

**From:** CAMERON HILL [REDACTED] >  
**Sent:** Wednesday, April 20, 2022 8:07 PM  
**To:** Rob Sampson [REDACTED]  
**Subject:** 21 side road and speed limits rural town roads.

Dear Chairman. I am writing to voice my concerns regarding changing speed limits on our rural roads and in particular the 21<sup>st</sup>. side road. The existing speed limits are adequate and safe. We live at the top of the hill at the Loree and for 16 years have not experienced any safety issue or accidents on the roads we use daily. Where there are safety concerns, such as entrance into the Loree forest and the Bruce trail, the speed limit is reduced and is widely respected particularly when a number of cars are parked there everyone slows down. So we already have the speed reduction where its needed and it works, so lets not go overboard on a townwide basis for our rural roads. Traffic on our road is light and only bumps up on summer weekends with occasional car rallies or bike rides. These events are not an issue for those of us who live on the road and use it daily. By and large the existing speed limits are respected.

Yours truly

Bruce Hill P. Eng.  
[REDACTED]

[Mail](#) for Windows

From: Sandy Tulloch <[REDACTED]>  
Sent: Wednesday, April 20, 2022 12:08 PM  
To: Peter FRANKLYN <[REDACTED]>  
Cc: Rob Sampson <[REDACTED]>  
Subject: Re: follow up #3 (April 20/22)-message to 21st Sideroad residents re traffic/speeding concerns

Dear Peter,

Thank you for keeping us informed. The links are appreciated too.

I have not often experienced speeding as a problem along the 21st Sideroad. As I mentioned earlier, I feel the danger on the 21st SR is that vehicles tend to drive down the middle of the road, more so in winter. With the hills and blind corners, this poses the threat of head-on collisions, a very serious peril. I have had several close calls, and I am a driver that hugs the outside edge of the road! I have witnessed close calls for other drivers too. This indicates clearly that drivers are well over into the oncoming lane. Many 'cut the corner' at the 4th Line and 21st SR intersection, going in both directions. Rather than reduced speed limits, I feel safety issues would be much better addressed by painting a centre line down the road to clearly indicate the lanes.

Respectfully,  
Sandy Tulloch

On Apr 20, 2022, at 8:11 AM, Peter FRANKLYN <[REDACTED]> wrote:

Hello all

I hope you are all doing well.

It has been a while since my last update. The main reason for this is that there has been no progress to report on this subject.

I have followed up with the Chair of the Transportation Committee on a number of occasions.

Last I heard (several months ago) steps were being taken to test and possibly deploy speed warning signs in the area. However as of this time I have seen no evidence that anything has actually been done to address our concerns. I wrote to him again yesterday and will let you know if I hear anything meaningful back from him.

In the meantime as many of you are probably aware the Town's Transportation Master Plan Study is continuing.

The group conducting the study recently posted their second Online Public Information Centre material (PIC2).

I encourage you to have a look at that material . You can access it using the following link <https://solutions.ca/BlueMountainsPIC2/>.

Of particular relevance to traffic/speeding issues on 21 Sdrd are slides 13 (existing road classification), 28 (Proposed Active Transit Network) , 36 (Proposed Speed Limit Changes) and 37 (Traffic Calming Measures).

The last three of these slides include a link that you may wish to use to comment on what is proposed (eg slide 36 proposes reducing the speed limit on local rural roads such as 21 Sdrd to 60 kph, which would be a significant improvement from the current 80kph limit on most of 21 Sdrd).

If you wish to raise your concerns directly with the Transportation Committee, the Chair of the TC can be reached at [rsampson@thebluemountains.ca](mailto:rsampson@thebluemountains.ca).

With a municipal election coming up later this year this would be an opportune time to make your concerns known to your elected representatives. Their contact info is attached

<https://www.thebluemountains.ca/town-hall/council-committees/members-council>.

Regards

Peter

On Fri, Oct 1, 2021 at 12:19 PM Peter FRANKLYN <[REDACTED]> wrote:

Hi all

I wanted to provide a brief update regarding the current status of this issue.

Following my last communication (July 7/21) I have discussed this matter with Councillor Sampson (Chair of the TBM Transportation Committee), made a written submission to the TC and Council (see attached below) and attended (virtually) the August meeting of the TC to voice our concerns.

Councillor Sampson and some other (but not all) members of the TC appear somewhat sympathetic to our concerns.

Following the Aug meeting certain actions were (or were supposed to be) taken including:

- my concerns were to be referred to the Transportation Master Plan consultant for consideration and a request was made for Council to "direct (TBM) staff to review the issues and solutions identified... and evaluate the recommended solutions with follow up to Council". Incidentally, among the possible actions discussed at the TC meeting was the placement of electronic speed signs (similar to those in Kimberley and on Blue Mountain Road). To date I have not heard anything further from TBM staff by way of follow up.

- apparently a request was made (by the Police Services Board) to the OPP to increase enforcement of the existing speed limit on 21 st SDRD. I was subsequently informed that "the Board was advised by the OPP in attendance of the meeting, that the 21<sup>st</sup> Sideroad will be on their "focus patrol" area for all shifts in patrol."

For what it is worth I have not detected any increased activity/presence by the OPP. I would be interested to hear whether any of you have noticed an increased presence by the OPP.

I plan to follow up with Councillor Sampson and /or TBM staff to determine what (if any) follow up steps are being taken.

Regards

Peter

#### RECEIVED VIA EMAIL

**From:** Peter FRANKLYN

**Date:** July 28, 2021 at 7:35:18 AM EDT

**To:** Corrina Giles

**Cc:** Rob Sampson

**Subject:** Fwd: Excessive speed/traffic issues along 21st Sideroad

To: The Town of the Blue Mountains Council

I am a resident of 21st Sideroad just east of Grey 2.

I am writing at the suggestion of Councillor Rob Sampson regarding an issue of considerable concern to me and numerous other local residents with whom I have discussed this issue ( I have consulted with approximately 20 neighbours, the vast majority of whom have indicated that they share the concerns and support the call to action outlined below) .

Over the last few years there has been a substantial increase in vehicular traffic (both personal and, increasingly, commercial vehicles) on 21st Sideroad. It has also become an increasingly popular route for cyclists (of which I am one), as well as pedestrians/runners and hikers/mountain bikers accessing the Loree Forest trails.

Until a few years ago 21st Sideroad was what some local residents describe as a "quiet country road". It is undivided, relatively narrow, has no paved shoulder, a narrow bridge (over Indian Brook), hidden driveways and intersections (with one-way only stop intersections -ie 6th Line and 7th Line). There are also a number of hills on the road. It is also regularly used by slow moving agricultural traffic, has a busy veterinary clinic and at least one family with young children. It is also the primary access point to the heavily used Loree Forest trails.

In the last few years the way in which this once "quiet country road" is being used has changed very considerably. It is now heavily travelled by both private and commercial vehicles as a major thoroughfare, often travelling at excessive speeds not suitable for the nature of this road.

Unlike several of the other nearby roads which provide access to or over/around the escarpment (eg GR 119 between Banks and Ravenna, Grey Road 19, Grey Road 40, Hwy 26), 21st Sideroad is narrow, undivided, has no paved shoulder etc. (see photos below). In addition, unlike several of those other roads, 21st Sideroad has a 80km/h speed limit (except in the immediate vicinity of the Loree entrance), which in my view is inappropriate (ie too high) for the nature of the road. This has the effect of diverting traffic (including commercial traffic) away from those better suited but lower speed limit alternative routes. For example, GR 119 between Banks and Ravenna is much better suited to handling traffic accessing the escarpment. It is wider, divided, has better sight lines, a paved shoulders and a better surface and yet it is predominantly 60km/h (with a section of 70 km/h). I suspect that despite being a better road, traffic is being diverted away from GR 119 (and other routes like it) on to 21st Sideroad because 21st Sideroad allows for higher speed travel as it is predominantly a 80km/h route.

To be clear, neither I, nor any of the neighbourhood residents I have spoken with, are advocating for changing 21st Sideroad to become more like GR 119 etc (eg widening the road or paving the shoulders etc).

Rather we are concerned with and want to address the substantial increase in traffic on (and parking along sections of) 21st Sideroad, as well as the excessive speeds at which much of that traffic travels.

Given the volume of traffic and the speeds at which vehicles are travelling, it is only a matter of time before there is a serious incident. In fact some neighbours have reported "close calls" as a result of the high volume of traffic and vehicles travelling at excessive speeds on 21st Sideroad.

In my view maintaining the current (I would say inappropriately high) 80km/h speed limit on 21st Sideroad poses unwarranted and unnecessary safety risks to both local residents and visitors using this road (including drivers, cyclists, pedestrians etc).

While I am well aware that TBM is engaged in a Transportation Master Plan process (and that the issues I am raising may ultimately be dealt with as part of that process), there is a pressing need for a near term solution (or solutions) to these issues and that deferring same to be addressed as part of the TBM alone is not an acceptable option.

Accordingly I am requesting that Council consider and take steps to implement the following interim solutions (or a combination thereof) to address these issues as quickly as possible:

- reduce the speed limit along 21 Sideroad between 4th Line and GR 2 to no higher than 50-60km/h and posted signage indicating same (currently there is no speed signage at all other than in the immediate vicinity of Loree)

- formally request that the OPP actively enforce the *reduced* speed limit on a regular and ongoing basis - address parking issues in the immediate vicinity of the Loree trails entrance.

The resolution that was recently passed to address traffic/parking issues in the Rockhaven/10th Line area is a useful precedent for the kind of action that can be taken in this case as well.

I look forward to discussing constructive near term solutions to the above concerns further with you.

Regards  
Peter Franklyn

On Wed, Jul 7, 2021 at 3:51 PM Peter FRANKLYN <[REDACTED]> wrote:

Thanks to all of you that responded to the email below.

Apologies for not responding to your individual emails but I thought it more efficient to do this as a group response.

For privacy reasons I am not including your personal email addresses in the group response.

An overwhelming majority of the responses received to date (which represent a large majority of those to whom I sent this original message) indicate a shared concern with the volume and/or speed of traffic on 21st Sideroad.

Some of you (a minority) also raised other related concerns such as parking, particularly in the immediate vicinity of the entrance to the Loree trails.

With the assistance of one of the recipients of this email I have been in contact with Rob Sampson, a member of Council and Chair of the Transportation Committee.

I will be following up with Mr Sampson in the near future to share with him the concerns that have been expressed and to see whether/how these concerns can be addressed even if only on an interim basis pending the outcome of the TBM Transportation Master Plan process.

In connection with its Transportation Master Plan process TBM has initiated a survey to solicit input on, among other things, transportation related issues of concern to local residents.

The TBM email regarding the survey (which I will forward in a separate email) contains a virtual mapping tool (which is only active until July 16) which allows you to comment on location specific concerns.

I encourage you to raise your concerns regarding 21st Sideroad traffic, speeding, parking issues etc using that virtual mapping tool.

I will circle back following my discussions with Rob Sampson.

Regards  
Peter

PS if any of you have not yet responded to my initial email, please feel free to do so

On Wed, Jun 23, 2021 at 8:35 AM Peter FRANKLYN [REDACTED] > wrote:

Hi there

I hope you are all well and staying healthy as we are {hopefully} approaching a stage where we can think about the pandemic in the past tense.

I am reaching out to you regarding an issue that has been one of increasing concern over the past year or so- increased traffic flows and excessive speeding on 21st Sideroad.

I have raised my concerns regarding this issue with TBM staff and the TBM Transportation Committee on several occasions over the past year or so but to no avail.

I'd be happy to share details of my correspondence with TBM with any of you that are interested. Just let me know.

In summary the concerns I have relate to the following:

- a substantial increase in usage of 21st SDRD. I suspect some of this relates to a substantial increase in visitors to the Loree trails (I expect that some of you living in close proximity to Loree are acutely aware of what I mean). However I believe our road is increasingly also being used as a major access road for traffic traversing the escarpment which is a function of numerous factors possibly including (i) elevated numbers of visitors to the area, (ii) a reduction in speed limits on Hwy 26 which is diverting traffic to routes that go around or over the escarpment, (iii) the 60/70 kph speed limit on Grey 119 (between Banks and Ravenna) which makes 21st with its 80kph speed limit (other than in the immediate vicinity of Loree) an attractive and faster alternative (more on that below);
- the fact that unlike Grey 119, which is wide, divided, with ample paved shoulders and most of which subject to a 60 kph speed limit, 21st SDRD is relatively narrow, undivided, without a shoulder on either side, hilly/undulating with numerous blind/hidden driveways and intersections and but has a higher 80kph speed limit (other than in the immediate Loree vicinity).
- an almost total lack of enforcement of the existing speed limits.

To be clear, I am not advocating for turning 21st into a divided road, which in my view might only increase traffic further.

My suggestion to TBM is simpler and far less costly than that- simply extend the 50kph speed limit that currently exists in the immediate vicinity of Loree to the entire length of 21st Sideroad, install appropriate signage and take steps to actively enforce that speed limit.

I suspect that this simple change will not only discourage use of our road as a major thoroughfare (ie Hwy 26 and GR119 would again become more attractive options, relatively speaking) but will also hopefully encourage those that do use the road to travel at a more appropriate and safer speed.

I don't pretend that this is the only solution that might address this issue and I am certainly willing to discuss other/supplementary ideas.

I would encourage any of you that are concerned about this issue and would be willing to add your names to a petition or other submission to our elected representatives ( I am prepared to do the heavy lifting) to please get back to me by return email.

Regards

Peter Franklyn

**From:** Alar Soever <[asoever@thebluemountains.ca](mailto:asoever@thebluemountains.ca)>

**Date:** March 31, 2022 at 2:57:40 PM EDT

**To:** [REDACTED]

**Cc:** Rob Sampson <[rsampson@thebluemountains.ca](mailto:rsampson@thebluemountains.ca)>, Jim Uram <[juram@thebluemountains.ca](mailto:juram@thebluemountains.ca)>, Tim Hendry <[thendry@thebluemountains.ca](mailto:thendry@thebluemountains.ca)>

**Subject:** Webform submission from: Alar Soever

Hi John,

I agree with you. Sunset Blvd and indeed other roads without sidewalks particularly those in our built up areas which see heavy pedestrian traffic need to have lower speed limits before someone is severely injured or killed. The blind corner on Sunset is particularly dangerous and I myself have been almost hit there by a vehicle travelling at higher speed. Through this e-mail I have forwarded your e-mail and this response to Councillors Sampson and Uram who sit on our Transportation committee, which is currently working on a Transportation Master Plan, which will make speed limit recommendations on different types of roads Town wide.

Best Regards,

***“Alar Soever”***

*Mayor*



[asoever@thebluemountains.ca](mailto:asoever@thebluemountains.ca)

**Mayor**

**Town of The Blue Mountains**

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**From:** Website Committee <[webcommittee@thebluemountains.ca](mailto:webcommittee@thebluemountains.ca)>

**Sent:** March 30, 2022 4:45 PM

**To:** Tim Hendry <[thendry@thebluemountains.ca](mailto:thendry@thebluemountains.ca)>

**Subject:** Webform submission from: Alar Soever

Dear Alar;

As we have discussed on several occasions, I would like to formally request, through you, to have the speed limit on Sunset Blvd. (West of the 39th Side Road) reduced to 25 kph.

As you know, this is a gravel road which has no sidewalks, with a “blind curve”, very steep ditches and is quite heavily travelled by pedestrians and vehicles alike.

Historically, this road was not used as much and the speed limit wasn’t even posted. However, now with a 50 kph limit, drivers typically travel at 60 kph! With more development more people are using this road from regular cars to heavy trucks to delivery vans. Not only that, more people are walking and cycling on the road. I myself have almost been struck twice and irate motorists seem to think that I am doing them a disservice by using some of their space.

I know I’m not alone in this. I have spoken to most of my neighbours all the way to Christie Beach Road and every one of them agrees that speeds are excessive and the limit needs to be severely restricted. Also, this is not a seasonal problem, it exists in all seasons and peaks on weekends.

It seems that speed limits in The Town of the Blue Mountains can be altered (eg. Hwy 26 in Craigleith) when needed, so I assume changing the limit on a gravel country road is well within the purview you and the council.

I will be eagerly awaiting your response which I will immediately share with my concerned neighbours.

I remain one of your humble supporters,

John Bailey.