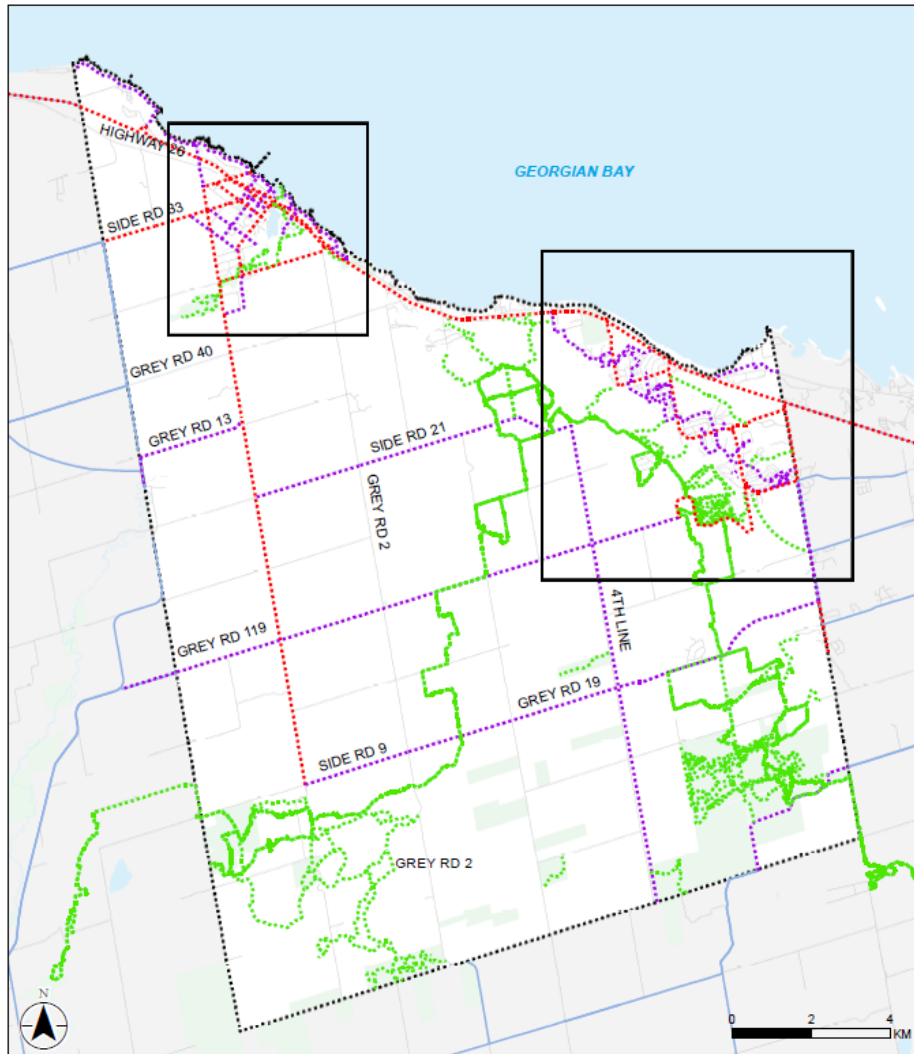
Core: protected network to encourage and support new adopters and cautious users (min 2.0m including 0.5m “buffer”)

General: network for more confident users. Deficiency, however still be a barrier to some users (~1.5m)

Recreational: for recreational users (residents and visitors). Shared (walk, bike). Separate from roads. May require parking facilities.



Proposed Active Transportation Network ...2



**Figure 8-3:
Proposed Active
Transportation Network**

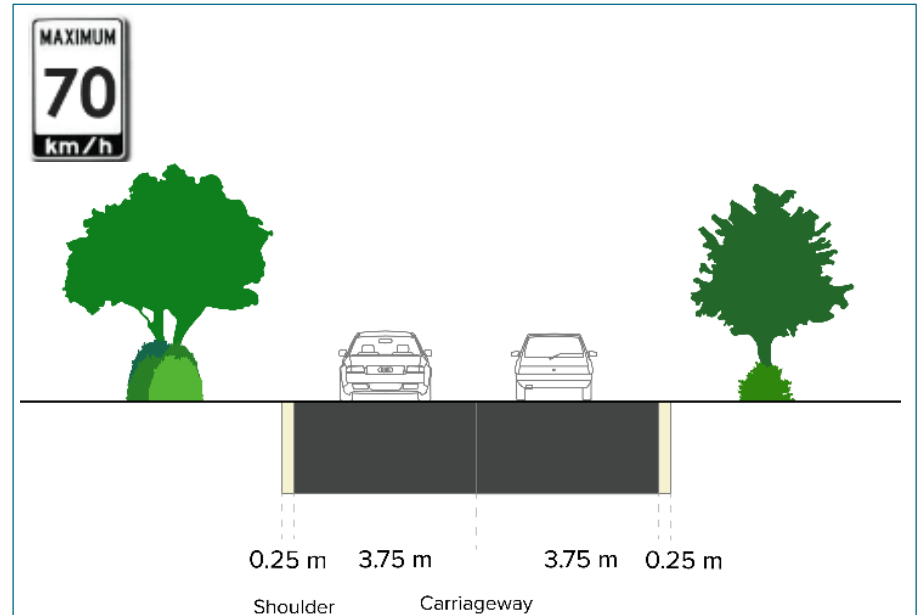
TOWN OF THE BLUE
MOUNTAINS TMP

- Active Transportation - Core
- Active Transportation - General
- Recreation

DRAFT

Notes
Coordinate System: NAD 1983 UTM Zone 17N
Data Source: Town of the Blue Mountains, Grey County & Government
of Ontario
By Stantec Consulting Inc.

Provincial Highway (Rural)

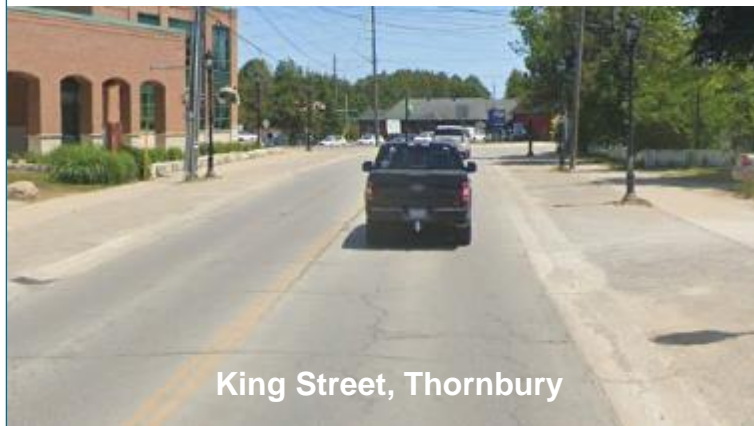


- The rural portion of Highway 26 within the study area (i.e., outside of Thornbury) is posted at 70 km/h or higher and has narrow paved shoulders (0.25 to 0.5 metres).
- As this section of the road network has high travel speeds and high traffic volumes (greater than 10,000 vehicles per day), it is not recommended for a future bicycle facility.
- Potential cross-section for a representative street (Highway 26)

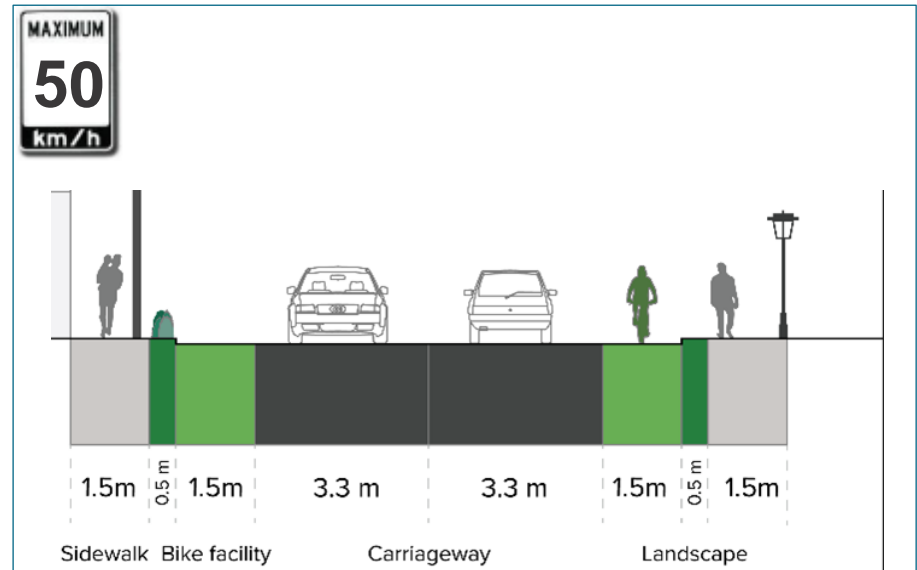


King Street, Thornbury

Provincial Highway (Urban Area)



King Street, Thornbury



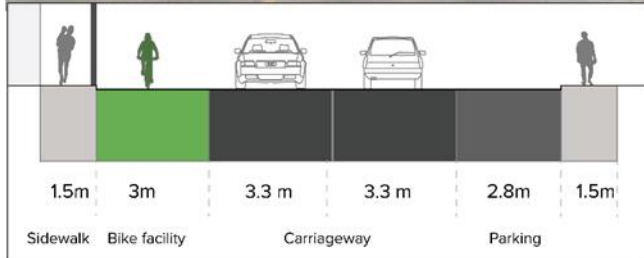
- Corridor upgrade of Arthur/King Street has been identified as a Town need
- Large hardscaped boulevard space is a good opportunity for raised bike path
- Existing curb could remain
- Highway 26 alternate route will support the desired multi-modal function of this corridor
- Potential cross-section for a representative street (King Street)

County Road (Urban & Rural)



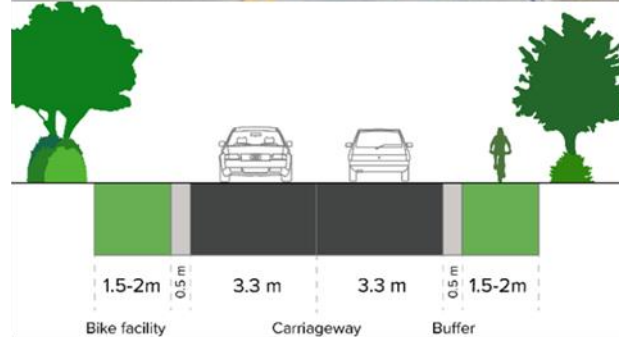
Opportunity for designated 2-way bicycle path with pavement markings and signage

Potential cross-section for a representative street (Bruce Street)

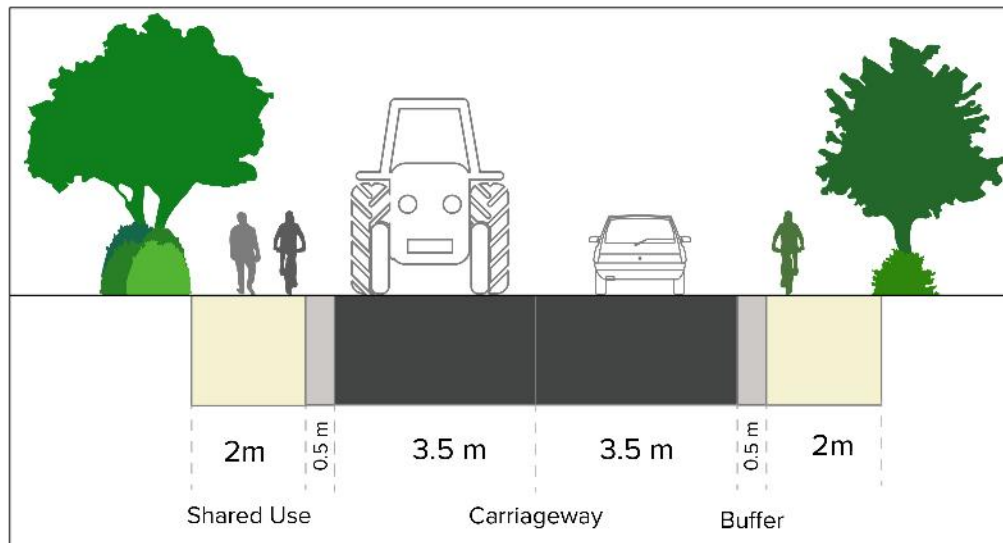


Opportunity for bicycle space on paved shoulders with adequate treatment to buffer from traffic

Potential cross-section for a representative street (Grey Rd 2)



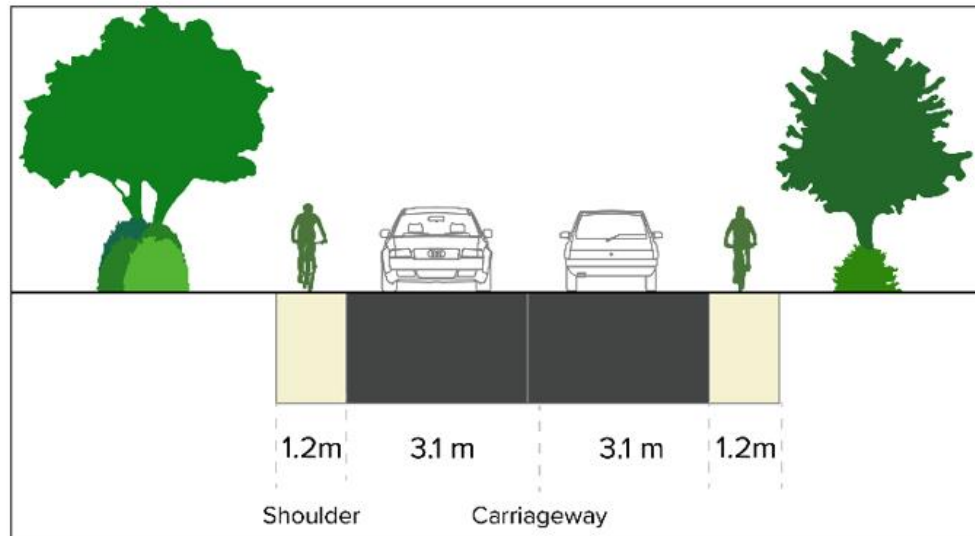
Major Collector Road



Opportunity for bicycle space on paved shoulders with adequate treatment to buffer from traffic

Potential cross-section for a representative street (Clark Street)

Minor Collector Road



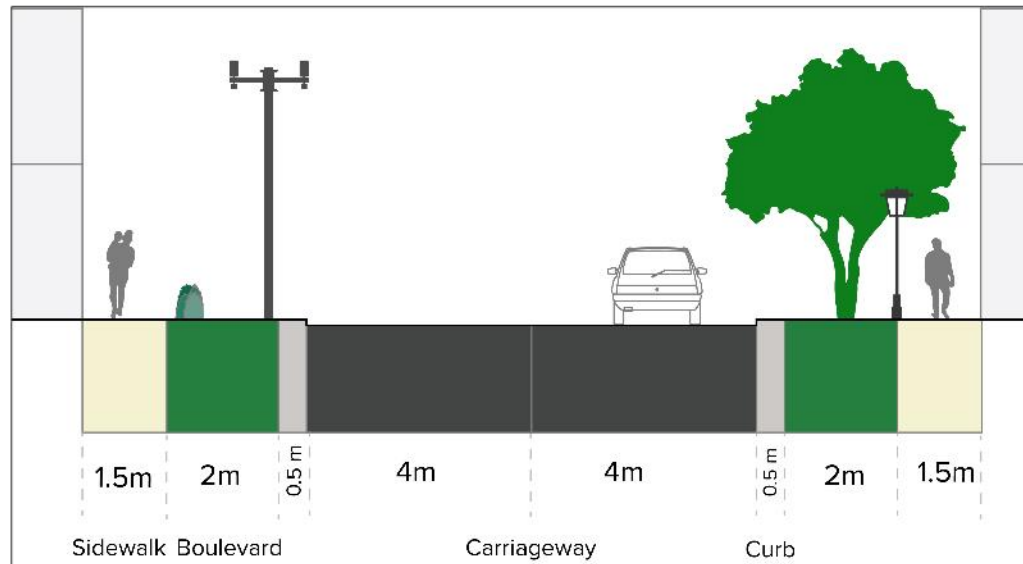
Opportunity for minimum width bicycle lanes with 40 km/hr posted speeds

Potential cross-section for a representative street (Sleepy Hollow Dr)

Local Roads



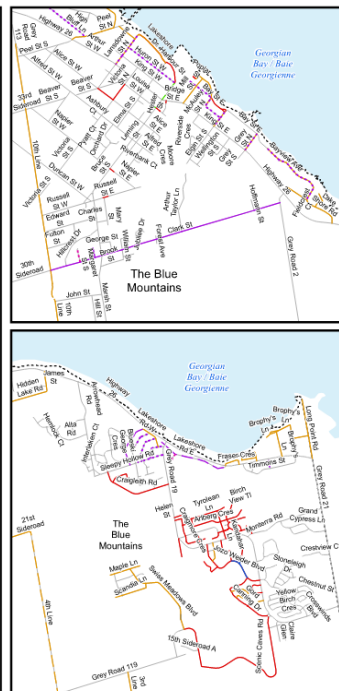
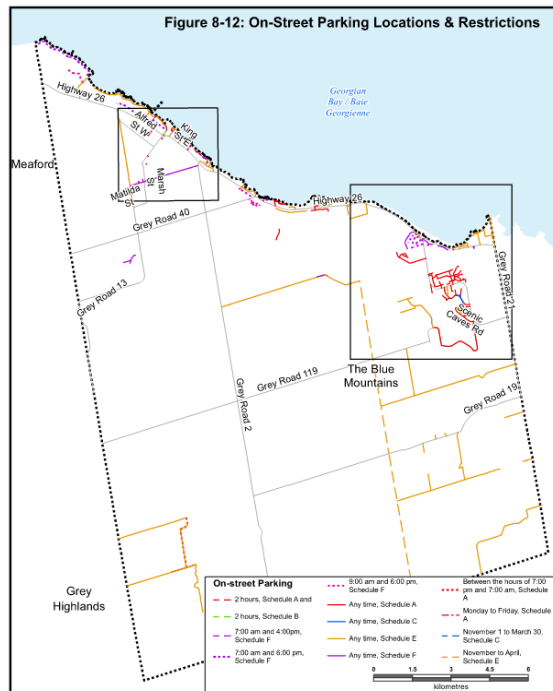
Local roads provide direct access for residents, have low posted speeds (40 km/h) and carry very little daily traffic.



At a recommended posted speed of 30 km/h, cyclists can safely share the same road space as vehicles.

It is recommended that signage and pavement marking at the local street entrance be installed to notify drivers that they are in a shared-use environment.

Parking Strategy



- The Town currently has on-street restrictions (Parking Bylaw 2003-11)
- This Bylaw has just been updated (2022-49), but not digitally mapped
- The Town also has a detailed inventory of all off-street parking lots
- These are either paid (near urban areas), potential paid, or not paid (typically rural areas)
- There are issues with the rural parking locations, but Grey County is undertaking improvements



Recommendations for Thornbury/Clarksburg Parking:

- Prioritize the development and implementation of an integrated parking management strategy for downtown Thornbury and Clarksburg
- Collect parking utilization data to enhance parking management strategy
- Monitor parking issues and adapt approach as needed
- Where applicable, work with other public or privately owned parking area owners to find solutions
- Monitor land use development of the downtown areas for potential changes to generated parking demands
- No new parking supply for downtown Thornbury and Clarksburg be considered until:
 - after the Town has made best efforts to optimize existing parking availability, and;
 - parking utilization assessments justify the need for additional parking supply.
- Continue assessing long-term parking supply needs in future updates to this plan.



43 Bruce Street (looking north), Google Streetview

TMP Action 8-8

Optimize existing parking supply in Thornbury/Clarksburg by using the considerations discussed in Section 8.6.6 of this TMP.

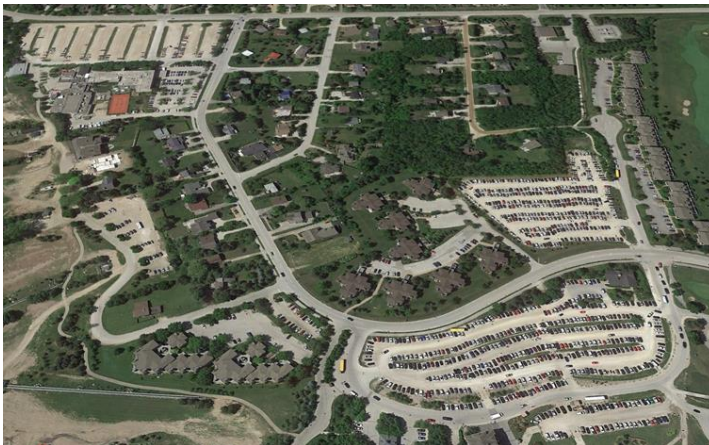
TMP Action 8-9

Develop an integrated parking management strategy for downtown Thornbury and Clarksburg supported by the strategies presented in Table 8.5 and parking utilization data collection.

Blue Mountain Ski Resort

Work with the Blue Mountain Resort and discuss these strategies:

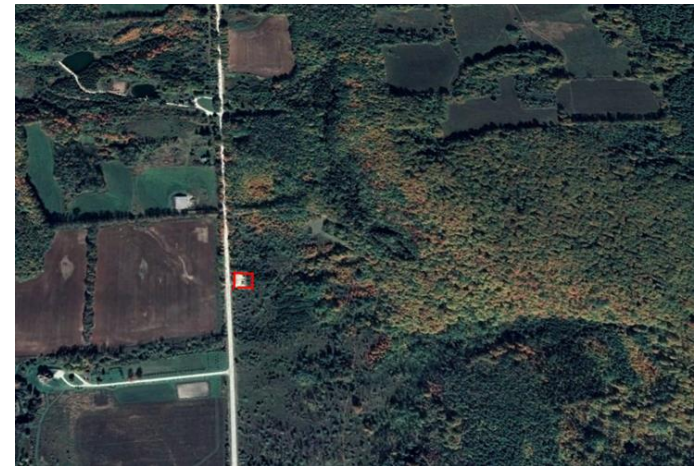
- Encourage stakeholders to invest in tools to improve parking optimization (e.g. technologies to monitor and provide information around where parking supply is available)
- Recommend to BMR/Village to introduce paid parking for parking sites closest to slope access for high demand times
- Work with Village/Resort through future development to identify and consider alternatives to manage parking supply
- TDM strategies to mitigate parking demand (e.g. incentives to employees to cycle or take transit to work)



Rural Recreational Areas

Work with Grey County and discuss these strategies:

- Improve Trailhead parking supply/design
- Identify new or expanded parking supply in locations that have fewer road safety issues
- Consider paid parking options, favouring by donation rather than fixed price to provide more equitable access to nature
- Implement wayfinding signage for alternative parking locations, where applicable.



TMP Action 8-10

Work with Grey County and other land managers on proposed recreational parking location amenities and pursue opportunities for additional parking locations .

Bridges & Culvert Review

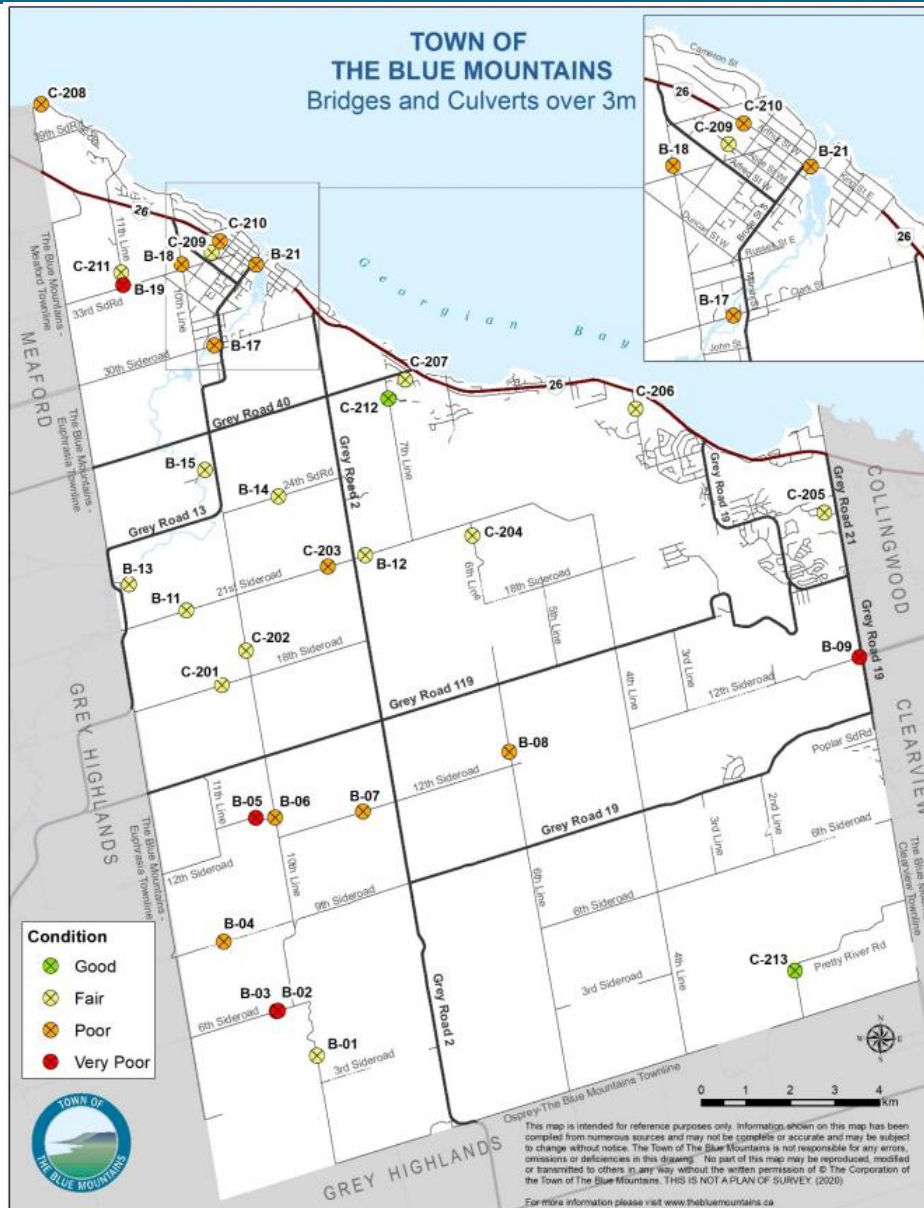


Table 8-5: Bridge & Culvert Inventory and Locations

Map Location #	Structure #	Geographic Location	Map Location #	Structure #	Geographic Locations
1	C-208	Sunset Blvd	20	B-19	11 th Line
2	C-206	Arrowhead Road	21	B-17	Clark St
3	B-03	6 th Sideroad	22	B-16	10 th Line
4	B-02	6 th Sideroad	23	B-18	10 th Line
5	B-01	10 th Line	24	n/a	Euphrasia Townline
6	B-04	9 th Sideroad	25	n/a	Euphrasia Townline
7	B-06	10 th Line	26	B-14	24 th Sideroad
8	C-202	10 th Line	27	B-13	Main St
9	B-15	Slabtown Road	28	n/a	Euphrasia Townline
10	B-11	21 st Sideroad	29	n/a	Euphrasia Townline
11	C-203	21 st Sideroad	30	C-205	Grand Cypress Line
12	C-201	18 th Sideroad	31	C-207	Indian Circle
13	B-05	12 th Sideroad	32	C-209	Alice St W
14	B-07	12 th Sideroad	33	C-210	Arthur St W
15	B-08	6 th Line	34	C-21	Bridge St
16	B-12	21 st Sideroad	35	C-212	7 th Line
17	C-204	6 th Line	36	C-213	Pretty River Road
18	B-09	12 th Sideroad	37	C-214	Crosswinds Blvd
19	C-211	11 th Line			

Criteria used for consideration of decommissioning:

- Access to any parcel is not cut off
- Detour caused by decommissioning does not add more than 5 km additional travel
- Structure needs to be retained if it is part of the Active Transportation Network

The only structure that meets these criteria for decommissioning is bridge structure #07, a concrete rigid frame on 12th Sideroad with a current condition rating of 62.

Emerging Technologies

Potential Smart Mobility approaches:

- Travel time messaging for Highway 26th
- Smart Connected Signals
- Parking information
- Winter Road Closure data integration
- Permanent counters / Volume and Trip counters
- Open Data / Data sharing policies
- Explore partnerships with local industries / agriculture
- Bike Share / Micro mobility
- Invest in Electric Vehicle (EV) charging on public lots

TMP Action 8-11

Continue to explore, develop and implement Smart Mobility approaches identified in the TMP either as their own initiative or as part of another initiative.

Goods Movement

There are no major issues with Goods Movements, currently. However, some recommended approaches to improve:

- Consider the needs of the agricultural industry and their potential to conflict with other road users
- Consider locations for truck and trailer parking in future road improvements
- Continue to determine the future Highway 26 corridor needs. Recognize future MTO study area alternate route (Highway 26) for Thornbury/Clarksburg, and engage the goods industries in the decision framework
- Continue working with MTO to fulfill identified highway access management projects (complete and incomplete EAs) to support industrial development or existing conflict areas
- Develop options to support private industry, including Blue Mountain Village for loading areas and delivery needs in future expansions/growth



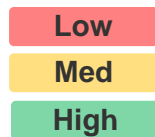
Evaluation of Alternatives



Alternatives Evaluation



Evaluation Criteria	Alternative 1 Maintain Existing Infrastructure	Alternative 2 Invest in Active Transportation & Transit	Alternative 3 Hwy 26 Thornbury/ Clarksburg Alternate + Investment in AT & Transit
1. Alternative improves capacity in the transportation network	Low	Med	High
2. Alternative enables for the safe movement of all users in the transportation network	Low	High	High
3. Alternative enables efficient movement of goods and agricultural equipment	Med	Med	High
4. Alternative improves active transportation and public transit modes of travel	Low	High	High
5. Alternative improves socio-economic and environmental outcomes	Low	High	Med



Alternative has a low probability of meeting criteria over time
 Alternative has a medium probability of meeting criteria over time
 Alternative has a high probability of meeting criteria over time

Implementation Plan and Costing



Currently Planned Town Projects

The following Town projects have committed funding over the next five years:

- Arrowhead Road reconstruction
- Peel Street North reconstruction
- Thornbury West reconstruction (Elma, Victoria, Beaver, Louisa)
- Lansdowne South
- Jozo Weider Ph 3 reconstruction
- Lakewood Drive
- Arthur St. West / King St. East (Connecting Link) reconstruction/design
- Clark Street realignment
- 6th Sideroad - Bridge #2/#3 replacement (construction underway)
- 10th Line - Bridge #16 (Clendenan Bridge Upgrades (to maintain AT access))
- 12th Sideroad - Bridge #5 & #9 Class EA
- Main Street Heathcote - Bridge #13 replacement



Recommended Intersection and Corridor Safety Reviews

MTO Jurisdiction (Highway 26 Corridor)

These rural and urban intersections are shown to have high collision rates or frequent mention from the public as having safety or speeding concerns:

- *Grey Road 40*
- *Grey Road 19*
- *Grey Road 113*
- *Grey Road 21*
- *Georgian Trail crossing near Indian Brooks*
- *Thornbury: Lansdowne St, Victoria St, Elma St, Bruce St, Mill St and Elgin St.*

Grey County Jurisdiction

These corridors (or intersections) have a history of collisions, or the potential for collisions where core AT Networks planned:

- *Grey Road 19 Corridor through Craigleith and adjacent to BMR*
- *Grey Road 119 (between 15th Sideroad and Blue Mountain Road)*
- *Grey Road 2 & Grey Road 40*
- *Grey Road 2 @ Grey Road 119 & Grey Road 19*



Proposed Active Transportation Projects - Rural

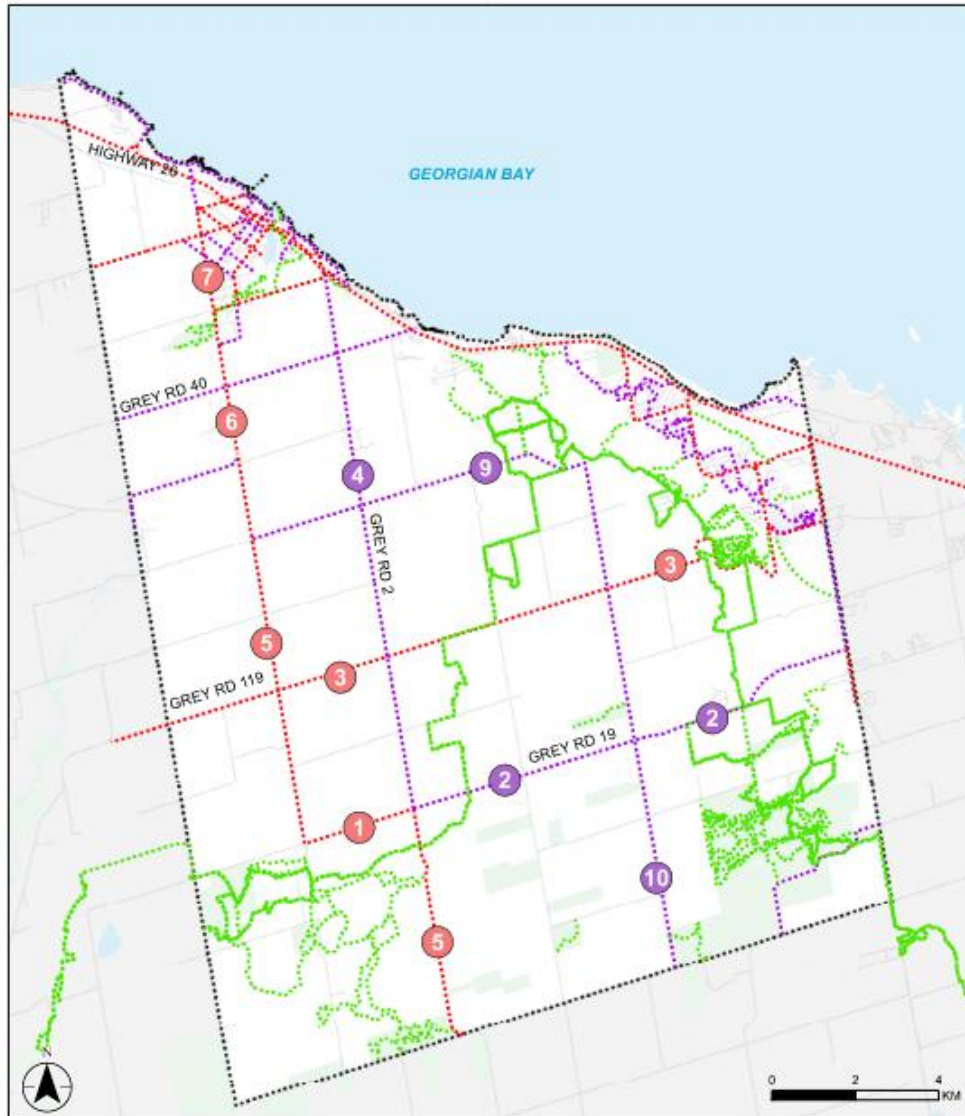


Figure 12-1: Proposed Active Transportation Projects (Rural Locations)

..... Active Transportation - Core
..... Active Transportation - General
..... Recreation

Core: protected network to encourage and support new adopters and cautious users (min 2.0m including 0.5m “buffer”)

General: network for more confident users. Deficiency, however still be a barrier to some users (~1.5m)

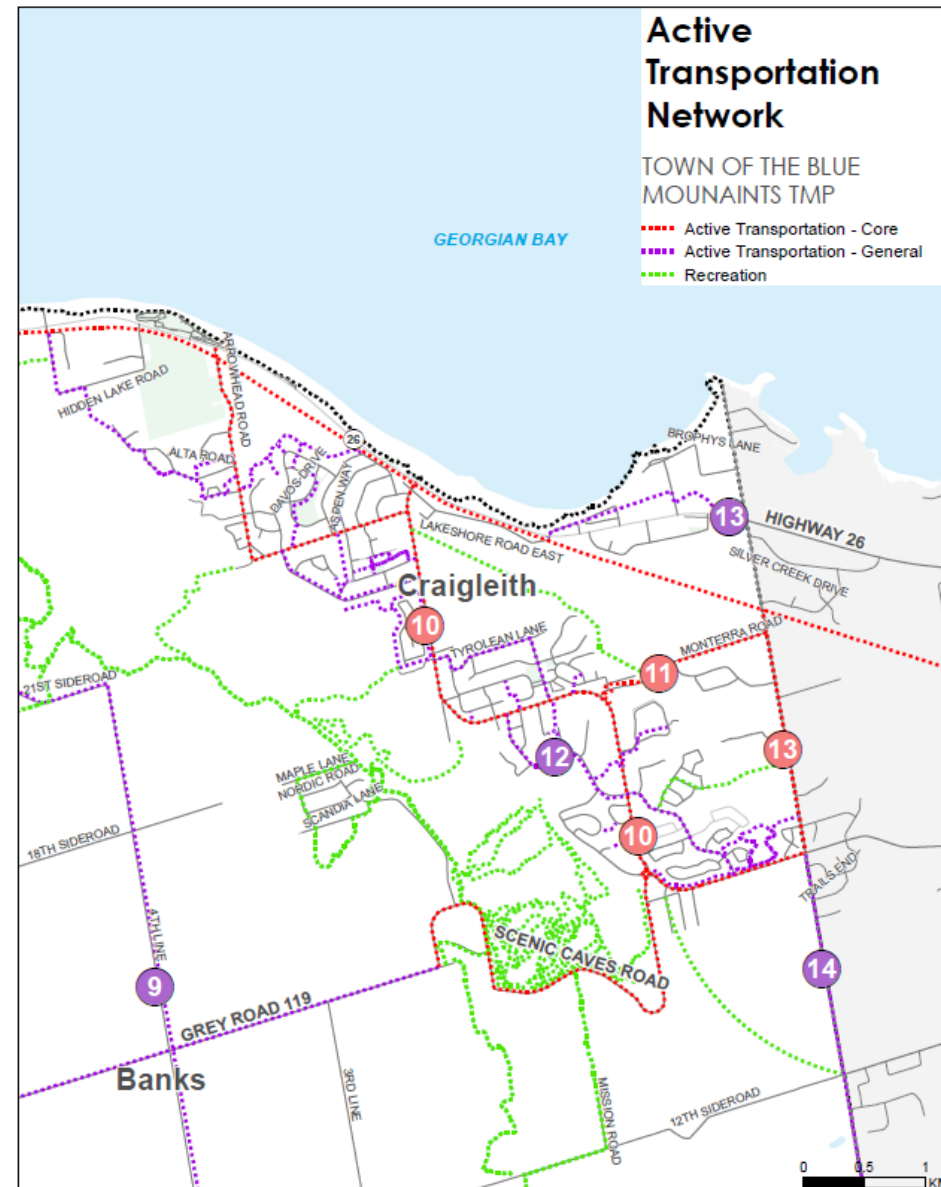
Recreational: for recreational users (residents and visitors). Shared (walk, bike). Separate from roads. May require parking facilities.

DRAFT

Notes:
Coordinate System: NAD 1983 UTM Zone 17N
Data Source: Town of the Blue Mountains, Grey County & Government of Ontario
By: Stantec Consulting Inc.



Proposed Active Transportation Projects - Urban



Proposed Active Transportation Projects

Project #	Corridor	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
1	Side Rd 9	General AT (rural)	The Town	\$500	Medium
2	Grey Road 19	General AT (rural)	Grey County	\$1,300	Low
3	Grey Road 119	General AT (rural)	Grey County	\$2,200	Medium
4	10 th Line	Core AT (rural)	The Town	\$1,600	Medium
5	Grey Rd 13	Core AT (rural)	Grey County	\$250	Medium
6	10 th Line	Core AT (urban)	The Town	\$700	High
7	Side Rd 33	Core AT (rural)	The Town	\$500	Medium
8	Side Rd 21	General AT (rural)	The Town	\$1,500	Low
9	4 th Line	General AT (rural)	The Town	\$1,700	Low
10	Grey Road 19	Core AT (urban)	County	\$200	High
11	Monterra Rd	Core AT (urban)	The Town	\$150	High
12	Jozo Wieder	General AT (urban)	The Town	\$160**	Medium
13	County Rd 21/34	Core/General AT (urban)	The Town/County	\$300	Medium
14	County Rd 19/34	General AT (rural)	County	\$400	Low
15	Grey Rd 113/10 th Line	General AT (urban)	County	\$130	High
16	Peel St	Core AT (urban)	The Town	\$350**	High
17	GR 33/Beaver	Core AT (urban)	The Town/County	\$250	High
18	Victoria St	General AT (urban)	The Town	\$150**	Medium
19	Elma St	General AT (urban)	The Town	\$120**	Medium
20	Bruce St	Core AT (urban)	The Town	\$50	High
21	Country Rd 13	Core AT (rural)	County	\$500	High
22	Various: (Thornbury)	General AT (urban)	The Town	\$500**	Medium
23	Arthur St/King St	Core AT (urban)	MTO	\$300**	High
24	Various: (Thornbury)	General AT (urban)	The Town	\$200	Medium
25	Clark St	Core AT (urban)	The Town	\$300**	High
26	Grey Rd 2	Core AT (urban)	MTO	\$600**	High
27	Bay Street W	Core AT (Urban)	The Town	\$100*	High

*These cost estimates are high level (Class 5) subject to preliminary design to determine more accurate estimates.

**These estimates may be high as these projects are directly related to committed projects over the next 5 years.



Implementation Plan – Short Term (<3 year) TBM Projects

Table 12-5: Short Term (<3 year) TBM Projects

Project #	Corridor	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
7	10 th Line	Core AT (urban)	TBM	\$700	High
12	Monterra Rd	Core AT (urban)	TBM	\$150	High
17	Peel St	Core AT (urban)	TBM	\$350**	High
18	GR 113/Alfred	Core AT (urban)	TBM/County**	\$250 (50% of)	High
21	Bruce St	Core AT (urban)	TBM	\$50	High
24	Arthur St/King St	Core AT (urban)	TBM/MTO**	\$300 (50% of)**	High
26	Clark St	Core AT (urban)	TBM	\$300**	High
Total				\$1,830	



Implementation Plan: Actions

Action #	Action Type	Action Description	Annual Cost	One time Cost
5-1	Operations	Develop an Open Data / Data sharing policy to direct and communicate options for the storage, management and distribution of data for the purposes of supporting transportation of goods and people in the Town..	\$	\$\$
5-2	Partnership (Business)	Develop relationships with business partners that may be involved in the digital transportation space, to determine the scope and potential of a future service	No Cost	No Cost
8-1	Design Standard	Adopt the Road Classification Guidelines and the new Posted Speed Limits recommended by this TMP.	\$	\$\$\$
8-2	Partnership (County)	Work with Grey County to determine potential speed reductions on Sunset Boulevard, Sleepy hollow Road, and Grey Road 19	No Cost	No Cost
8-3	Partnership (MTO)	Town staff continue to engage with MTO, and request that the MTO revisit their 2015 Study and consider further Highway 26 capacity alternatives that strike a preferred balance of Provincial vs local interests and initiate more detailed Highway 26 assessments such as the Provincial Environmental Assessments identified in the 2015 Study with the goal of identifying and protecting future highway corridor needs.	No Cost	No Cost
8-4	Partnership (MTO, County)	Explore opportunities with Grey County and MTO to address public concerns associated with the intersections at Provincial Highways and County Roads (e.g. Highway 26 and County Road 21), including changes in geometry, potential road swap signals or the use of roundabouts.	No Cost	\$
8-5	Strategy	Develop a Transit Strategy (beginning with a Transit Mission Statement) that incorporates the preliminary TMP strategies for transit	\$	\$\$\$

Implementation Plan: Actions ...2

Action #	Action Type	Action Description	Annual Cost	One time Cost
8-6	Design Standard	Identify community partners (e.g. County, neighboring municipalities, cycling advocacy groups) to participate in discussions around the safe implementation of bicycle routes (existing and future) including shoulder width, protection from traffic, posted speeds, impact on other users, maintenance requirements, and liability risks.	\$	No Cost
8-7	Strategy	Working with Grey County and the MTO, undertake the necessary safety reviews (or audits) to design and implement safety improvements at the priority corridors and intersections identified in this TMP.	\$\$	\$
8-8	Strategy	Optimize existing parking supply in Thornbury/Clarksburg by using the considerations discussed in Section 8.6.6 of this TMP.	\$	\$
8-9	Strategy	Develop an integrated parking management strategy for downtown Thornbury and Clarksburg supported by the strategies presented in Table 8.5 and parking utilization data collection.	\$\$	\$\$
8-10	Partnership (County)	Work with Grey County and other land managers on the recreational parking locations and pursue opportunities for additional parking locations .	\$\$\$	No Cost
8-11	Strategy	Continue to explore, develop and implement Smart Mobility approaches identified in the TMP either as their own initiative or as part of another initiative.	Varies	\$
11-1	Strategy	Establish of a Vision Zero initiative, targeting the principles and programs which strive to have zero road fatalities in the Town.	\$\$	\$



Implementation Plan: Actions ...3

Action #	Action Type	Action Description	Annual Cost	One time Cost
11-2	Design Standard	Consider, as part of the Town Traffic Calming Policy development, the application of Automated Speed Enforcement and other measures as outlined in Section 11.2 of this TMP.	\$\$	No Cost
11-3	Strategy	Develop a Transportation Demand Management (TDM) program targeting businesses and recreational users in the Town.	\$\$	\$
11-4	Operations	Update the current operation and maintenance program for the transportation network to include additional activities to maintain new on-street (urban), shoulder (rural) and regional trails during the winter and spring seasons and increase funding to support.	\$\$\$	\$
11-5	Guideline	Develop a Wayfinding Guideline for drivers, cyclists and pedestrians for the Town.	\$	\$\$
11-6	Guideline	Complete the Traffic Impact Assessment Guideline for the Town. Include identification of multi-user facility requirements and guidance around the scoping of small, medium, and large-scale development proposals.	\$	\$\$
12-1	Operations	Establish a one (1) Full-Time Equivalent (FTE) position for the implementation of the TMP recommendations, including overseeing additional studies, corridors plans, AT infrastructure implementation, and regular reporting back to a standing committee and Town Council.	\$\$\$	No Cost
12-2	Operations	Develop a terms of reference for a standing administrative committee to guide implementation of the TMP. Identify key staff within the Town for the implementation of the TMP actions and include them in this committee	\$	\$

Implementation Plan: Actions ...4

Action #	Action Type	Action Description	Annual Cost	One time Cost
12-3	Strategy	Develop and implement a Public Education program to support the objectives of the Town and this TMP.	\$\$\$	\$
12-4	Partnership (Local Enforcement)	Develop partnership with local peace officers to coordinate enforcement around identified areas of concern. This applies primarily to traffic and parking enforcement.	No Cost	No Cost
12-5	Operations	Secure funding in the next budget adjustment to implement the TBM short-term (<3 year) actions identified in Table 12-1 of the TMP .	Varies	No Cost
12-6	Operations	<i>Develop a detailed growth-related capital plan evaluating which roads are to be urbanized over various years. This capital plan should be used to set the appropriate Development Charge rates for associated lands.</i>	No Cost	\$



TMP Supporting Strategies

1. Vision Zero Initiative
2. Traffic Calming Policy and Speed Management
3. Roundabout Selection
4. Transportation Demand Management
5. Road and Multi-Use Pathway Maintenance
6. Wayfinding Guideline
7. Transportation Signage & Pavements Markings
8. Traffic Impact Assessment Guideline

TMP Action 11-1

Establish a Vision Zero initiative, targeting the principles and programs which strive to have zero road fatalities in the Town.

TMP Action 11-3

Develop a Transportation Demand Management (TDM) program targeting businesses and recreational users in the TBM.

TMP Action 11-4

Update the current operation and maintenance program for the transportation network to include additional activities to maintain new on-street (urban), shoulder (rural) and regional trails during the winter and spring seasons and increase funding to support.

TMP Action 11-5

Develop a Wayfinding Guideline for drivers, cyclists and pedestrians for TBM.

TMP Action 11-6

Complete the Traffic Impact Assessment Guideline for the Town. Include identification of multi-user facility requirements and guidance around the scoping of small, medium, and large-scale development proposals.



Traffic Calming & Speed Management

The Town is currently developing a traffic calming policy (which indirectly supports a Vision Zero initiative). The traffic calming policy should consider the following educational and enforcement approaches to speed management:

- **Development of a central information web page**
- **Implementing Community Safety Zones (CSZs)**
- **Implementing Pedestrian Safety Zones (PSZs)**
- **Installing “Watch your Speed” (WYSP) Signs)**
- **Automated Speed Enforcement (ASE)**



TMP Action 11-2

Consider, as part of the Town Traffic Calming Policy development, the application of Automated Speed Enforcement and other measures as outlined in Section 11.2 of the TMP report.



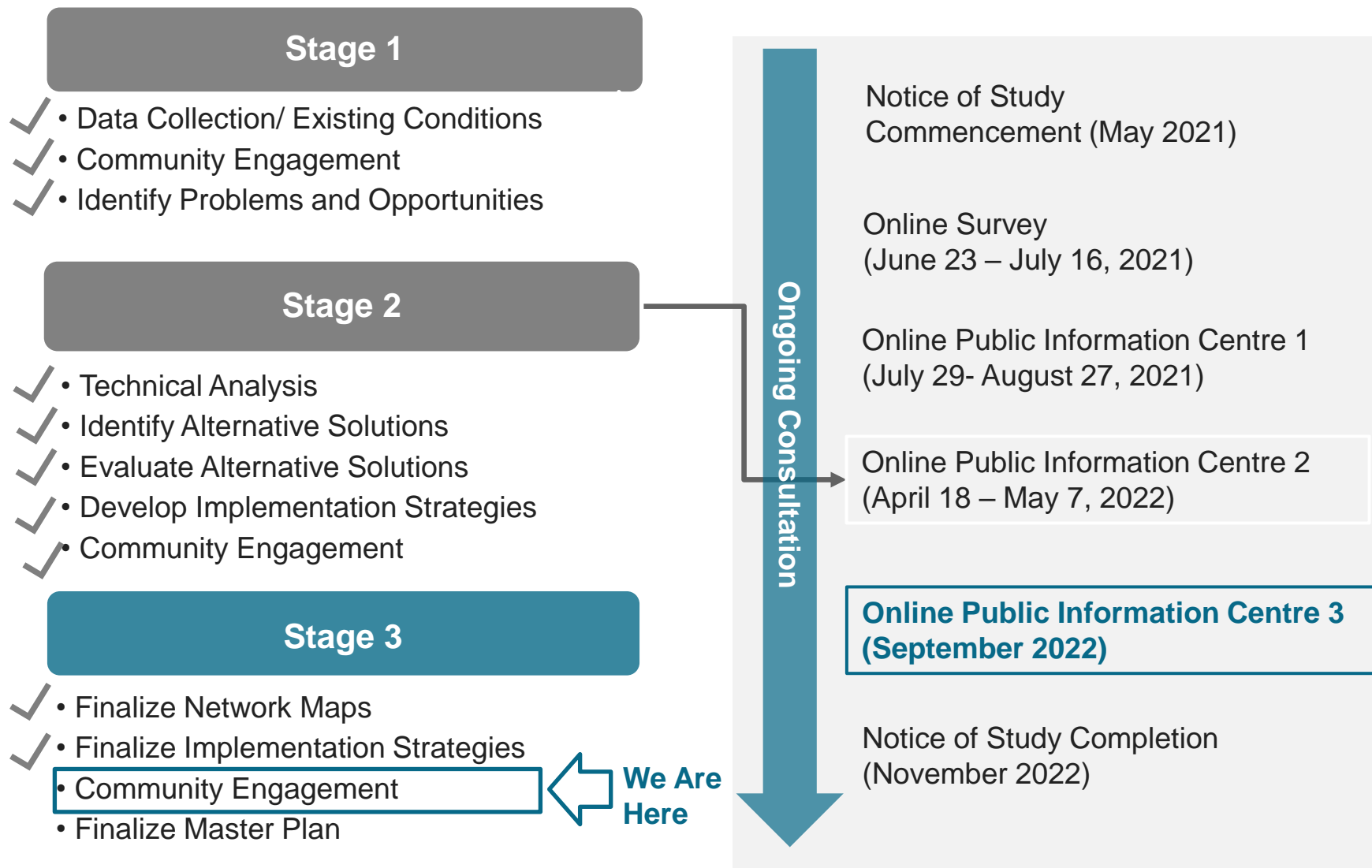
Implementation Plan: Next Steps After TMP Adoption

Once the TMP has been adopted by Council, the next recommended steps for the Town Administration are to:

- **Request** that MTO advance the Class EA for the preferred Highway 26
- **Secure** funding for select short term improvements within TBM's jurisdiction
- **Discuss** funding priorities for recommended short-term improvements in Grey County and MTO's jurisdiction
- **Develop** concept designs and cost estimates for the short-term improvements
- **Engage** affected stakeholders and the public on these designs
- **Proceed** to detailed design and construction of the short-term improvements
- **Update** the TMP in 5 years (2025)



Next Steps



Thank you For Participating!

Please share your thoughts and ideas!



Email the study team: tmp@thebluemountains.ca

Contact a member of the study team:



Adam Fraser
TMP Project Coordinator,
Town of The Blue Mountains
Phone: 705-351-2630
Email: tmp@thebluemountains.ca

John Heseltine, MCIP
Project Manager, Senior Planner
Stantec Consulting Ltd.
Phone: 902-481-1477
Email: john.heseltine@stantec.com

Please provide your feedback by October 6, 2022

Thank you for participating in this online Public Information Centre. Your feedback is important to this study. You are also encouraged to share your thoughts and ideas with members of the study team by emailing: tmp@thebluemountains.ca.

You can also contact one of the study team members listed on this page or visit the TMP webpage for additional study information.

Thank you again for participating in this online Public Information Centre

TMP DRAFT RACI IMPLEMENTATION PLAN

#	TMP Reference	Project	Responsible	Accountable	Consult	Inform	Timing	2023 Actions	Cost Est.	Comments/Questions
1	8-1	Speed limit Bylaw Update and Consolidation, signage implementation	*Transportation Coordinator/New FTE, Manager of Roads and Drainage	Legal Services, Operations	OPP, Planning & Development Services	General Public	2023-2025	<ul style="list-style-type: none">• compile existing speed limit by-laws and develop a detailed list of roads with proposed speed limit changes• quantify signage needs for speed limit areas and road-specific locations•Develop a draft by-law and present it to Council•develop a budget for 2024 to implement signage	Staff time, \$1k/sign	
2	5-1	Transportation Data Sharing Policy	*Transportation Coordinator/New FTE, Operations Staff, Finance & IT	Operations, Finance & IT Services	Planning & Development Services	Development community, municipal partners	2023	<ul style="list-style-type: none">• assess merits of various approaches to data sharing that align with Town objectives• develop recommendations and report to Council	Staff time	
3	11-2	Traffic Calming Policy Development	*Transportation Coordinator/New FTE, Manager of Roads and Drainage	Operations	OPP, Planning & Development Services, Community Services	General Public	2022-2023	<ul style="list-style-type: none">•continue reviewing other municipality examples•review the TAC Canadian Guide to Traffic Calming, Second edition•Develop a Draft policy and report to Council in Q1 2023• use pre-qualified list of consultants to get a 3rd party review of the draft policy	Staff time, \$1k/sign	
4	8-8	Parking Optimization Plan for Thornbury/Clarksburg, implementation	*Transportation Coordinator/New FTE, Manager of Roads and Drainage, Community Services	Operations, Community Services, By-law, Legal Services	Planning & Development Services, Finance & IT Thornbury/Clarksburg business community, Grey County	Thornbury/Clarksburg business community, General Public	2023-2024	<ul style="list-style-type: none">•define study area and consolidate on-street and off-street parking rules•visualize existing parking options•identify gaps•consult with stakeholders•develop a discussion paper/parking optimization proposal for Council consideration in Q1 2023	Optimization: Staff time implementation: \$25k-\$75k	
5	11-5	Wayfinding and Signage Plan & signage implementation	*Transportation Coordinator/New FTE, Manager of Communications and Economic Development	Operations, Communications and Economic Development	Community Services, Planning & Development Services	General Public,	2023-2025	<ul style="list-style-type: none">•develop a scope of work•determine what can reasonably be completed in-house and•report to Council for to provide an update•develop a budget	Plan: ~50k Implementation: \$200k-\$400k	
6	Section 5.3.3	TMP Update	New FTE, Planning an Development Services	Operations	Planning & Development Services, Community Services, Finance & IT, General Public, transportation stakeholders	General Public, Transportation Stakeholders	2025-2027	<ul style="list-style-type: none">•monitor identified gaps from TMP to inform future update	~\$100k	
7	All where applica	Official Plan integration	*Transportation Coordinator/New FTE, Senior Planner	Planning and Development Services	Stakeholders in the Official Plan Update process	General Public	2022-2023	<ul style="list-style-type: none">•support Planning staff with integrating the TMP policies and recommendations into the Official Plan Update	staff time	
8	11-6	Completion of the Traffic Impact Assessment Guide	*Transportation Coordinator/New FTE,	Operations, Planning and Development Services	Planning & Development Services	General Public	2022-2023	<ul style="list-style-type: none">•present draft to Council in Q1 2023	TMP study minor scope change from 2021 covers cost	
9	12-3	Public Education Program supporting Town transportation initiatives	*Transportation Coordinator/New FTE, Manager of Communications and Economic Development	Operations, Communications and Economic Development	special interest groups, Town committees, business community,	General Public	2023 and ongoing	<ul style="list-style-type: none">• assess education options and resources•consider development of a Town webpage for transportation resources and FAQ	staff time, additional costs to be identified through program development	
10	Section 8.7.1	EA continuation: Highway 26 from Grey Road 19 to Grey Road 21	*Transportation Coordinator/New FTE, Manager of Roads and Drainage, Community Services	Operations	Impacted neighbourhoods, MTO, Development Community, Conservation Authorities, Grey County, area stakeholders	General Public	2023-2024	<ul style="list-style-type: none">•engage project consultants to demine remaining work to finish EA,•plan contingencies for budget needs• Report to Council for further direction•consult with MTO	remaining budget +/- \$100k	
Ongoing responsibilities										
	8-11	Traffic Counter management and deployment	*Transportation Coordinator/New FTE	Operations	Planning & Development Services, OPP, roads staff	source of request/complaint	Ongoing	<ul style="list-style-type: none">•monitor traffic count sampling needs, deploy as necessary•monitor operations of permanent and mobile counter connections to web portal	Staff time, additional roads staff resourcing implications if deployment needs increase	
	5-1, 8-11	Traffic Counter data management	*Transportation Coordinator/New FTE	Operations	Finance & IT	N/A	Ongoing	<ul style="list-style-type: none">• respond to requests for traffic data following the Town data sharing policy or an interim plan•annual reporting to Council on traffic patterns•use data to inform traffic studies	Data management: staff time Annual data portal and LTE costs: potential to be recouped through the sale of traffic data.	
	All where applica	Development Review for TMP implementation	*Transportation Coordinator/New FTE, Planner	Planning and Development Services		N/A	Ongoing	<ul style="list-style-type: none">•participate in development reviews to fulfill TMP objectives through development	staff time	
	11-6	Traffic Impact Assessment review	*Transportation Coordinator/New FTE	Planning and Development Services	manager of roads & drainage			<ul style="list-style-type: none">•guide studies using Town traffic data and TMP•review submitted draft studies	staff time, potential third party review cost at the expense of proponent	
	Various	Town coordination of Town/County/MTO and other agency transportation projects	*Transportation Coordinator/New FTE	Operations	N/A	N/A	Ongoing	<ul style="list-style-type: none">•participate in development reviews to fulfill TMP objectives through development•advance Town interests as warranted	staff time	

TMP DRAFT RACI IMPLEMENTATION PLAN										
	Various	Staff representative for potential committees (cycling groups, TMP implementation committee, public transit working groups. Etc.)	*Transportation Coordinator/New FTE	Operations			Ongoing	•staff representation where appropriate	staff time	
	N/A	Annual TMP Reporting to Council	*Transportation Coordinator/New FTE	Operations	Planning & Development Services, Community Services, Finance & IT, Operations	General Public	Ongoing	•reports as appropriate	staff time	
	N/A	Annual Traffic Data reporting to Council	*Transportation Coordinator/New FTE	Operations	Planning & Development Services, Community Services, Finance & IT, Operations	General Public	Ongoing	•reports as appropriate	staff time	
	11-2	Traffic Calming policy implementation	*Transportation Coordinator/New FTE	Operations	Impacted neighbourhood	Impacted neighbourhood, General Public	Ongoing	•after approval of Traffic Calming Policy, manage requests from the public and triage issues as guided by the policy. •Follow up with Council as needed	staff time, potential costs for issues warranting interventions	
	8-5	Public Transit Planning	*Transportation Coordinator/New FTE, Community Services	Community Services	Planning & Development Services, Community Services, Finance & IT, Operations, Business Community, Development Community	N/A	Ongoing	•continue working with Grey County and Town of Collingwood to assess transit service performance and future service options •develop cost estimates to fulfill TMP transit recommendations	staff time, potential for substantial budget considerations in fulfilling public transit goals	
	Various	Transportation-related grant applications	*Transportation Coordinator/New FTE	Finance & IT	Planning & Development Services, Community Services, Finance & IT, Operations	N/A	Ongoing	•monitor transportation-related grant opportunities and assess eligibility •consult with appropriate Town staff and apply to grants where applicable.	staff time, successful grant applications can offset project costs or make some projects fiscally viable for the Town to undertake	

* Transportation Coordinator contract ends April, 2023

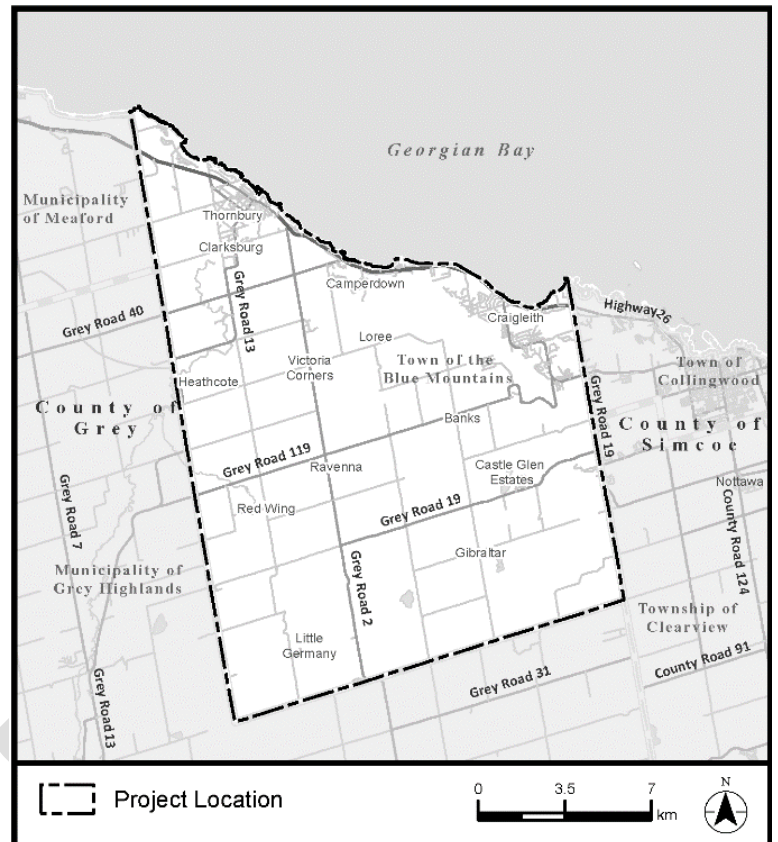


Notice of Virtual Public Information Centre 3

The Corporation of the Town of The Blue Mountains Transportation Master Plan

The Town of The Blue Mountains (Town) is facing significant growth pressure alongside the broader South Georgian Bay region and will likely continue to see this growth into the foreseeable future. To strategically prepare for this continued growth and enhance our existing transportation network, the Town is nearing the completion of a comprehensive Transportation Master Plan (TMP).

The TMP will be an important resource for the Town as it continues to adapt to changing needs, growth and development, and new opportunities. The TMP will shape how we travel, help us further understand and define our regional connections, and support the movement of goods and services throughout the region. As part of the TMP study process, a vision has been established, actions and policies will be defined, and a financial strategy will be developed to address the short, medium, and long-term transportation needs of the community.



The Process

This study is being undertaken in accordance with Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA). As such, the TMP will generally address Phases 1 and 2 of the MCEA process and will form the basis for the recommended Schedule B and C transportation infrastructure projects identified within the TMP report.

Consultation

A third virtual **Public Information Centre (PIC)** is scheduled to present and gather feedback on the draft TMP Report, which includes existing conditions, evaluation of alternatives, network and policy recommendations, implementation strategies, and costing. The PIC will be a live virtual meeting and will consist of a virtual presentation by the study team followed by a moderated Q & A period. This PIC is being held online as follows:

Date: **Date**
Time: **6:30 PM - 8:00 PM**
at the following link: **LINK**

The draft TMP Report will also be available for review from **DATE to DATE**, online at www.website.ca. Please provide written comments by **DATE**, to the study team members noted below. All comments will become part of the public record of the study except for personal information.

For more information about this study, please contact:

Adam Fraser
TMP Project Coordinator
Town of The Blue Mountains
Phone: 705-351-2630
Email: tmp@thebluemountains.ca

John Heseltine, MCIP
Project Manager, Senior Planner
Stantec Consulting Ltd.
Phone: 902-481-1477
Email: john.heseltine@stantec.com

All information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information, all comments will become part of the public record.

This notice was first issued **Date** via email and will be posted on **Date**.