

**From:** Peter FRANKLYN [REDACTED]  
**Sent:** Thursday, May 5, 2022 2:07 PM  
**To:** Kyra Dunlop <kdunlop@thebluemountains.ca>  
**Cc:** Rob Sampson <rsampson@thebluemountains.ca>; Adam Fraser <afraser@thebluemountains.ca>  
**Subject:** Re: Transportation Advisory Committee Re Sideroad 21 Staff Report

Hi Kyra

Thank you for providing me with the attached staff report regarding traffic flow/speeds on 21st Sideroad.

I appreciate the detailed report prepared by staff and commend them on the work they have done.

I would offer the following preliminary observations:

- I agree with the recommendation to conduct a follow up study during summer 2022 to obtain a better understanding of whether there is material seasonal variation in traffic flows, speeds etc.
- based on personal observation I am a little surprised that there was not more deviation observed (on the high side) from the 80kph speed limit at Location 1. I suspect that the speeds that were observed at that location may have been influenced by its proximity to the intersection at 7th Line (ie westbound traffic slowing to turn north onto 7th Line or eastbound traffic originating from a full stop at the 7th Line intersection). When the follow up study is done it may be worth locating a unit further west along 21st , say midway between 7th Line and GR 2. In any event if I understand those data correctly they suggest that a non-trivial percentage of traffic (ie 15%) is travelling at speeds in excess of 80kph.
- the report's use of the 85th percentile metric at Location 1 begs the question and relies on the questionable (arguably faulty) premise that the existing, "default speed limit for unposted rural areas" of 80kph along most of 21st Sideroad west of the 50 kph zone and east of GR2 is appropriate given the characteristics of 21st Sideroad which are described in my earlier correspondence to the TC (ie narrow, undivided, no shoulder, hilly/undulating, numerous blind/hidden driveways and intersections).
- the significant deviation from the 85th percentile at Location 2 is concerning and consistent with my personal experience. This appears to confirm that the 50 kph limit in that area is not generally respected, contrary to the view expressed by one resident in an April 20 email to Chair Sampson. Incidentally, numerous other residents living in the 50 kph zone have expressed concerns to me regarding the speed of traffic in that area. Based on the data referenced in the report this concern appears to be well founded.
- as to the statements that "public comments express differing opinions on whether the current speed limits ...should remain as is, or whether they should be lowered and/or that other speed management approaches be explored" and " that public comments received on this subject offer no consensus", I would offer the following comment. While I cannot speak to the number or nature of public comments that staff may have received ( I am only aware of comments received from one household that happens to be located in the 50kph zone), the preponderance of feedback I have received from residents along 21st Sideroad (including several that live in the 50 kph zone) suggests that there is in fact a concern and that the views expressed in the April 20 email addressed to the Chair of the TC are not widely shared by the other residents on 21st Sideroad (many of whom, unlike the author of that email, do not live in the 50kph zone).

I would appreciate it if this correspondence could be made available to the other members of TC and Council in advance of the upcoming TC meeting.

Regards

Peter Franklyn

On Wed, May 4, 2022 at 11:58 AM Kyra Dunlop <[kdunlop@thebluemountains.ca](mailto:kdunlop@thebluemountains.ca)> wrote:

On behalf of Adam Fraser, please note that the Transportation Advisory Committee of May 12, 2022 will include a staff report relating to Sideroad 21. The link to the report is as follows: <https://pub-bluemountains.escibemeetings.com/FileStream.ashx?DocumentId=10383>



**Kyra Dunlop**

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