



# **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

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# TMP Purpose & Objectives



# Transportation Master Plan

## Purpose

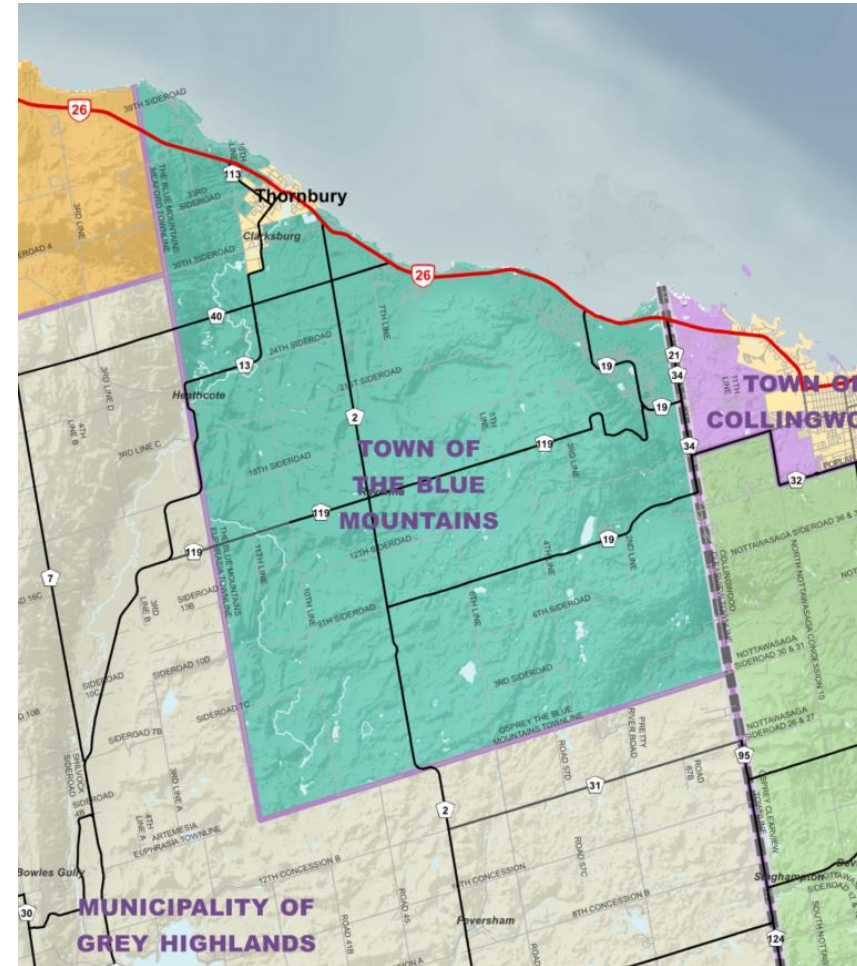
1. Summarize the network's existing conditions and identify issues and opportunities.
2. Provide guidance on what capital projects should be implemented to achieve a complete and sustainable transportation network.
3. Provide concept design guidance on how those projects could be designed.
4. Provide 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

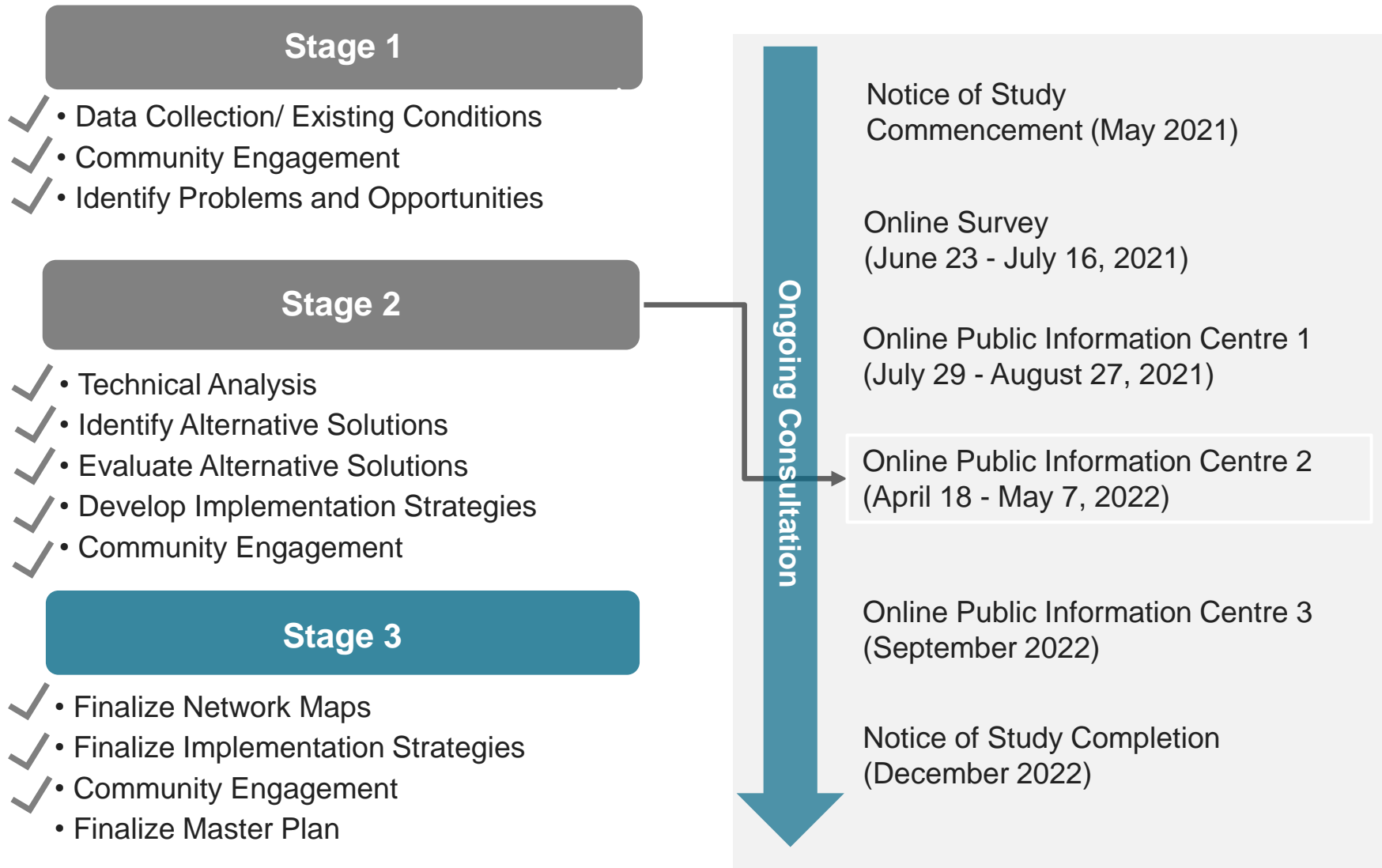


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# EA Consultation Process



# EA Consultation Process





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# 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



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# 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

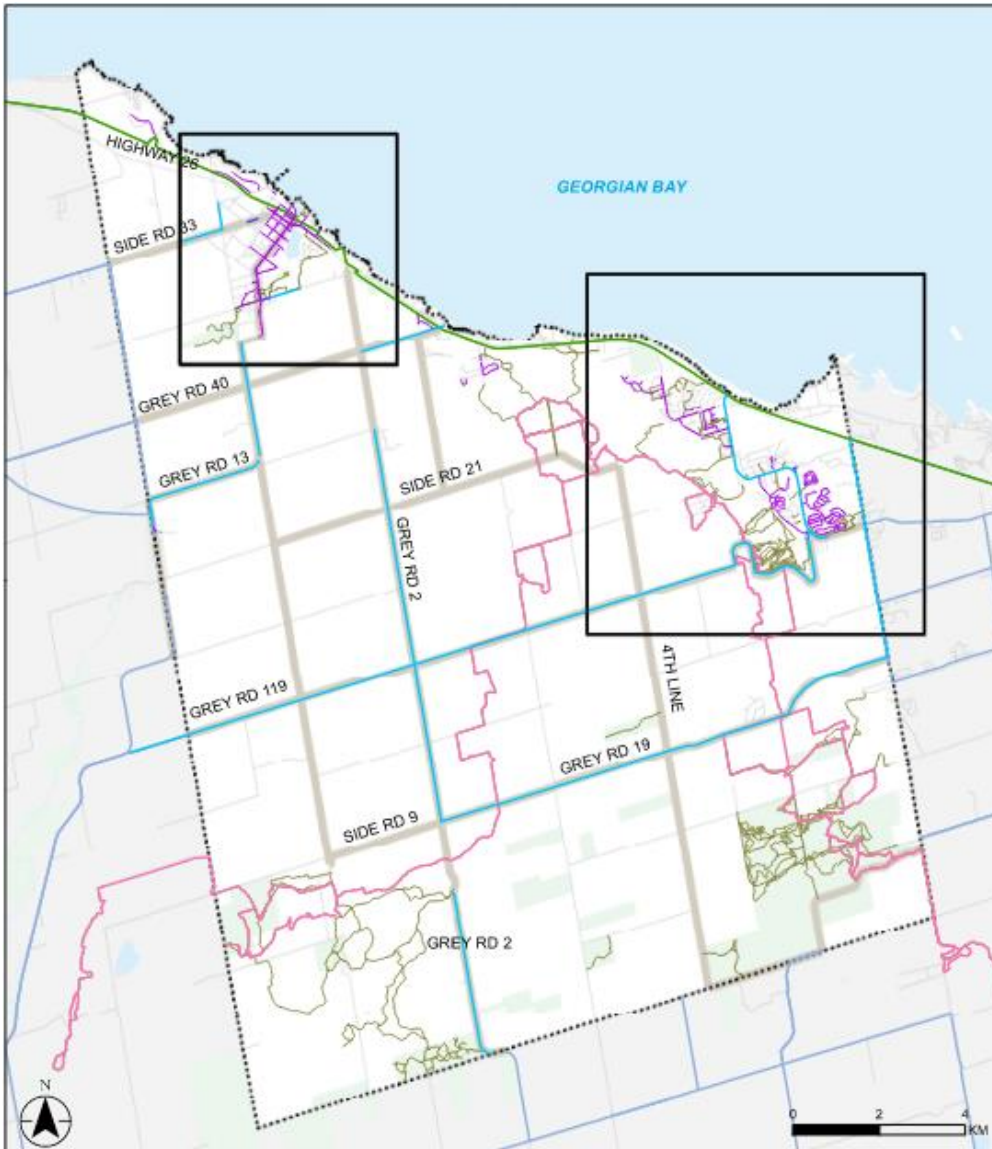
**Figure 3-21:  
Existing Active  
Transportation Network**

TOWN OF THE BLUE  
MOUNTAINS TMP

**Existing**

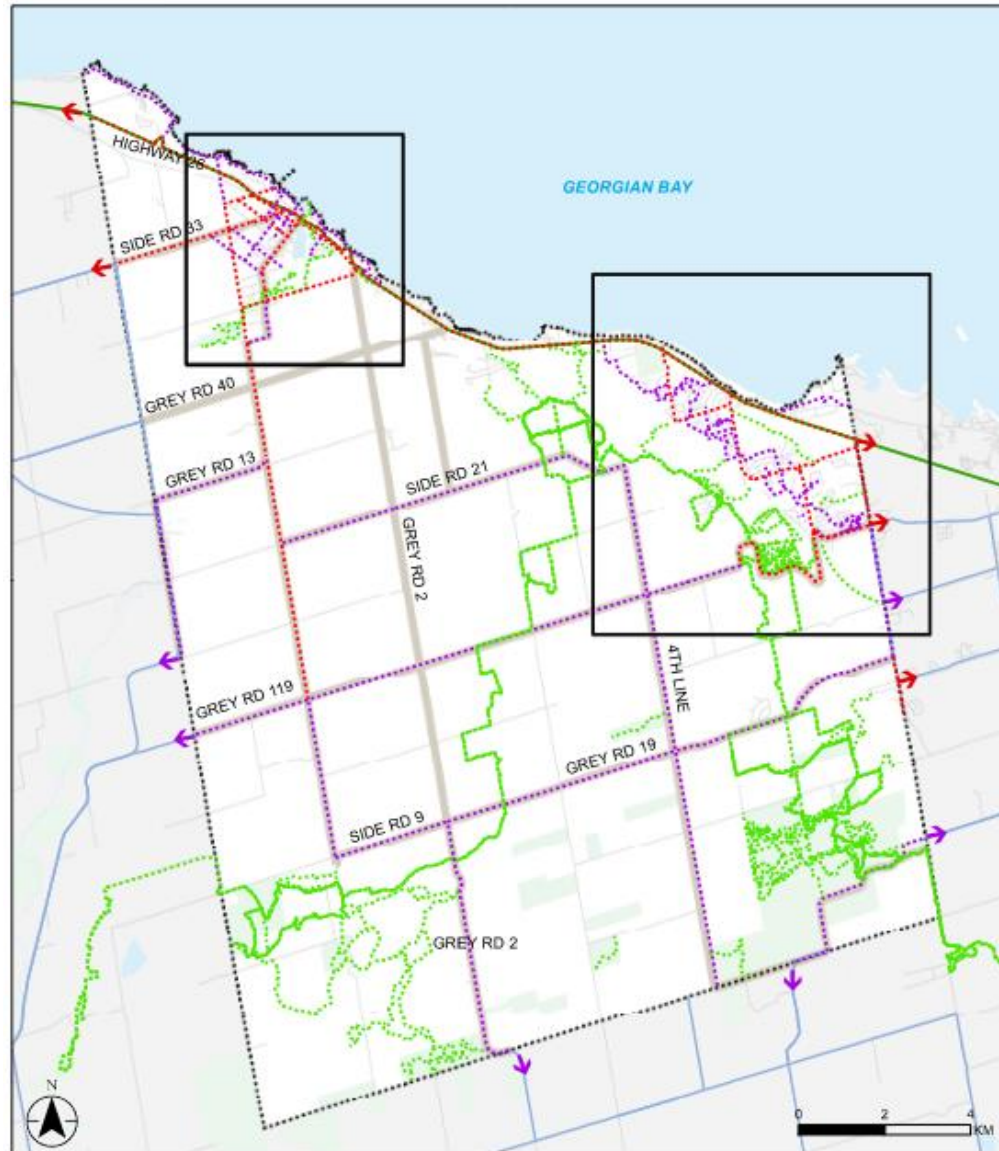
- Off-Road Trail
- Paved Shoulder
- Georgian Trail
- Bruce Trail
- Sidewalk
- Cycling Route (external)
- Cycling Route (internal)\*

\* 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)

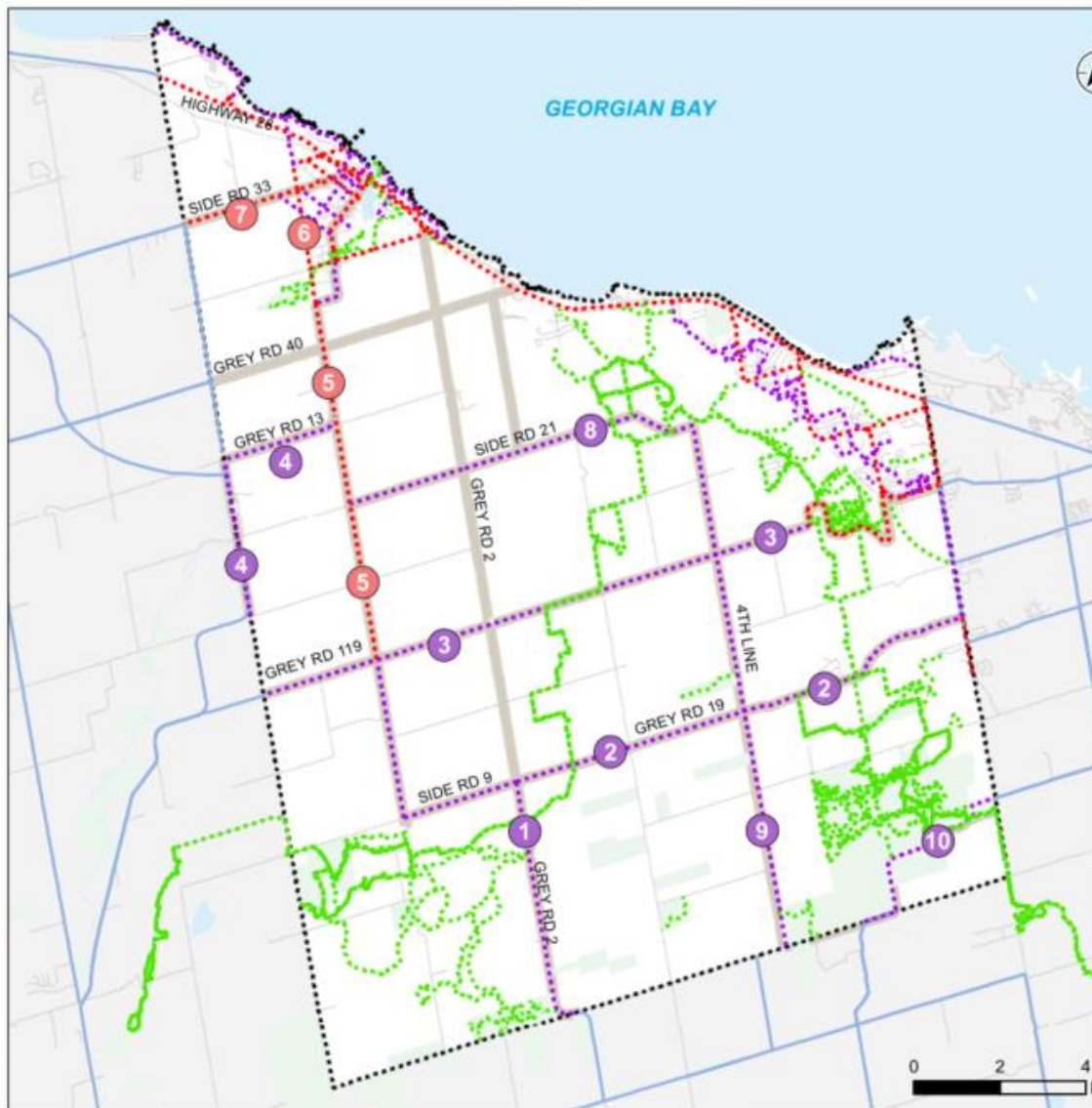


**Notes**  
Coordinate System: NAD 1983 UTM Zone 18N  
Data Source: Town of the Blue Mountains, Grey County & Government of Ontario  
By: Halcrow Consulting Inc.



# 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)

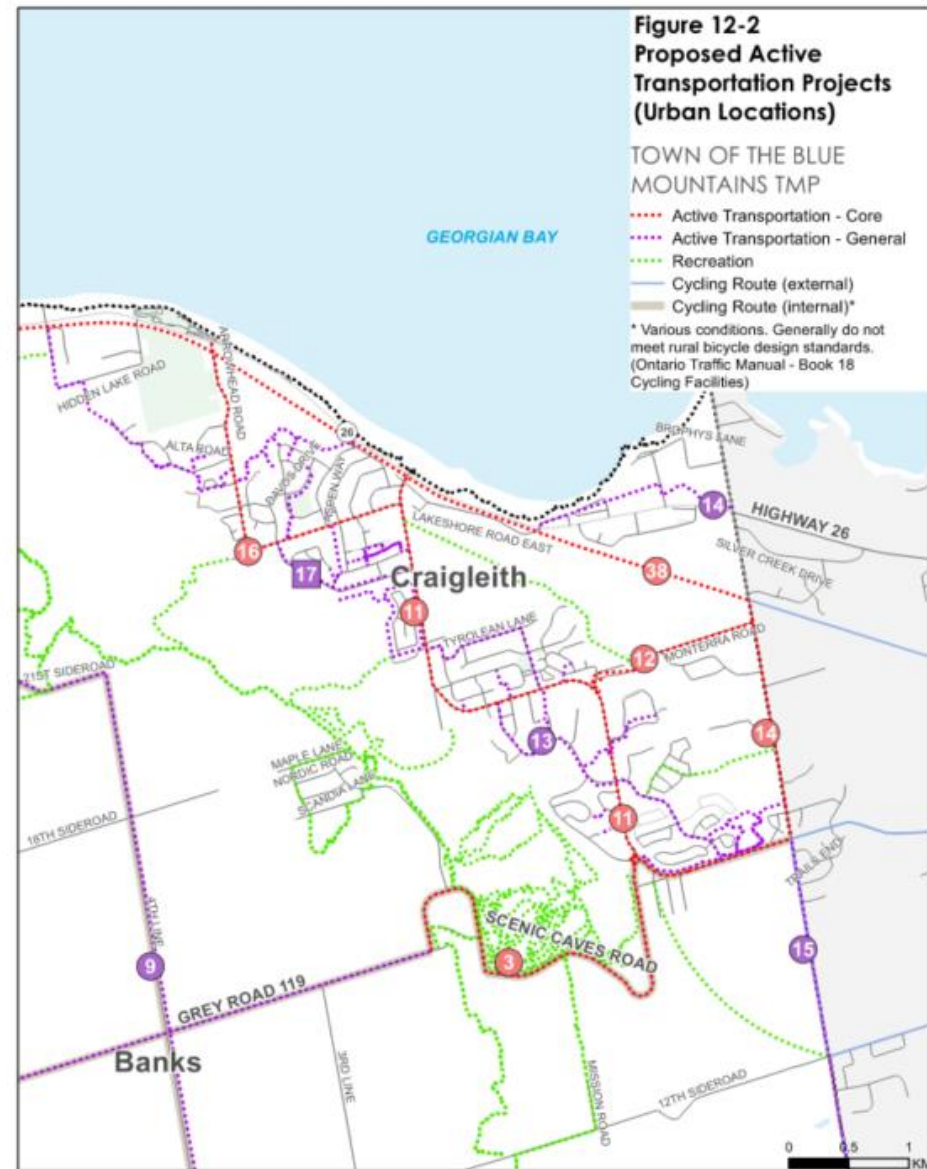
**Notes**

Coordinate System: NAD 1983 UTM Zone 17N  
Data Source: Town of the Blue Mountains,  
Grey County & Government of Ontario,  
By Startec 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
<b>TOTAL</b>	<b>\$22.2M</b>

*\*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
<b>TOTAL</b>	<b>\$22.2M</b>



# 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
<b>Total</b>				<b>\$1.6 million</b>	

*\*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.*



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## Next Steps



# Proposed Next Steps

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



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Questions?

