



Staff Report

Operations

Report To: Committee of the Whole Meeting
Meeting Date: November 1, 2022
Report Number: CSOPS.22.071
Title: Final Draft Transportation Master Plan
Prepared by: Adam Fraser, Transportation Master Plan Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.22.071, entitled "Final Draft Transportation Master Plan";

AND THAT Council endorse the Final Draft Transportation Master Plan;

AND THAT Council direct staff to issue the Notice of Study Completion for the Transportation Master Plan.

B. Overview

This staff report provides Council with a Final Draft Transportation Master Plan (TMP) to consider for endorsement following public review and input of the Draft TMP through Public Information Centre (PIC) 3. The Town's Transportation Advisory Committee (TAC) has played a meaningful role in the TMP study development.

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 conducted 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
- June 2021 – [Staff Report CSOPS.21.051 Transportation Master Plan Public Information Centre 1](#)
- 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 TAC
- July-August 2022 – further Draft TMP development and review with TAC
- September 2022 – [Staff Report CSOPS.22.058 Draft Transportation Master Plan and Public Information Centre 3](#)
- September 2022 – [PIC 3 was hosted in a virtual live format](#)
- November 2022 – Staff Report CSOPS.22.071 Final Draft Transportation Master Plan

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 to inform 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 study 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 study 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 study which we are in now is to finalize the TMP, first with a Draft TMP and then a Final Draft TMP following public review through PIC 3. This process 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. Since the first preliminary Draft TMP from early June 2022, over 300 comments from Town staff and the Town's Transportation Advisory Committee have been received and addressed.

TAC has played a meaningful role in the development of the TMP study. Following review of a Draft TMP in August 2022, TAC motioned to arrange a Special Committee of the Whole meeting for Council to consider the Draft TMP and project schedule. The Special Committee of the Whole meeting took place on September 6, 2022. Afterwards, some members of TAC, including members on Council, continued to engage with the TMP study. Staff are grateful to the members of TAC for their contributions throughout the TMP study.

PIC 3

PIC 3 was held on September 29, 2022 from 6pm to 8pm to present the Draft TMP for public and stakeholder review.

The objectives of PIC 3 were 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 the Final Draft TMP to be considered by Council.

Attendance at PIC 3, excluding staff and members of Council was approximately 12. PIC 3 was scheduled prior to an All-Candidates meeting that was hosted by The Blue Mountains Chamber of Commerce for the 2022 municipal election. The All-Candidates meeting also took place in the evening of September 29 which staff suspect reduced PIC 3 attendance.

Attachment 1 of this report is a summary of PIC 3 comments and responses and Attachment 2 is a table of written comments and responses for comments submitted to the project team between September 1, 2022 and October 12, 2022 which is the time window that the Draft TMP was publicly available prior to preparing this report.

Draft TMP Revisions Following PIC 3

Feedback received, as well as further input from staff and members of Council previously on the Transportation Advisory Committee have resulted in some revisions which have supported the Final Draft TMP. Key revisions are summarized in Table 1.

Table 1: Draft TMP Revisions After PIC 3

Update Type	Section	Staff Comments
Spelling, grammar, and other housekeeping	Various	Non-critical edits for clarity and accuracy
Updates to some background data based on new availability since completion of Stage 1 (November 2021)	Section 2 Policy & Planning Context; Section 3 Existing Conditions	Subject to data availability
Minor text changes & Action revisions	Various Examples <ul style="list-style-type: none">• Section 5 Vision & Objectives• Section 8.1.4 Highway 26 Recommendations• ORVs Action 8-7• Public Education Action 12-3	Addresses feedback to improve and strengthen existing language of recommendations and actions

Network Recommendations	Section 8.3 Active Transportation	Reconsideration of rural active transportation routes to better reflect network constraints and connectivity needs
Figure and Table updates	Section 12.1 Project Implementation & Costing	Resolves minor inconsistencies and errors with mapping (Figures 12-1 and 12-2 versus itemized list (Table 12-1); Table updates based on changes in Section 8.3
Costing	12.3 Cost Estimates	Cost estimates updated resulting from changes to proposed active transportation projects in Section 12.1
Recommended 3-year priority projects	12.4 Implementation Plan	Priority projects updated to balance projects with greater feasibility in the short term and projects that have maximum benefit to the overall active transportation network

A Final Draft TMP is included as a link in Attachment 3 and the presentation slides are included in Attachment 4.

Major Take-Aways in the Final Draft TMP

As presented in [Staff Report CSOPS.22.058 Draft Transportation Master Plan and Public Information Centre 3](#), the major take-aways summarized below are provided again with minor revisions consistent with updates made for the Final Draft TMP.

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

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: TMP 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 the Ministry of Transportation (MTO), Alternative 2 is the recommended option for the Town. 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 Final 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 Final 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. Final 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 MTO and subject to other potential regional studies;
 - 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;
 - MTO's proposed widening of Highway 26 to 4 or 5 lanes between Craigeleith 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; and,
 - A recommendation for MTO to lead a South Georgian Bay regional transportation study.
- 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-section concepts 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;
 - Improved service area coverage of Thornbury and Clarksburg; and,
 - Piloting a 30-minute headway of the Blue Mountain Link between Collingwood, the Blue Mountain Village Resort Area and Craigleith.
- The Town should expand transit service coverage for the Blue Mountain Village Resort Area by 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 represents 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 consider paving the Georgian Trail, beginning in the section through Thornbury.

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 Final 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 AT, with the short-term projects (< 3 years) focused on building out the proposed AT network.

Attachment 5 offers a RACI Implementation Plan developed by staff to further support how the TMP is proposed to be implemented. 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.

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 Final 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 Final Draft TMP.

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

G. Financial Impacts

The Final 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 Final Draft TMP and also captured in staff's RACI Implementation Plan.

The recommended 3-year priority list for infrastructure is focused on AT. Revisions to the Draft TMP made as a result of consultation have updated the priority list for the Final Draft TMP. The revised estimate is \$1.6 million detailed in the Table 2 below, which is Table 12-5 of the Final Draft TMP. The revisions are in consideration of balancing both project feasibility and overall benefit to the transportation network within the recommended 3-year timeframe. Additional work has been identified to develop a detailed capital projects plan to further refine road improvement project timelines and Development Charges eligibility.

Table 2: Short Term (<3 year) Projects

Project #	Corridor	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
12	Monterra Rd (GR19 to GR21)	Core AT (urban)	The Town	\$150	High
13	Jozo Weider (GR19 to GR 19)	General AT (urban)	The Town	\$160	High
20	Alice St (Peel to GR13)	Core AT (urban)	The Town	\$250	High
23	Bruce St (Huron to Hwy 26)	Core AT (urban)	The Town	\$50	High
26	Hwy 26/GR 2 Intersection	Core AT (urban)	MTO/The Town	\$600**	High
32	Clark St (GR13 to GR2)	Core AT (urban)	The Town	\$300**	High
35	Bay St W (bridge)	General AT (urban)	The Town	\$100	High
Total				\$1.6 million	

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 potential endorsement of this Final Draft TMP does not commit Council to funding the identified projects as recommended, rather the intent is to inform annual budget considerations and potential grant opportunities over time as the recommended projects and programs are sought for implementation. The identified projects could be realized as stand-alone projects, grouped with other capital projects, or through future development.

H. In Consultation With

Shawn Everitt, Chief Administrative Officer

Ryan Gibbons, Director, Community Services

Adam Smith, Director, Planning & Development Services

I. Public Engagement

The topic of this Staff Report has been the subject of a Public Meeting and/or Public Information Centre which took place on September 29, 2022. Those who provided comments

at the Public Meeting and/or Public Information Centre, including anyone who has asked to receive notice regarding this matter, has been provided notice of this Staff Report. Public Information Centres and other public consultation opportunities have occurred in accordance with the following schedule:

- May 14, 2021 - Notice of Study Commencement;
- May 14, 2021 - Notice of Request to Consult to First Nations and Metis Communities;
- May 14, 2021 - Technical Advisory Group invitations distributed;
- May 14, 2021 - Stakeholder Advisory Group invitations distributed;
- May 20, 2021 – Notice of Study Commencement published in Blue Mountains Review and Collingwood Connection;
- June 23, 2021 – Launch of public survey;
- June 29, 2021 – Committee of the Whole Staff Report CSOPS.21.051 Transportation Master Plan Public Information Centre 1 with recommendation to proceed to public consultation;
- July 7, 2021 – Stakeholder Advisory Group meeting 1;
- July 12, 2021 - Council – Recommendation from June 29, 2021 Committee of the Whole considered by Council;
- July 15, 2021 – Technical Advisory Committee meeting 1;
- July 16, 2021 – End of first public survey;
- July 16, 2021 – Notice of PIC to Stakeholders, First Nations and Metis Communities;
- July 22, 2021 – Notice of PIC 1 published in Blue Mountains Review and Collingwood Connection (1);
- July 29, 2021 – Notice of PIC 1 published in Blue Mountains Review and Collingwood Connection (2);
- July 29, 2021 – Virtual PIC 1 launch;
- August 27, 2021 – Virtual PIC 1 closes;
- November 2, 2021 – Committee of the Whole Staff Report CSOPS.21.084 TMP Stage 1 Report;
- 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;
- September 13, 2022 – Notice of Draft TMP and PIC 3 provided to public and stakeholder contact list;
- September 15, 2022 – Notice of Draft TMP and PIC 3 published in Collingwood Connection (1);
- September 22, 2022 – Notice of Draft TMP and PIC 3 published in Collingwood Connection (2;)
- September 29, 2022 – Live Virtual Public Information Centre 3, 6pm to 8pm;
- November 1, 2022 – Committee of the Whole Staff Report CSOPS.22.071 Final Draft TMP with a recommendation for Council to endorse the Final Draft TMP;
- November 14, 2022 – Recommendations from November 1, 2022 Committee of the Whole Considered by Council; and,
- Proposed: December 2022 – Notice of Completion and 30 day review period as required by Class EA process.

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

J. Attached

1. PIC 3 Summary Comments and Responses
2. September-October 2022 Comment-Response Matrix
3. [Final Draft TMP \(Link\)](#)
4. Final Draft TMP Council Presentation
5. RACI Implementation Plan

Respectfully submitted,

Adam Fraser
Transportation Master Plan Project Coordinator

Shawn Carey
Director of Operations

For more information, please contact:
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Report Approval Details

Document Title:	CSOPS.22.071 Final Draft Transportation Master Plan.docx
Attachments:	<ul style="list-style-type: none">- Attachment 1 PIC 3 Summary Comments and Responses.pdf- Attachment 2 September-October 2022 Comment-Responses Matrix.pdf- Attachment 4 Final Draft TMP Council Presentation.pdf- Attachment 5 TMP RACI Implementation Plan.pdf
Final Approval Date:	Oct 19, 2022

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

Shawn Carey - Oct 19, 2022 - 8:11 AM

No Signature found

Shawn Everitt - Oct 19, 2022 - 8:27 AM

Town of The Blue Mountains Transportation Master Plan Virtual Public Information Centre 3 (PIC 3) – September 29, 2022

Public Information Centre 3 for the Town of The Blue Mountains Transportation Master Plan was held virtually via Microsoft Teams on September 29, 2022 from 6:00 pm to 8:00 pm. The purpose of PIC 3 was 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. A copy of the presentation was posted on the TMP project website (<https://www.thebluemountains.ca/planning-building-construction/current-projects/strategic-projects-initiatives/transportation>). A formal presentation was provided followed by a moderated question and answer period. There were a total of 18 people in attendance, five members of the project team, and the remainder were members of the public and Town Councillors.

Summary of Questions, Comments and Responses during PIC 3:

1.

- a. **Comment:** Happy to see the emphasis put on Active Transportation (especially for pedestrians). The Town has evolved and people are doing much more walking in the town and it's a cycling mecca. Suggests an education program for drivers, cyclists and pedestrians (online or in-person) as part of the implementation strategy in the TMP report. Paved shoulders help everyone – drivers and cyclists alike – both types of users are provided an extra level of safety. Suggested additional signalized pedestrian crossings on Highway 26 at Thornbury locations to improve safety. I don't think bypasses are the answer but calming Highway 26 would improve safety for everyone. Very happy with progress with the TMP and that it is focused on AT.
- b. **Response:** Action 12.3 of the TMP Report could be expanded on to include all users and generally educate for mutual respect of the road and highlight it better in the report. The project team has received lots of comments on pedestrian safety at Highway 26 and crossing roads and have highlighted various locations on Highway 26 for pedestrian safety improvements including geometric design changes and signals. Traffic signals are not the only tools but other options like rapid-flashing beacons may be options as well.

2.

- a. **Comment:** It would be good for Stantec to recommend that the Town make a policy that when they rebuild a minor collector or collector road that there should be paved shoulders added to the road. Grey County has a similar policy.
- b. **Response:** As the Town looks at capital planning, staff will look at TMP and aligning with developments and make recommendations but it will depend on funding and when the work is planned.

Town of The Blue Mountains Transportation Master Plan
Virtual Public Information Centre 3 (PIC 3) – September 29, 2022

3.

- a. **Comment:** I'm curious about the Thornbury Bypass option - is it intended that the road from Bruce Street from County to Town and 10th Line from Town to County will mean that 10th line becomes a higher speed county road? Will this route together with the existing Grey Road 44 form an interim bypass?
- b. **Response:** Alternate Highway 26 routes were identified in the 2015 MTO study. The different areas are to be investigated at the provincial level. This information is included in the TMP report and our modelling has identified a bottleneck at Thornbury Bridge. The province had modelled a number of different alternatives for a corridor around Stayner and Collingwood. Alternate routes around Thornbury should have a design speed to provide a competitive travel time compared to going through Thornbury. In our TMP we theorized alternatives of where a potential pathway could go and one of the alternatives may consider using 10th line as a corridor. We have provided options for consideration but further refinements will have to take place during later studies with the MTO and County. The TMP helps facilitate further discussions with the MTO.

4.

- a. **Comment:** I'm the accessibility co-ordinator for Grey County. I have a question regarding accessibility consultation and what was completed as part of this plan. I see a lot of opportunities where the TMP could meld with accessibility requirements.
- b. **Response:** Our TMP incorporates all ages / all abilities within it's framework. Additional efforts with accessibility organizations cannot be commented on at this time, but we welcome feedback from the County on ways that we could expand on accessibility in the report. Implementation into action comes with resources and budget during design phases of projects. The team suggests working closely with the Grey County Accessibility Committee during later study stages or design stages for projects.

5.

- a. **Comment:** A bypass will be very costly (e.g, land acquisition, construction etc.,) and that money could be better spent on AT infrastructure. If a bypass route is not faster no one will take it. Faster roads bring on a whole new set of problems, people may not stop at businesses, safety, cost.
- b. **Response:** Our TMP Map with alternatives simply mirrors what alternatives the MTO has developed. The MTO has to look at modelling, the bottleneck at Thornbury bridge and ongoing capacity issues and determine at what point these options need to be brought forward for additional investigations. Will need to look for MTO leadership and provincial funding and we need a detailed assessment of alternative routes which would be covered in additional/later studies.

**Town of The Blue Mountains Transportation Master Plan
Virtual Public Information Centre 3 (PIC 3) – September 29, 2022**

6.

- a. **Comment:** Stated there has been vast opposition to the widening of Highway 26, the TMP is an opportunity for the Town to implement a policy to oppose widening and to further study alternate routes. Opportunity for Council to voice opposition to widening of 26 and support for other bypass options in future studies. Whatever is decided, it needs to be tourist oriented.
- b. **Response:** We have consulted with MTO central and southwest regional managers and they have visited local council and staff and toured the areas to talk about MTO's leadership role in regional solutions to transportation networks in the area. MTO has been receptive to taking on a leadership role regionally and the Town needs to know what is happening with major corridors before any sort of plan can be established. The plan must be established at a regional level. We will continue to work with the MTO and other municipalities.

7.

- a. **Comment:** Stated that transit and the bypass are regional issues. As a member of TAC, I am in agreement that that education for drivers, pedestrians and cyclists is very important.
- b. **Response:** Agreed that transit, the bypass and AT are all regional issues and connectivity is key. Assured that Town has been and will continue to work with neighbouring municipalities.

8.

- a. **Comment:** In the draft TMP report and plan, the roads end at the borders on some maps. We need seamless connections with all of the south Georgian bay area and must look at this plan in a regional context. This needs to be reflected in the report. Cyclists don't care about borders and just want to ride and active transportation efforts need to align with other municipalities and county efforts. I would like to see east-west and north-south spines and routes going off of those spines and I'm not sure we have achieved that yet with the TMP plan. Use 'Spine' term rather than 'core' within the report. Noted 4th line comes to a dead end in the AT network and this should be addressed. Grey Road 40 has an alternative route and Grey Road 2 has alternative north at 10th Line. South of 119 there is no AT alternative and doesn't connect to anything in Grey Highlands. We also have to think about utilitarian routes when we look in Meaford. Maybe the Georgian Trail is ok. A lot of people that work at Blue Mountains might ride their e-bikes if there was an appropriate connection.
- b. **Response:** The TMP process has allowed us to have conversations about AT networks with our neighbouring municipalities. The challenge that we have is we don't know where Collingwood wants to connect in – they are still working through that. Continued conversations will need to take place. Four-laning of Mountain Road in Collingwood and County's plans for roundabout at the 6th

Town of The Blue Mountains Transportation Master Plan
Virtual Public Information Centre 3 (PIC 3) – September 29, 2022

Street or Poplar Side road may be used....additional studies will be completed for Mountain Road and where four-laning will take place. We have productive conversations but it's a challenge to complete this plan. It will be a live plan based on those decisions by neighbouring municipalities so we can integrate the two. Draft TMP Report includes traffic data, 20% of traffic has an origin or destination in Collingwood and that shows the relationship with the two municipalities. Putting that in the TMP report helps continue the conversation and better understand the connections. The east-west connections that exist including Monterra, Grey Road 19, Poplar Side Road, and Pretty River Road have been tagged as an external network connection and this will change based on Collingwood's future connections/plans. 6th Street/County Road 32 in Collingwood has potential plans at the County level and we have recognized connections to the resort area and existing roundabout.

9.

- a. **Comment:** At all-candidates meeting tonight and transportation issues are being discussed. Agree with previous comments on maps and the AT network. If we pave the Georgian Trail we will have to plow it and cross-country skiing won't be possible. Widening the Georgian Trail would impact land and create conflicts. We should be adopting better signage, wider bike paths, better demarcation for our AT network. We have a lot of cyclists and we have to accommodate them. Discussion about bypasses should be looked at from a regional level and from a local level. There is not just one type of bypass.
- b. **Response:** Where there is opportunity for a better AT network and connectivity we will identify and create those connections and are trying to be AT leaders in rural and urban areas. We will continue to work with the County on the AT network. The benefits of having a TMP plan and AT network plan is to be ready for funding and grant opportunities.

10.

- a. **Comment:** The TMP could be stronger in terms of health benefits of AT network and documenting how AT can help maintain and improve health and might be connected to the educational component of the TMP. Public Health focus and make recommendations stronger with identified health benefits.
- b. **Response:** The TMP does reference health in terms of Vision Zero and Complete Streets, but we will look at incorporating and improving that aspect of the report before it's finalized.

Town of The Blue Mountains Transportation Master Plan
Virtual Public Information Centre 3 (PIC 3) – September 29, 2022

11.

- a. **Comment:** The east-west connections in the AT network are good but the north-south are lacking. We need spines. Connections for long routes and gravel paths. I cycle west of the Town because it's less busy. In town I try to use my bike for groceries. In town, the AT network is more utilitarian when compared to rural areas where it's more recreational.
- b. **Response:** We did look at Strava and there is activity everywhere which is challenging because it doesn't indicate which routes are more desirable for cyclists to review and improve upon. There aren't that many north-south connections in the existing road network. Grey Road 2 has been identified for paved shoulders. The project team will review and consider integrating the existing and proposed networks a bit better to identify links.

12.

- a. **Comment:** In the Blue Mountain village area, people seem to park and walk around the area. Local people and tourists walk to the village for amenities. There are no pedestrian routes in and around the village and there are large residential areas being built around the village. County Road 19 is used by pedestrians walking and it's not safe so pedestrian routes should be provided/or supported. Grey County discourages pedestrians on County Road 19. We should look at this in the TMP.
- b. **Response:** Pedestrian considerations must be made in and around the village. When we look at the proposed network in the TMP, we do identify Grey Road 19 and Jozo Weider but we will have to continue working with the County during design stages to confirm pedestrian access. We also have to consider what role does development play in this and how to address the network missing links. There are sections in the TMP that call out fragments in the network that we hope to see fulfilled for a complete network with pedestrian connections.

Respondent	Date/Method	Comment	Response / Action
Resident	Email – October 3, 2022	<p>I'm a resident of Thornbury who has been following the TMP. Unfortunately, I was unable to attend the PIC on Thursday because of the conflict with the all candidates meeting (I'm sure you've heard this already.) It's good to live in a community with so many opportunities for public engagement that you have to pick and choose!</p> <p>In any case I have reviewed the presentation and Draft TMP and would like to submit the attached comment. You'll see I'm focusing on a particular issue -- traffic on Hwy 26 -- but please note that, overall, you and your colleagues have done some excellent and long-overdue work that is greatly appreciated.</p> <p>Please acknowledge receipt of this submission.</p> <p>Content of attached letter:</p> <p>I would like to thank staff and consultants for the extensive work required to develop the Draft TMP.</p> <p>There are many elements of the TMP that I support. Most important are the measures that will improve active transportation, pedestrian safety, and traffic calming. Along with many of my neighbours, I believe that controlling vehicular traffic and building the infrastructure required to make our streets safe and accessible for all modes of transport and all abilities is critically important – for our quality of life, for the environment, and for creating attractive commercial streets that support our local businesses.</p> <p>My main concern with the TMP relates to Highway 26. As a long-time resident I have seen traffic build steadily and often alarmingly along this corridor. Anecdotally, there are more stories each year about long waits to cross the Highway, residents in Thornbury neighbourhoods north of the Highway being “trapped”, near-death experiences by pedestrians, and the noise, stench, health hazards and carbon emissions of idling vehicles. We all know that the situation is serious and likely to get worse.</p> <p>This is confirmed by the TMP, which states that “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 even with the</p>	<p>Email (October 4, 2022):</p> <p>Thank you for your email and comments. We do our best to avoid conflicting situations for PICs but it appears that the dates and times of both events were arranged around the same time as well, so neither group could have reasonably known. Thank you for making time to still consider the TMP study. Staff are committed to continuing to work with the Ministry of Transportation to improve the transportation network as indicated in this study.</p>

Respondent	Date/Method	Comment	Response / Action
		<p>mitigating effects of transit and active transportation infrastructure investment.”</p> <p>Given the constant residential and visitor growth, it is obvious that we are very close to levels of congestion that seriously impair the ability of our small Town to function. Unfortunately, this is not an exaggeration – it has happened in many other small tourist Towns in Ontario and elsewhere.</p> <p>In this context it is disappointing, although not surprising, that the TMP has very little to offer. Active transportation, inter-modal shifts and transit have little relevance to Highway 26 traffic flows. Workers and tourists moving east-west through our region will be in their cars, trucks and RVs, at least for the foreseeable future.</p> <p>There are predictable references in the TMP to engagement and consultation with MTO about a potential bypass around Thornbury/Clarksburg, but this has been talked about for years. I am not holding my breath. And Highway widening could make things much worse – major disruptions for property owners, more traffic, and increased safety hazards so that vehicles can go fast for a few minutes before waiting in a long, slow line to cross the Thornbury bridge.</p> <p>The bottom line is we don’t have a solution to this problem.</p> <p>My request is that steps are taken to make sure that the Planning Department understands this reality. Staff reports and recommendations presented during the current Official Plan Review (OPR) have demonstrated clearly that Town Planners are strong advocates of doubling our current building height limit to 6 storeys and increasing maximum densities to 100 units per hectare along Highway 26 as it passes through Thornbury. This of course is the “choke point” where traffic congestion is most acute and pedestrian safety is most at risk.</p> <p>The Planning Department recommended approval of an Official Plan Amendment with these height and density changes, prior to a review of transportation, including traffic impacts, which is scheduled for Phase 2 of the OPR. Questions from the public about the capacity of our infrastructure to handle this form and location of development have been ignored or dismissed with no data or specific solutions.</p> <p>My hope is that staff in various departments will work together, considering all of the knowledge gained through the TMP, the OPR and other important planning initiatives, and develop realistic growth plans</p>	

Respondent	Date/Method	Comment	Response / Action
		<p>that will be sustainable given the increasingly well-documented financial, environmental, structural and jurisdictional constraints in our small Town.</p> <p>Thanks very much for the opportunity to comment.</p>	
Agency	Email – September 30, 2022	<p>I enjoyed the presentation and the huge amount of work that preceded it. I’m excited to see what next steps look like.</p> <p>Thanks for your speedy reply about accessibility. There are so many aspects of the legislation to ensure compliance that it’s challenging to be sure they are all being met. The good news is there are positive moves being made (and I might reach to say even universally) toward a culture of inclusion and accessibility awareness.</p> <p>I’ll respond below with the references to the applicable legislation. Please feel free to share this with others.</p> <p>As an afterthought, matching up the topic area with the legislation looked pretty messy. I put it in a chart, but really, it doesn’t look much better there. Hopefully this is helpful.</p>	<p>Email (September 30, 2022):</p> <p>It was nice to see you at our Transportation Master Plan PIC 3, and thanks again for your questions and willingness to connect with us.</p> <p>Admittedly we could have been better prepared to respond to your comments regarding accessibility. The scope of this plan does not get into detailed design for our proposed road network improvements. To Shawn Carey’s comment, detailed design is where specific accessibility requirements would come to the forefront, and where Town and County accessibility committees are essential.</p> <p>Below are a few key sections where our Draft TMP discusses accessibility. We welcome your feedback on how the draft Plan can be improved in this regard.</p> <p>Pg 107. TMP Objectives, under Objective 4 supporting strategies:</p> <p><i>Accessibility of the transportation network will be assured regardless of age or ability.</i></p> <p>Pg 52. for our active transportation facility design:</p> <p><i>When planning for active transportation in the Town, the following principles are paramount:</i></p> <p><i>...Accessibility: Under the Accessibility for Ontarians with Disabilities Act, which aims to make the province fully accessible by 2025, each active mode requires specific adaptation to address the mobility needs of all population members. Providing a seamless universally accessible journey supports the mobility of a mother pushing a stroller as much as a senior or other mobility challenged individual using a mobility device.</i></p> <p>Pg. 134 transit objectives</p> <p><i>...to provide options for members of the community with accessibility needs</i></p>

Respondent	Date/Method	Comment	Response / Action
Resident	Email – September 5, 2022	<p>After attending the public information meeting at the town and the discussions there and further discussions I have had with many people over the last number of weeks, I wish to add some further thoughts. Hopefully I am not too late.</p> <p>Considering the substantial opposition by residents of TBM and TBM Councils’ opposition to the proposal to widen Highway 26 to a 4-5 lane highway, I submit that a strong statement against the widening should be included in the report. The report did touch on the widening and it being within the jurisdiction of the province and not the Town. However, I firmly believe that it is extremely important for the future of transportation in the TBM that the widening be stopped and alternate routes be developed. The continued consultation of the Town with the surrounding municipalities, counties and the Province to develop a regional master plan should be strongly endorsed.</p> <p>This is a very comprehensive and well-presented master plan. However, the problem of the widening and alternate route creation is a dark rain cloud hanging over the whole issue of transportation in and around The Town. Hopefully statements confirming the continued opposition to the widening and encouraging the development of a regional plan can be included in the report. I submit that the report would be incomplete without this.</p>	<p>Email (September 29, 2022):</p> <p>Please note that the scope of this TMP does not include assessing and identifying a preferred alternative for Highway 26 capacity needs and the Town ultimately does not have the jurisdiction over provincial roads. However, your comments and opposition regarding widening Highway 26 have been noted by the project team.</p> <p>Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO. The draft Transportation Master Plan (currently available for public review at the following link: https://www.thebluemountains.ca/planning-building-construction/current-projects/strategic-projects-initiatives/transportation) provides recommendations regarding Highway 26.</p> <p>The traffic modelling results presented in the draft TMP Report demonstrate that 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 even with the mitigating effects of transit and active transportation infrastructure investment. Knowing this, the TMP makes recommendations for MTO to initiate future studies at the regional level for Highway 26 capacity needs.</p>
Resident	Email – September 27, 2022	<p>Thank you for drawing attention to Highway 26 and #21. I realize that MTO needs to be involved but of all the roads I drive in the town this is the most hazardous and in need of attention. If a committee were to be struck for the most immediate issues with MTO I would be happy to participate.</p>	<p>Email (September 27, 2022):</p> <p>Thank you for your time considering the Draft Transportation Master Plan (TMP).</p> <p>This email is to acknowledge receipt of your comments regarding the intersection of Highway 26 and Grey Road 21/Simcoe County Road 34.</p> <p>I am not aware of any potential committees with that mandate at this time, but as the Draft TMP indicates, there is an interest in continuing to coordinate and collaborate with the Ministry of Transportation and Grey County for transportation needs.</p>
Resident	September 22, 2022	<p>I did not receive the notification of Public Information Centre #3, directly, from the TMP Team or the Town. Has my e-mail address been removed from the circulation list? Please advise.</p> <p>In advance of the Public Information Centre in September, I wish to register the following comments:</p>	<p>Email (October 5, 2022):</p> <p>Thank you very much for your email and your interest in the Town of The Blue Mountains Transportation Master Plan (TMP) Ms. Richmond.</p>

Respondent	Date/Method	Comment	Response / Action
		<p>Since 2015, I have remained keenly interested in the development of transportation infrastructure in the Town of the Blue Mountains. A well-structured Transportation Plan will provide a sound foundation for orderly development in the Town, especially in the narrow band of land between the top of the Niagara Escarpment and Georgian Bay, our two UNESCO designated Biospheres. Large swaths of this area have been identified as "flood plain" in the Drainage Master Plan.</p> <p>Floodplain areas include highly functioning, Provincially significant Wetlands, Woodlands, Watercourses and other natural heritage landscapes and ecosystems. Provincial principles and guidelines emphasize the importance of watershed-based planning to preserve, enhance, and grow the value of our investments in our Lands, now, and into the future.</p> <p>When traditional subdivisions are built using today's "clear-cutting" methods, a great amount of watershed function on the developed lands is lost. The cross-sections of standard road constructions being suggested in the TMP for the Town, especially in flood-prone areas designated for Development, do not appear to provide the space required for replacing these lost natural watershed functions. Foreseeable flooding of our roads and properties, public and private, has occurred seasonally, for many years throughout the town, and intermittently when large rain events occur in flood-prone areas. I have not found any consideration for the construction of enlarged ditches, raised roadways, or naturalized public lands adjacent to transportation systems to compensate for lost natural watershed functions and ecosystems as a result of overly aggressive development before infrastructure is in place, or adequately planned.</p> <p>Has this matter been considered? If so, how is watershed-based planning reflected in the TMP?</p> <p>Please advise.</p> <p>Please confirm receipt of this message and assure me I shall be included in any further notifications about the TMP as it progresses to its acceptance by the Town.</p>	<p>Please note that your contact information is on the project mailing list although you may have received a Public Information Centre 3 notice through the Town's website subscriber list.</p> <p>With respect to your comments on watershed considerations and planning as part of this TMP, generally TMPs are completed at a broad level of assessment and more detailed investigations and studies at the project-specific level would be completed separately following the master plan and would have to fulfil the Municipal Class EA requirements.</p> <p>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) document (October 2000, as amended in 2007, 2011 and 2015). As such, the TMP will generally address Phases 1 and 2 of the MCEA process. The TMP is intended to provide a framework for transportation infrastructure improvement planning over the long term. Detailed investigations such as drainage, stormwater management, sourcewater protection, and watershed management studies will be carried out as part of subsequent Municipal Class EAs for individual projects, as required.</p> <p>Please don't hesitate to contact me should you have any further questions or comments.</p>
Chippewas of Rama First Nation	Email-September 19, 2022	<p>Miigwech for providing the Chippewas of Rama First Nation with information about this project. At this time, we have only general comments on the draft plan. We would like to encourage, to the greatest extent possible, reliance on the incorporation of active transport and mass transport as means to alleviate significant increases in traffic.</p>	<p>Email (September 19, 2022):</p> <p>Thank you very much for your input.</p>

Respondent	Date/Method	Comment	Response / Action
		<p>With regards to active transport, this may not alleviate concerns with individuals making their way into the Town of The Blue Mountains, it does align with the image and culture of the area and will likely see significant uptake with locals and those visiting the area for recreational purposes. Further, this can assist in alleviating some vehicular traffic associated with local travel.</p> <p>Mass transportation can be of assistance to both locals and those visiting the area. Many individuals arrive in the Town from areas where mass transportation are not available or where mass transportation cannot reach the Town of The Blue Mountains. This results in the use of individual vehicles to not only transport individuals to the area, but then also a reliance on those vehicles in the area once they arrive. The ability to leave their vehicles at home can support the use of active and mass transportation upon arrival.</p> <p>While the Chippewas of Rama First Nation recognizes the potential need for upgraded and expanded transportation infrastructure for vehicles, it is our opinion that other options may serve the Town in more substantial ways as a first priority.</p> <p>Moving forward, we look forward to reviewing plans for the Town and receiving information about how you choose to move forward with your TMP.</p>	
Resident	Email - September 30, 2022	<p>Could not participate due to tech constraints. Did a preliminary review of what I found on line.</p> <p>Can't see where study is addressing needs of Agriculture and business and construction for heavy truck traffic for bring in of goods and supplies and sending out products. Also did not see address of special needs of Ag community. Looks like new Duncan bridges will now cause long detours of farm equipment to avoid them as it does not look like design had regard for normal modern machine.</p> <p>Did not see anything to embed the right of farm equipment travelling from farm to farm and to storage, nb in the face of movement to ban farm traffic on some roads.</p> <p>I saw over emphasis on non motorized travel modes. Pretty hard to get a finished steer to market on a bicycle.</p> <p>I think it is unfortunate and sends a poor message to the rural communities that the Ag advisory was stood down and could not</p>	<p>Email (October 11, 2022):</p> <p>Thank you for your email. This study is being conducted at a broad level of assessment for many travel modes on our transportation system. We are following Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2007, 2011 and 2015). As such, the TMP will generally address Phases 1 and 2 of the MCEA process. The TMP is intended to provide a framework for transportation infrastructure improvement planning over the long term. We are aware that not all aspects of transportation are looked at, for instance how roads are designed in detail, or where we need to fill pot holes, or where new road signs could go.</p> <p>I attended the Ag Advisory Committee in May 2021 and March 2022 to provide information on the purpose of the study, and public consultation opportunities. The TMP study was also a standing agenda item for the monthly Ag Advisory Committee meetings until that Committee was stood down following its last meeting on May 12, 2022. We had a member of the Ag Advisory Committee also sit on the Transportation Advisory Committee which had its last meeting on August 2, 2022 as permitted by Council.</p>

Respondent	Date/Method	Comment	Response / Action
		participate and that participate was through the very sketchy wireless Internet common in the rural communities	<p>Regarding the bridge replacements in the Duncan area: These bridge replacements have gone through their own Environmental Assessment process. The attached email on this project may be informative for you.</p> <p>I have gone through the draft Plan and summarized some key areas where agriculture/goods movement has been considered.</p> <p>Section 8.1.4 Highway 26 Recommendations:</p> <ul style="list-style-type: none">• Identifies bottleneck issue in Thornbury (bottleneck for all road users)• Identifies future alternate route study area for Thornbury/Clarksburg (benefit to through-traffic and efficient goods movement)• Identifies a road swap concept between 10th line north of Grey Road 13 and Bruce St, Mash St, and Alfred St/Grey Road 113• Identifies broader capacity challenges with Highway 26 and who the stakeholders are for finding solutions <p>Section 8.3 Active Transportation:</p> <ul style="list-style-type: none">• Use of physical barriers between vehicles and cyclists in a rural context is identified as a potential conflict with agricultural equipment, and design alternative are proposed• Active transportation routes are only proposed for roads that can have a speed limit of 70km/h or less. Grey Road 2 has been considered for active transportation, but a proposed reduction of the speed limit was not a desirable option based on feedback from some of the Transportation Advisory Committee members as it relates to efficient goods movement. Grey Road 2, or portions of it, are still being considered for active transportation but to be balanced with prioritizing goods movement. <p>Section 8.7 (Page 161) Goods Movement:</p> <ul style="list-style-type: none">• Recognizes the value of goods movement and how transportation networks function in relation to goods movement• Indicates that most goods movement takes place on County or MTO (highway 26) roads• Identifies needs of agricultural equipment and basic road operation principles to facilitate equipment movement• Identifies several strategies to improve goods movement, with Highway 26 corridor management and alternate route considerations being a focus• Identifies need to consider agriculture/ goods movement through future road improvements <p>Other:</p> <ul style="list-style-type: none">• Action 12-3 Develop and implement a Public Education program to support the objectives of the Town and this TMP (e.g. Share the Road, directed at <i>all</i> road users).

Respondent	Date/Method	Comment	Response / Action
Huron Wendat Nation	Email – October 5, 2022	Thank you for your email. We would like to inform you that the buffer zones on the construction sites should be at least as wide as the buffers required for an archeological site so it can be compliant with archeological standards. Please keep us updated about any new addition and construction in regard of the transportation in the Town of the Blue Mountains.	<p>Email (October 6, 2022):</p> <p>Thank you for reaching out to our project team.</p> <p>Please note that this Transportation Master Plan 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) document (October 2000, as amended in 2007, 2011 and 2015). As such, the TMP will generally address Phases 1 and 2 of the MCEA process. The TMP is intended to provide a framework for transportation infrastructure improvement planning over the long term. Detailed design and construction components and investigations such as archaeological, heritage and natural environment studies will be carried out during later study stages (i.e. detail design) and as part of subsequent Municipal Class EAs for individual projects, if applicable.</p> <p>You will be notified of future projects and study stages when they are initiated.</p> <p>Please don't hesitate to contact me should you have any further questions or comments.</p>



Town of The Blue Mountains Transportation Master Plan

Final Draft

**Nov 01 Committee of the Whole
Meeting**



Agenda:

1. Introductions
2. TMP Purpose & Objectives
3. EA Consultation Process
4. TMP Organization
5. Revisions
 - a. Overview
 - b. Actions
 - c. Figures
 - d. Costing
 - e. Short Term Projects
6. Next Steps
7. Questions



Study Team

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

Joe Olson, Transportation and Traffic Specialist – Stantec Consulting

Nevena Gazibara, Consultation/Engagement Coordinator – Stantec Consulting

Arash Mirhoseini, Transportation Modelling – Stantec Consulting

TMP Purpose & Objectives



Transportation Master Plan

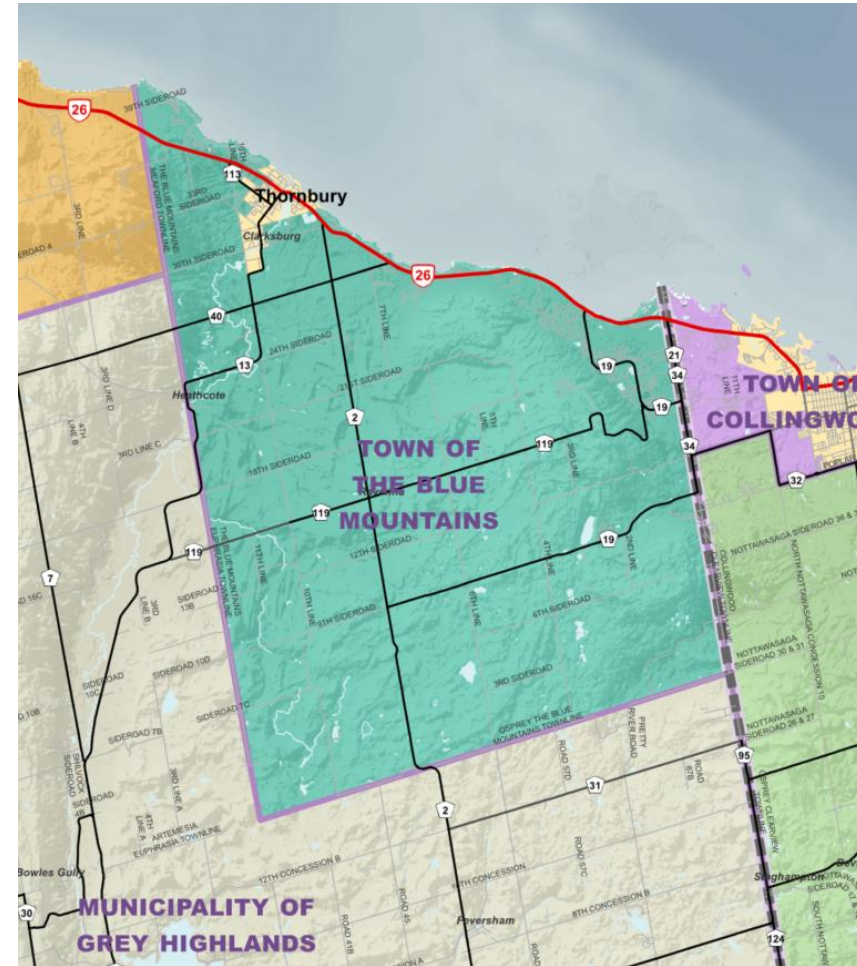
Purpose

1. Summarize the network's existing conditions and identify issues and opportunities.
2. Provide guidance on what capital projects should be implemented to achieve a complete and sustainable transportation network.
3. Provide concept design guidance on how those projects could be designed.
4. Provide guidance on the priority (timing) of those projects.
5. Provide order of magnitude cost estimates to implement the projects (this is not a funding commitment).
6. Provide a comprehensive list of recommended Actions to support implementation of the TMP.
7. Use feedback from public engagement, committees and administration to finalize the TMP.



Transportation Master Plan Objectives

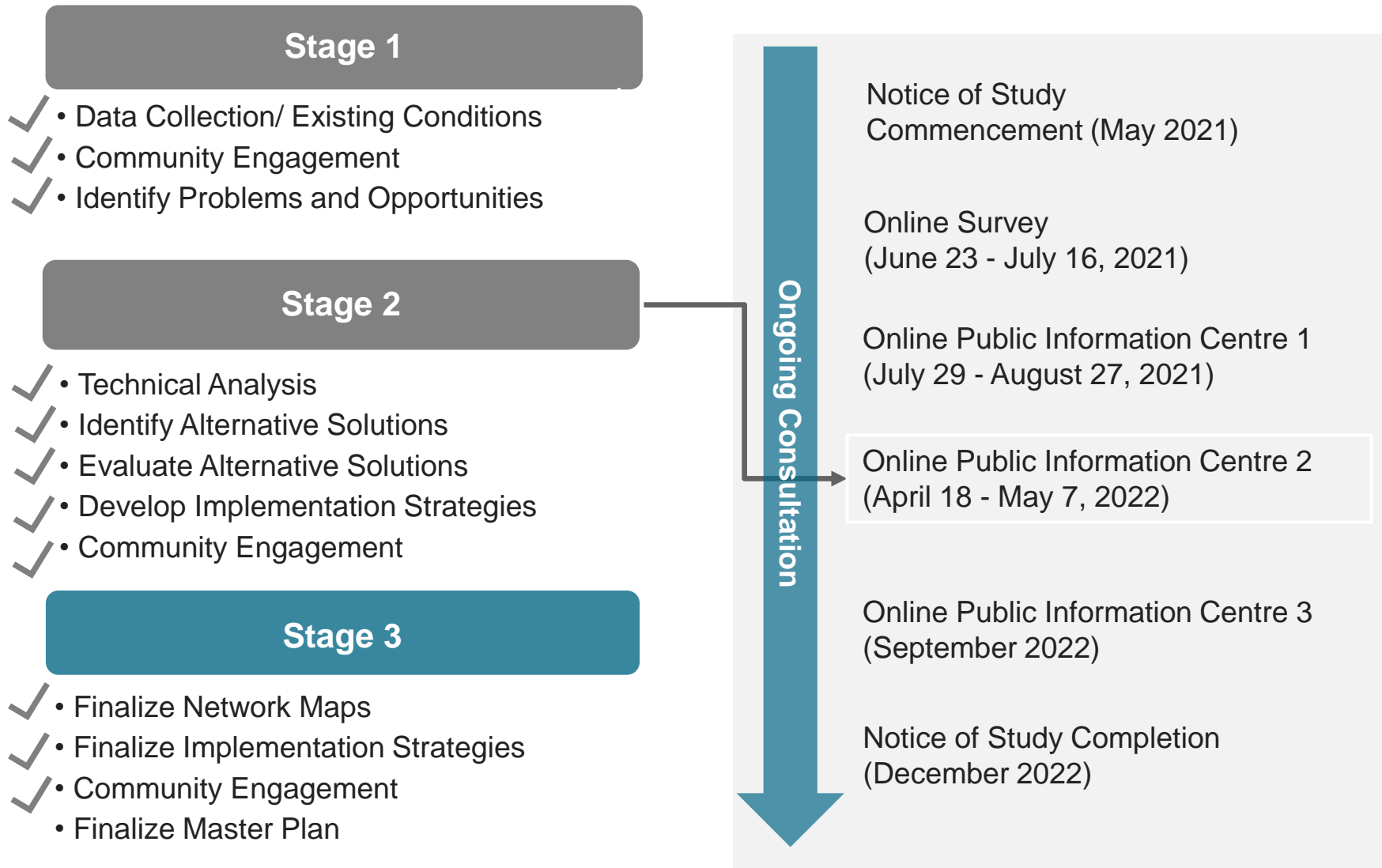
1. The transportation system will be supported by settlement and land use patterns that encourage active transportation and transit
2. The transportation system will encourage active transportation and transit
3. The transportation system will improve connectivity and travel choices
4. The transportation system will improve safety for all users
5. The transportation system will support seasonal tourism fluctuations
6. The transportation system will reduce greenhouse gas emissions
7. The transportation network will improve regional transportation connections



EA Consultation Process



EA Consultation Process



TMP Organization



Transportation Master Plan Organization

1. Introduction

Overview, Purpose of the Plan, Planning Context, MCEA Process, Consultation Summary

2. Policy & Planning Context

Summary of related Provincial, Regional and Municipal Plans that inform the TMP Provide guidance on the priority (timing) of those projects.

3. Existing Conditions

Population & Land Use, Current Mode Share, Road/AT/Transit Networks, Base Year Modelling, Collision Data Review

4. Consultation Round 1

Online Survey 1, PIC1, Comments/Responses/Theme Summary

5. Guiding Themes & Objectives

Using the TMP, Emerging Trends, Vision & Objectives

6. & 7. Traffic Growth, Mode Shares, Modelling

Historical & Projected Growth, Existing Mode Share, Scenario 1 & 2 Modelling for Existing, 10yr and 20yr Forecasts. Summary of network congestion.



Transportation Master Plan

Organization

8. Network Recommendations

Road network, transit, active transportation, complete streets (example cross-sections), corridor and intersection safety improvements, parking, goods movement, bridge/culvert rationalization plan, emerging technology.

9. Consultation Round 2

PIC 2 , Comments/Responses/Theme Summary

10. Evaluation of Alternatives

11. Supporting Strategies & Policies

Vision Zero, Traffic Calming & Speed Management, Roundabout Selection, TDM, Maintenance, Wayfinding, Signage & Pavement Markings, TIS Guidelines

12. Implementation & Costing

Projects, Programs to support Implementation Actions, Cost Estimates, Implementation Plan

13. Consultation Round 3

PIC 3 , Comments/Responses/Theme Summary (not yet completed)

14. Conclusions & Next Steps



TMP Revisions



TMP Revisions

Overview

- **Committee Meetings:**
 - June 09 TAC
 - July 14 TAC
 - Aug 02 Special TAC
 - Sept 06 Special COW
- Each meeting generated comments for Stantec and Administration to resolve.
- A comment tracker was implemented in July 2022 to track all comments received (email, PIC 3 feedback, marked-up PDFs, marked-up Word documents)
- Between committee comments (and administrative comments), nearly 400 were received and responded to or resolved



TMP Revisions

Actions

Highway 26

TMP Action 8-3:

Town staff continue to engage with MTO, and request that the MTO initiate further Highway 26 capacity alternatives on a regional level that strikes a preferred balance of Provincial and Local interests. Subject to further studies and collaboration with MTO, the goal should be to identify and protect future highway corridor needs.

ORVs

TMP Action 8-7

Develop Off-Road Vehicle (ORV) routes and time restrictions at such time as an ORV organization or other interested party engages with the Town with an interest in ORV use on Town roads.

Parking Management

TMP Action 8-9

Develop an integrated parking management strategy for downtown Thornbury and Clarksburg with a focus on optimizing current parking supply and incorporating the strategies presented in Table 8.5 of this TMP

TMP Action 8-10

Work with Blue Mountains Resort Area to support parking management and TDM solutions for existing and future parking options through the MBRA area growth.

TMP Action 8-11

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



TMP Revisions

Actions...2

Wayfinding

TMP Action 11-5

Develop a Wayfinding Guideline for drivers, cyclists and pedestrians for The Town and consider opportunities to partner with Grey County.-----

Public Education

TMP Action 12-3

Develop and implement a Public Education program to support the objectives of the Town and this TMP, and ongoing Share the Road education with all road users.

Development Charges

TMP Action 12-6

Develop a detailed growth-related capital plan evaluating transportation improvements over various years. This capital plan should be used to set the appropriate Development Charge rates for associated lands.



TMP Revisions

Figures

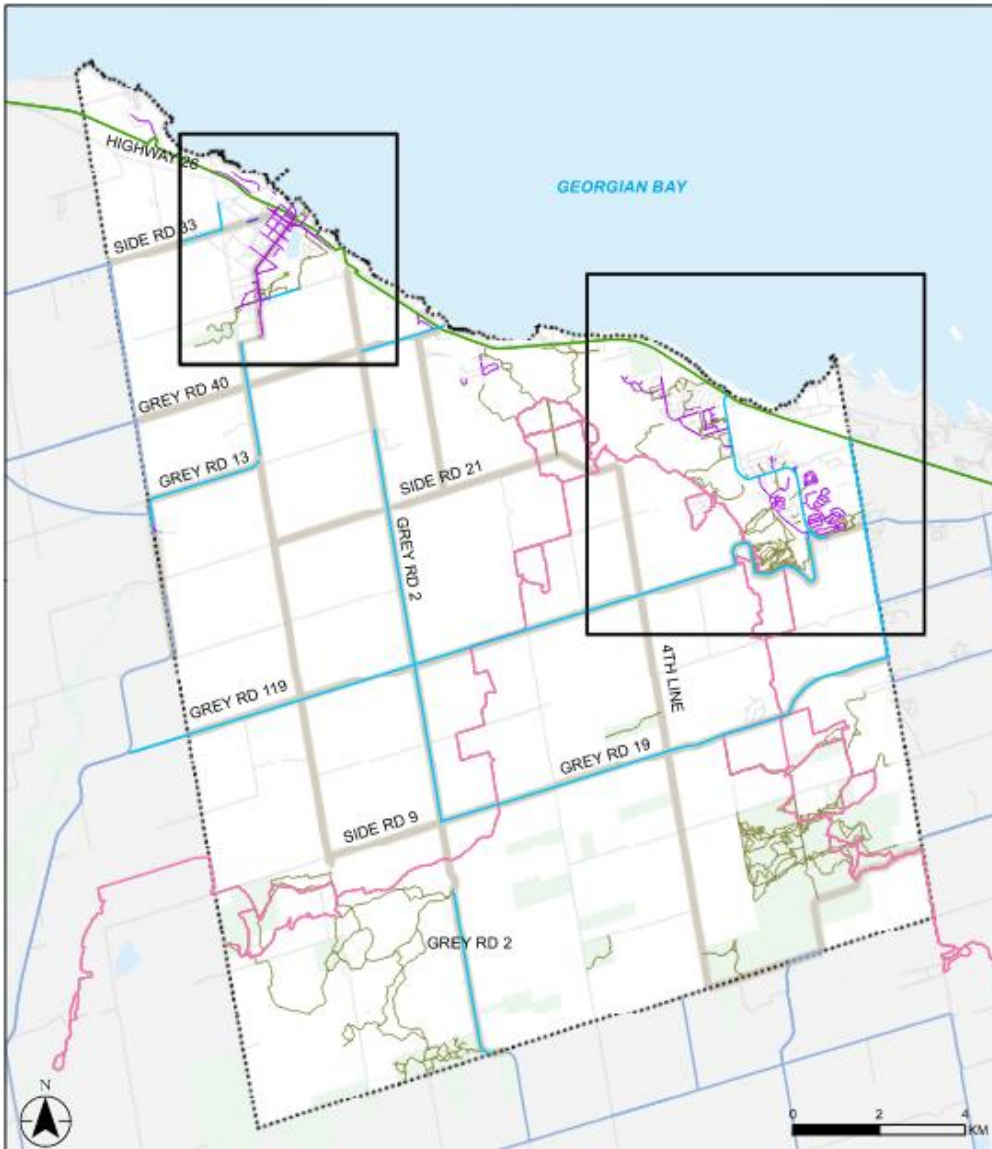
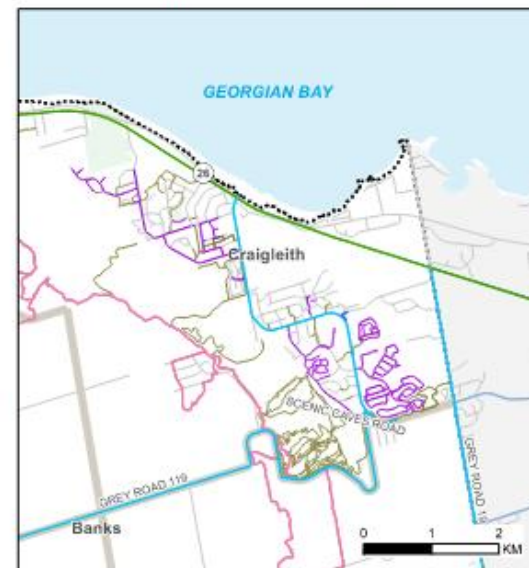
**Figure 3-21:
Existing Active
Transportation Network**

TOWN OF THE BLUE
MOUNTAINS TMP

Existing

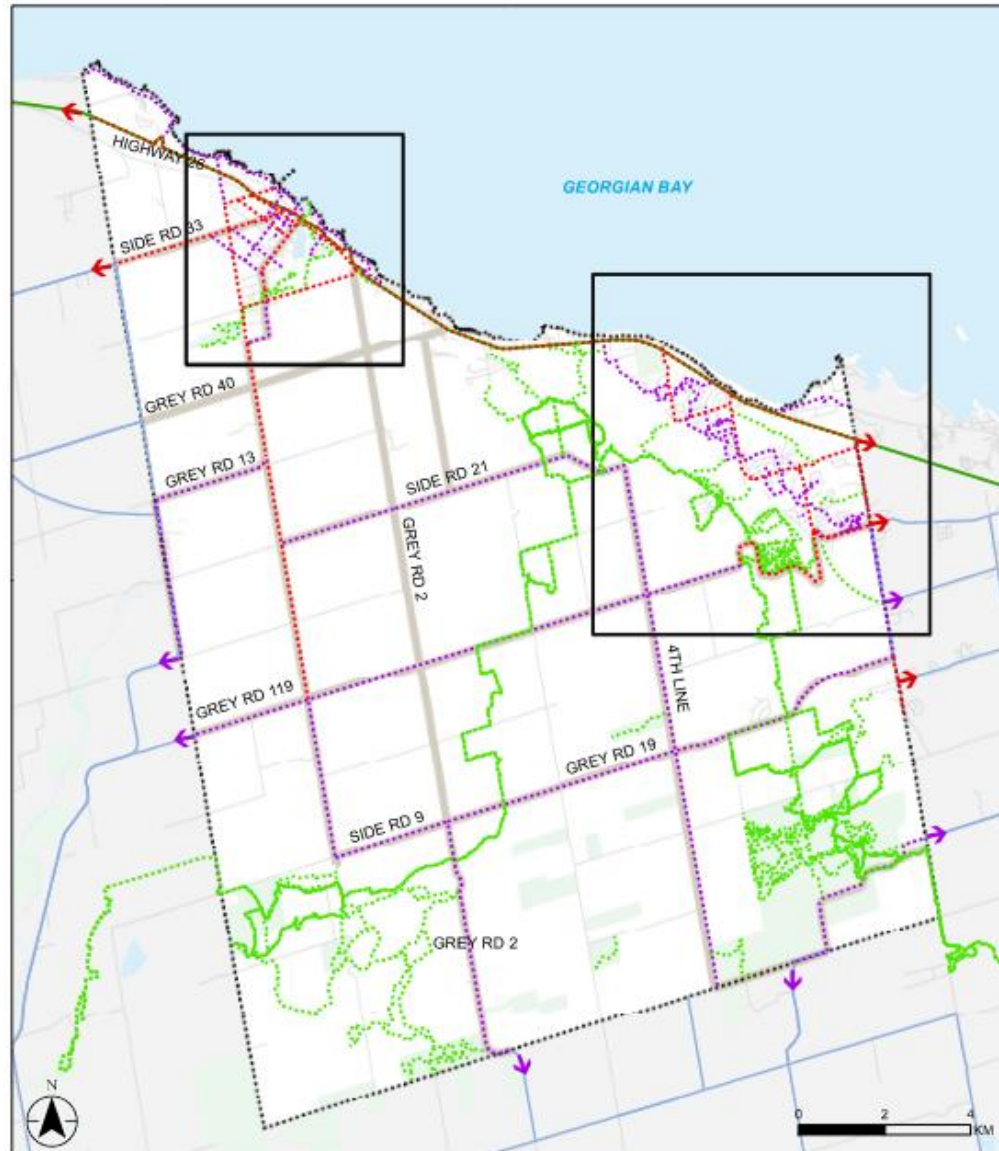
- Off-Road Trail
- Paved Shoulder
- Georgian Trail
- Bruce Trail
- Sidewalk
- Cycling Route (external)
- Cycling Route (internal)*

* Various conditions. Generally do not meet rural bicycle design standards. (Ontario Traffic Manual - Book 18 Cycling Facilities)



TMP Revisions

Figures ...2



**Figure 8-4:
Proposed Activities
Transportation Network**

TOWN OF THE BLUE
MOUNTAINS TMP

Existing

- Georgian Trail
- Cycling Route (external)
- Cycling Route (internal)*

Proposed

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

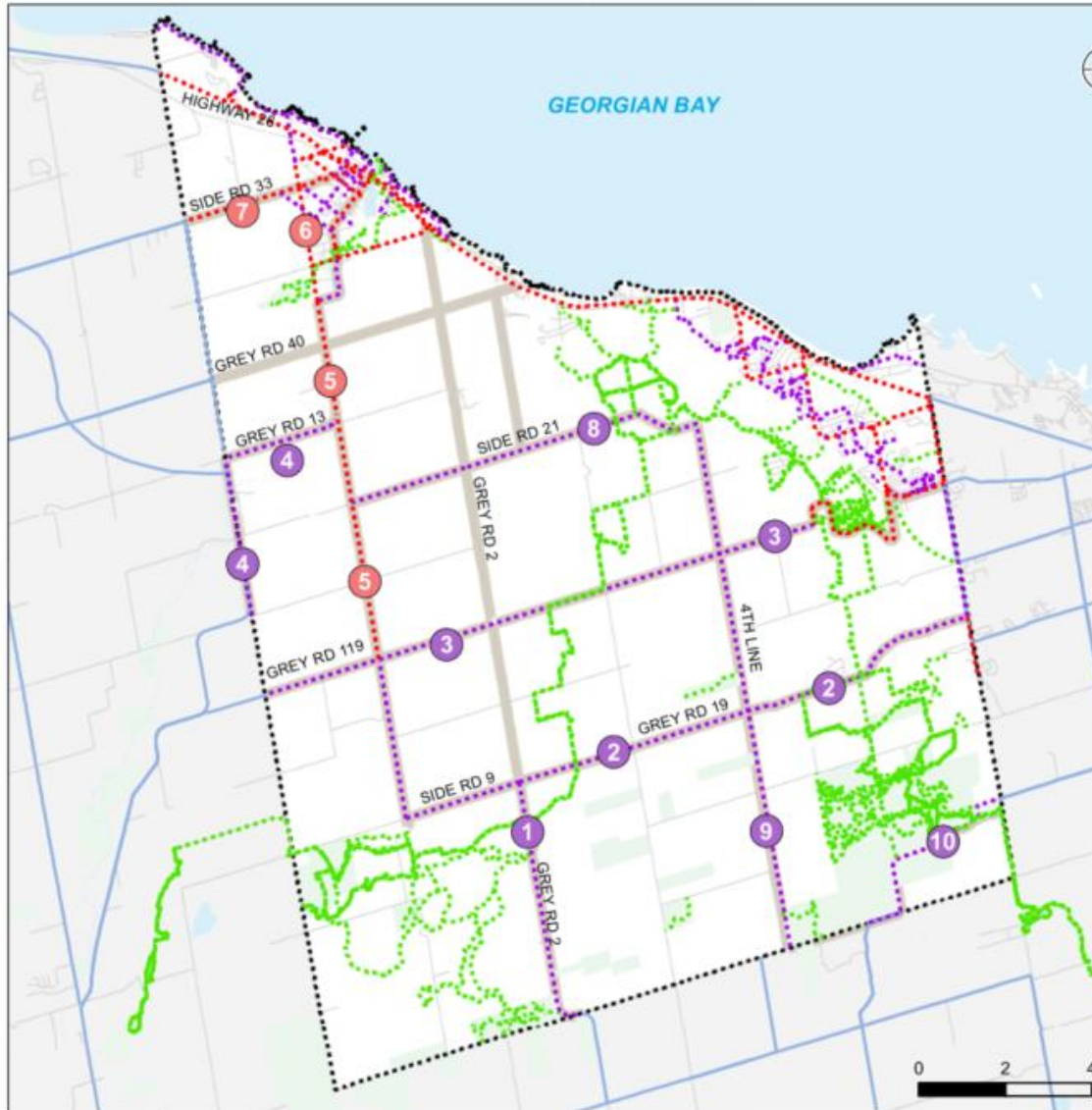
* Various conditions. Generally do not meet rural bicycle design standards. (Ontario Traffic Manual - Book 18 Cycling Facilities)



Notes
Coordinate System: NAD 1983 UTM Zone 18N
Data Source: Town of the Blue Mountains, Grey County & Government of Ontario
By: Halcrow Consulting Inc.

TMP Revisions

Figures ...3



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

TOWN OF THE BLUE
MOUNTAINS TMP

- Active Transportation - Core
- Active Transportation - General
- Recreation
- Cycling Route (external)
- Cycling Route (internal)*

* Various conditions. Generally do not meet rural bicycle design standards. (Ontario Traffic Manual - Book 18 Cycling Facilities)

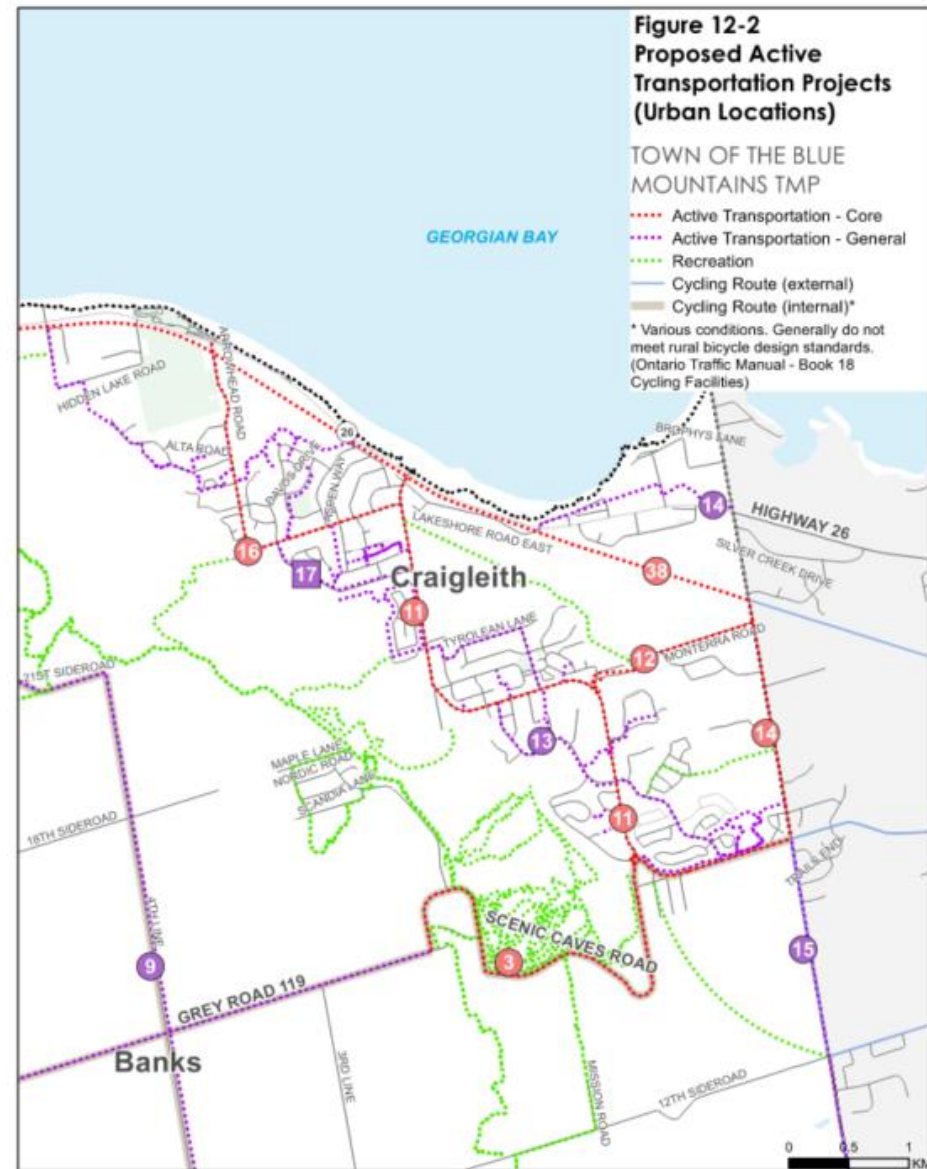
Notes

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



TMP Revisions

Figures ...4



TMP Revisions

Costing

Table 12-1

Project #	Corridor	Limits	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
11	Grey Rd 19	Grey Rd 21/34 to Highway 26 (6.1 km)	Core AT (urban)	Grey County	\$300	Medium
12	Monterra Rd	Grey Rd 19 to Grey Rd 21 (1.5km)	Core AT (rural)	The Town	\$150**	High
13	Jozo Weider Blvd	Grey Rd 19 to Grey Rd 19 (1.5km)	General AT (rural)	The Town	\$160	High
14	Long Point Rd/Grey Rd 21/34	Waterfront to Grey Rd 19/Mountain Rd (3.8km)	Core/General AT (rural)	Grey County	\$600	Low
15	Grey Rd 19/34	Grey Rd 19/Mountain Rd to Grey Rd 19 (3.1km)	General AT (urban)	Grey County	\$400	Medium
16	Arrowhead Rd/Sleepy Hollow Rd	Highway 26 to Grey Rd 19 (3.0km)	Core AT (urban)	The Town	\$400	Medium
17	Craigleith Sidewalks	Refer to Fig 12-2 (~10.0km)	Core AT (urban)	The Town	\$1,200	Low
18	10th Line/Grey Rd 113	Lake Dr/Cameron St to Peel St S (1.1km)	General AT (urban)	The Town/ Grey County	\$400**	Medium
19	Peel St S	10th Line to Highway 26 (0.7km)	Core AT (rural)	The Town	\$350**	Medium
20	Alice St W	Peel St S to Grey Rd 13/Bruce St S (1.4km)	Core AT (urban/rural)	The Town	\$250	High
21	Victoria St	King St W to Napier St W (1.1km)	General AT (urban)	The Town	\$150	Medium
22	Elma St	Harbor St to Grey Rd 113/Alfred St W (0.9km)	General AT (urban)	The Town	\$150**	Medium



TMP Revisions

Costing ...2

Table 12-2: High Level Infrastructure Cost Summary

Measures	Cost
AT Facilities (Urban)	\$4.5M
AT Facilities (Rural)	\$16.0M
Georgian Trail Paving (4m)*	\$1.7M
TOTAL	\$22.2M

**Recommend this is phased starting with the urban areas (Thornbury, Craigleith) with the final phase being the central section. The faster the entire length can be upgraded, however, the faster uptake for new users.*

Table 12-3: Infrastructure Cost Breakdown by Jurisdiction

Measures	Cost
Town of the Blue Mountains	\$14.1M
Grey County	\$7.5M
MTO	\$0.6M
TOTAL	\$22.2M



TMP Revisions

Short Term Projects

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

Project #	Corridor	Description	Jurisdiction	Cost Est* (\$1,000's)	Priority
12	Monterra Rd (GR19 to GR21)	Core AT (urban)	The Town	\$150	High
13	Jozo Weider (GR19 to GR 19)	General AT (urban)	The Town	\$160	High
20	Alice St (Peel to GR13)	Core AT (urban)	The Town	\$250	High
23	Bruce St (Huron to Hwy 26)	Core AT (urban)	The Town	\$50	High
26	Hwy 26/GR 2 Intersection	Core AT (urban)	MTO/The Town	\$600**	High
32	Clark St (GR13 to GR2)	Core AT (urban)	The Town	\$300**	High
35	Bay St W (bridge)	General AT (urban)	The Town	\$100	High
Total				\$1.6 million	

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

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



Next Steps



Proposed Next Steps

- November 14: Council Endorsement
- TMP Finalization (housekeeping)
- December 2022: Notice of Completion
- January 2023: Publication



Questions?



TMP 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, Grey County	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	manager of roads & drainage, Community 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	N/A		<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	

TMP RACI IMPLEMENTATION PLAN										
	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	
	Various	Staff representative for potential committees (cycling groups, TMP implementation committee, public transit working groups. Etc.)	*Transportation Coordinator/New FTE	Operations	N/A	N/A	Ongoing	<ul style="list-style-type: none"> •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	<ul style="list-style-type: none"> •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	<ul style="list-style-type: none"> •reports as appropriate 	staff time	
	11-2	Traffic Calming policy implementation	*Transportation Coordinator/New FTE	Operations	Impacted neighbourhood	Impacted neighbourhood, General Public	Ongoing	<ul style="list-style-type: none"> •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	<ul style="list-style-type: none"> •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	<ul style="list-style-type: none"> •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