

To: Brian Milne, Warden Grey County,
Shawn Everitt, CAO, Town of Blue Mountains,
Town of Blue Mountains Mayor Andrea Matrosovs, Deputy Mayor Peter Bordignon,
Councillor Gail Ardiel, Councillor Paula Hope, Councillor Alex Maxwell,
Councillor Shawn McKinlay, Councillor June Porter

Trevor Ireton, Project Planning Engineer, Grey County
595 9th Ave East, Owen Sound ON N4K 3E3
519-372-0219 ext. 1246
trevor.ireton@grey.ca

Paul Hausler, Project Manager, R. J. Burnside & Associates Limited
3 Ronell Crescent, Collingwood, ON L9Y 4J6
705-797-4289
paul.hausler@rjburnside.com

Cc: Minister of the Environment, Conservation, and Parks
Ministry of the Environment, Conservation and Parks
777 Bay Street, 5th Floor, Toronto, ON M7A 2J3
minister.mecp@ontario.ca

Director, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
EABDirector@ontario.ca

From: Concerned residents of Windfall Community, Town of Blue Mountains
Grey Road 19 and Crosswinds Blvd, Town of Blue Mountains

Re: Public Notice of review ending Jan 23, 2023
Municipal Class Environmental Assessment of Grey Road 19 Widening

Date: Jan 18, 2022

The residents of Windfall Community have signed a petition with over **559** names, opposing and challenging the results of the Municipal Class Environmental Assessment of Grey Road 19 Widening.

We ask Grey County to consider the Municipal Class Environmental Assessment of Grey Road 19 Widening as not being complete.

We ask Grey County to not approve the Municipal Class Environmental Assessment, which is to widen Grey Road #19 to four lanes with paved shoulders, with the alignment of the road widened to the north.

We ask Grey County staff and the consultant to address the following incomplete data and studies within the Environmental Study Report filed on December 9, 2022 and used to support the Preferred Solution.

The following 8 points and findings are presented within this document.

#1 No Active Transportation in the EA preferred solution.

#2 No use of relevant TBM traffic safety studies in the study area.

#3 No use of actual traffic data collected by TBM for over a year on the Grey Road #19 Study Area. Data records recorded traffic volumes throughout the day, every day of the year but were not used.

#4 No traffic movement studies outside of the study area with a view to the larger regional perspective were considered.

#5 No studies were done examining the safety implications of positioning a 2-lane roundabout at the entrance of a densely populated residential community. A search for existing comparisons was not found.

#6 Incomplete consideration of Crosswinds Blvd being used as a second egress to and from the resort and the impact of safety for residents. Regardless of its designation Crosswinds acts as a residential road within the community of Windfall that will have 659 homes upon completion as well as a community center which is situated on Crosswinds Blvd.

#7 The EA does not consider drainage implications on adjacent lands including the early considerations of the TBM Master Drainage Plan EA. No reference to this TBM Master Drainage Plan ES that identifies the Subject Area as an area of "Major Drainage System Deficiency".

#8 Loss of trees along the study area with no plan to replace the forest canopy.

#1 No Active Transportation in the EA preferred solution

In 2021, the Ministry of Transportation (MTO) in association with the Ontario Traffic Council published an update to the Ontario Traffic Manual (OTM) Book 18 related to Cycling Facilities, recommending separate bike lanes.

The current Municipal Class Environmental Assessment to widen Grey Road #19 does not meet these MTO recommendations.

In the Collingwood Township meeting, Jan 16, 2023, an amendment to the expansion of Mountain Road from Cambridge Street to 10th line was proposed. It recommends adopting MTO guidelines due to future residential communities being built within the immediate area, with pedestrian and cyclist safety as an important goal. Specifically, it supported adopting the MTO recommendation that dedicated bike lanes be added to the road expansion plans.

Rationale for Changes



▪ New Philosophy and Guidance for Cycling Facilities

In 2021, the Ministry of Transportation (MTO) in association with the Ontario Traffic Council published an update to the Ontario Traffic Manual (OTM) Book 18 related to Cycling Facilities.

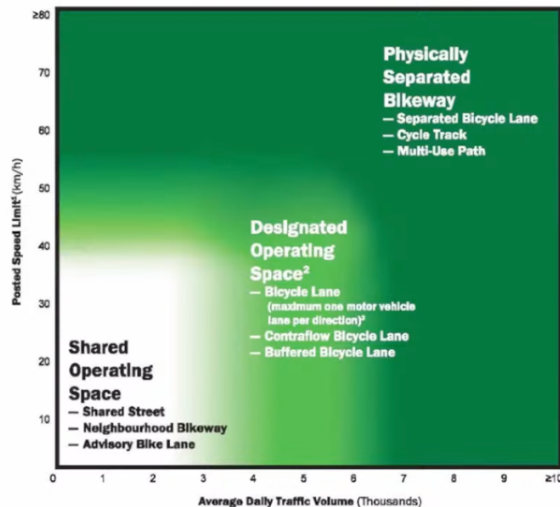
Previous version was heavily focused on accommodating “highly confident” users through the provision of on-road cycling facilities. This only accounts for 4-7% of the population.

New version adopts a much different philosophy and suggests that in order to encourage a behavioural change and a modal shift to cycling, we must build facilities that protect users and provide a low stress experience that appeals to and provides equitable access for people of all ages and abilities. This group accounts for 51-56% of the population.

Rationale for Changes



■ Cycling Facility Selection (from OTM Book 18)



And in the updated Town of Blue Mountain Master Transportation Plan (Aug 2022) they list 5 key objectives. The #1 goal was adding active transportation with safety being a priority.

Planning Context 1.3.1

- **Goal #1: Create a vision for all modes of transportation in Grey County, with a particular focus on encouraging active transportation options (cycling, walking/running)**

It further states “the need to define network limitations and opportunities to assure safe and efficient movement of people...”

The first goal focuses on developing an integrated transportation system that promotes active transportation options, such as cycling, walking, and running. The County TMP also emphasized the need to define network limitations and opportunities to assure safe and efficient movement of people and goods to 2036 (Goal #2). All the objectives must be aligned with the County's vision and goals defined in the County Corporate Strategic Plan and other County plans/strategies (Goal #3).

Summary

Our neighbouring township is making cyclist and pedestrian safety a top priority as well as our own Town of Blue Mountain Township. We ask that Grey County not approve the EA until the MTO Book 18 cycling facilities be addressed as well as the goals of the TBM.

#2 No use of relevant TBM traffic safety studies in the study area

In section 3.7.2 and 8.5.2 of the Town of Blue Mountains Master Transportation Plan (Aug 2022) it references traffic studies, in particular safety and rates of accidents, highlighting Grey Road 19 through the resort. These studies concluded that the area was found to have excessive speed related collisions and recommended a full safety audit be done.

3.7.2 Conclusions

The collision data available indicates, unsurprisingly, that the significant collisions are concentrated in the built-up areas. This is generally related to the increase in activity (vehicular and otherwise) that is located where people live and work. This indicates that the need for infrastructure that supports the objectives of reduction or elimination of road collisions, should consider considerable investment on those major corridors that have these collisions. In particular Grey Road 19 through the resort areas, which has excessive speed related collisions. This corridor could benefit from a full Safety Audit, though this recommendation would need to be discussed with Grey County. Similarly, the conditions of Highway 26 as it passes through Thornbury, while more challenging to influence due to provincial jurisdiction, should be reviewed for design consideration which can better support the urban function of Thornbury in contrast with the rural function of Highway 26 as a high-volume, high-speed roadway.

8.5.2 Grey Road 19 Corridor

Historical collision data identifies this corridor through Craigeith and Blue Mountains Resort as an area with high collisions and has significant changes to its horizontal alignment. A discussion with Grey County for the need to undertake a safety audit of Grey Road 19 to identify potential safety improvements would be required.

In section 4.8, public comments were gathered and top themes of concern were highlighted. The public highlighted that speed reductions are needed on Grey Road 19, that safety of pedestrians from speeding vehicles is an issue. Also, a top theme was designs for more pedestrian and cyclist friendly communities.

TRANSPORTATION MASTER PLAN (FINAL DRAFT)

Town of the Blue Mountains

August 2022

4.8 Online PIC 1 Themes

Based on the comments submitted via email and via the imbedded comment links within the PIC presentation, the following themes were identified:

- Excessive speeding on Highway 26
- Requests to lower speed limit on Highway 26
- Highway 26 should be re-routed and should bypass the Town
- Highway 26 should not be widened
- Speed reductions on specific roads such as Sunset Boulevard, Sleepy hollow Road, and Grey Road 19
- Roundabouts should be implemented at Highway 26 and County Road 21
- The waterfront should be protected
- Safety for pedestrians due to speeding vehicles
- Design for more pedestrian and cyclist friendly communities and multi-modal activities
- The environment and greenhouse emissions must be considered for the TMP
- Agricultural communities should be considered as part of TMP
- Pedestrian safety at Highway 26 and crossing roads like Elgin
- Paved shoulders on roads for cyclists

Summary

The Windfall residential family community of 659 homes and all the other residential homes along Grey Road 19 in the study area are very concerned for our safety. A 4-lane highway will only encourage speeding at much higher levels than we are currently experiencing and without active transportation we will face an even greater risk to walkers, joggers and cyclists.

We are left asking - Why wasn't adding active transportation to the existing Grey Road 19 in the study area not an option? This would be the preferred plan for our community and our safety.

We are left wondering - how will Windfall residents safely navigate over 2 lanes in the proposed 2-lane roundabout to go east to Collingwood during peak ski weekends?

And residents on the south side of Grey Road 19 (i.e. Prices Subdivision) are wondering how they will turn to go west on Grey Road 19, having to find an opening of 4 lanes of traffic during busy ski weekends?

And why would a large, busy 2-lane roundabout be placed at the entrance of a densely populated family residential community with no walking, running and cycling active transportation built into it?

Were any safety studies done on any of this?

#3 No use of actual traffic data collected by TBM for over a year on the Grey Road #19 Study Area. Data records recorded traffic volumes throughout the day, every day of the year.

The entire proposal and all supporting studies are based on a traffic study of one day Friday January 17, 2020 (specifically late afternoon)

Excerpt from the Burnside Report – file name Grey+Rd+19+ESR.pdf - Grey Road 19, 21 / Mountain Road / Simcoe Road 34 and Grey Road 119 / Gord Canning – Environmental Study Report, dated Dec 2022 – page 8

“Traffic count data was collected on Friday, January 2020, during normal operation of the Blue Mountain ski resort and under favourable weather conditions. It is expected that similar conditions may be experienced during weekend periods in non-winter periods. The Friday afternoon (pm) peak hour winter traffic was considered to be representative of the design condition for the study area corridor. The findings of the study indicate traffic volumes in the Study area are highly impacted by the operations at the Blue Mountain Village and Ski Resort, as well as by weather conditions”.

The data chosen focuses only on the winter ski operations of the Blue Mountain Resort, not using readily available traffic data over a whole year that has been collected by TBM.

With the whole focus solely on the operations of Blue Mountain Resorts and specifically the height of ski operations, the report does not take into account that the immediate area has become a residential community where families are moving to make this their permanent home and to raise their children.

In the Burnside study section 3.2.6 it references future traffic conditions – but no data. And it's noted the resort will not continue to increase in size and capacity during the forecast period - the impact to traffic will be neutral. One is left to assume the increase will be from other sources that have not been identified and quantified, placing the opinion of the surveyor in doubt.

Summary

Detailed traffic studies exist but weren't used.

How can the preferred option in the EA study be supported and at a cost of \$2.6 million (2019)?

#4 No traffic movement studies outside of the study area were done with a view to the larger regional perspective.

The backups of traffic that full time residents had witnessed this past holiday (Dec 26- Jan 2) and most recently the weekend of Jan16/17 showed long lineups on the Osler Bluffs Road as it reached the Tees Please intersection. There were also back-ups on Mountain Road, approaching the lights at the intersection of Tees Please.

Past this bottleneck intersection Grey Road 19 within the study area was moving normally towards the Resort. There were minor backups at the lights at Crosswinds Blvd.

Key Points to note:

- The Collingwood Township is responsible for Mountain Road as it approaches the intersection to the study area. There are no plans to widen Mountain Road to 4 lanes past the 10th line as it goes west up to the year 2041.

Collingwood Transportation Study, projection to 2041 (pages 5, 6, 7)

- Grey County Transportation Master Plan 2014 (final draft). There are no plans to widen Osler Bluffs to 4 lanes as it approaches the Tees Please intersection. Report says it's a "possible candidate" for the MTO connecting links program.
- Grey Road 19 past the Gord Canning Roundabout is not planned to widen to 4 lanes.

Summary

The widening to 4 lanes of the study area will have little to no impact on improving traffic flow to the resort.

As residents who witness the traffic flow every day on Grey Road 19 we believe the larger roundabout with left and right turn functions at the Tees Please intersection will greatly reduce any backups that occur on busy ski weekends, in particular skiers being picked up in the late afternoon.

We also believe that a one-lane roundabout situated on the existing road at Crosswinds Blvd will resolve any traffic back-ups at the current stop lights and will be a safer option for the Windfall residents to navigate.

We are left asking why spend 2.6 million on widening this short stretch of Grey Road 19 when roads coming into the study area and roads going out of the study are to remain as single lanes?

Note: The Collingwood bypass is a concept only, no local, regional or provincial plan has been agreed upon and this could be 20 plus years before a plan comes into focus.

#5 No studies were done examining the safety implications of positioning a 2-lane roundabout at the entrance of a densely populated residential community. A search for existing comparisons was not found.

Name	Location	Interactive Map	Type	Region
Bowmanville	Hwy 401 at Holt Rd - North Side of 401	View Roundabout	Multi-lane	Central
Bowmanville	Holt Rd and Energy Dr	View Roundabout	Multi-lane	Central
Bowmanville	Hwy 401 at Holt Rd - South Side of 401	View Roundabout	Multi-lane	Central
Bruce County	Hwy 21 at Bruce Rd 10	View Roundabout	Single-lane	Southwestern
Collingwood	Hwy 26 at Poplar Side Road	View Roundabout	Multi-lane	Southwestern
Guelph	Hwy 7 at 2nd Ave	View Roundabout	Single-lane	Southwestern
Hamilton	Hwy 548 at Prince of Wales	View Roundabout	Multi-lane	Central
Ingersoll	Hwy 401 W/B at Hwy 19	View Roundabout	Single-lane	Southwestern
Ingersoll	Hwy 401 E/B at Hwy 19	View Roundabout	Single-lane	Southwestern
Mattawa	Hwy 17 and Hwy 533	View Roundabout	Single-lane	Northeastern
Pictou	Hwy 33 at Prince Edward Rd 1	View Roundabout	Single-lane	Eastern
St. Catharines	QEW at Seventh St - North Side of QEW	View Roundabout	Single-lane	Central
St. Catharines	QEW at Seventh St - South Side of QEW	View Roundabout	Single-lane	Central
St. Mary's	Hwy 7 at Perth Rd 118/Oxford Rd 119	View Roundabout	Single-lane	Southwestern
St. Mary's	Hwy 7 at Perth Line 20	View Roundabout	Single-lane	Southwestern
St. Mary's	Hwy 7 at Perth Line 1	View Roundabout	Single-lane	Southwestern
Spalding	Hwy 3 at Perth Line 26	View Roundabout	Single-lane	Southwestern
Tillamook	Hwy 3 and Hwy 19	View Roundabout	Single-lane	Southwestern
Wasaga Beach	Hwy 7143 at Beachwood Rd	View Roundabout	Multi-lane	Southwestern
Wasaga Beach	Hwy 26 at Moody St	View Roundabout	Multi-lane	Southwestern
Welland	Hwy 406 at East Main St	View Roundabout	Multi-lane	Central
Whitby	Hwy 48 at Bloomington Rd	View Roundabout	Multi-lane	Central
Windsor	Hwy 3 at County Rd 3	View Roundabout	Multi-lane	Southwestern

On 511 Ontario is a list of 23 single lane and 2 lane roundabouts, all with links to maps of these roundabouts. We could not find an existing comparison with a two-lane roundabout positioned at the entrance of a residential community.

The Windfall Residential community has serious safety concerns about the placement, size, design and function of the 2-lane roundabout. We are a large, active community of walkers and bike riders with many young families with children. Crosswinds Blvd is by all accounts a residential street, connecting our community with phases 1, 3 and 6 on one side of the road and phases 2, 4 and 5 on the other, with our “Shed” Community Center situated on Crosswinds.

The placement of this 2-lane roundabout is most concerning as it is not centered on the proposed road expansion. It is off center to the north, creating serious safety issues. The reason for this positioning is lack of appropriate land acquisition needed on the south side of the intersection.

We have serious concerns about the safe exit of our residents going east to Collingwood - having to navigate across 2 lanes of the roundabout with an increased traffic flow due to 2 lanes of incoming traffic coming into the roundabout at the same time.

No pedestrian right-of-way safety has been considered and this includes the Gord Canny Roundabout where pedestrians must yield to traffic.

No active transportation is in the preferred option so road cyclists riding on Grey Road 19 must dismount, walk with their bike to the trail system through the roundabout area.

We are concerned about the increase risk of accidents and faster speeds through a 2-lane roundabout as well as the additional noise it will create. And given how far the roundabout is off center and pushed into the entrance, lights from vehicles will likely have a negative impact on residents who back on to the entrance area.

Worth noting in the Burnside study under climate data 3.3.3 is the average snowfall used of 45cm. This is lower than 2020 which exceeded 100cm and 2021 which was 60cm. The impact of snow clearance, snow banks etc. can greatly reduce clearance and roadway sightlines that have been quoted elsewhere in this study. Add to that the offset of the roundabout and it pushes these sightlines dangerously close to minimum limits. In winter months this will be a serious concern.

Summary

We could not find an active 2-lane roundabout placed at the entrance to a residential community. Without any real safety studies of any kind this feels dangerous. Safety must be the #1 goal and so we ask that this roundabout be a one-lane roundabout, centered on the existing 2 lane road with active transportation. Acquisition of land on the south side of the intersection must be done to ensure the roundabout is centered on the road and not swerving into our entrance, creating additional safety risks.

#6 Incomplete consideration of Crosswinds Blvd being used as a second egress to and from the resort and the impact of safety for residents. Regardless of its designation Crosswinds acts as a residential road within the community of Windfall that will have 659 homes upon completion as well as a community center.

Crosswinds Blvd is the connection road that brings our residential community together. The 6 phases of homes connect to Crosswinds and our community center is on Crosswinds. There is a lot of walking within our neighbourhood, and it often involves crossing Crosswinds. We have attracted to the community many young families with children who have made it their home. We will have 659 homes when completed, many are semi-detached.

We have serious safety concerns for our community once Crosswinds is entirely open to the Jozo Weider Blvd intersection. We will be faced with visitors to the Resort using our road as a high-speed cut through.

The current stop signs help but are not enough as we are already experiencing cars thinking they can get through to the resort, doing roll stops or not stopping at all.

Summary

We would recommend a study to determine the best positioning of a set of lights at one of the intersections along Crosswinds. The purpose is a traffic calming measure, as well as a deterrent for visitors to use Crosswinds to get to the Resort. Signage is also needed on Grey Road 19, instructing Resort visitors to stay on Grey Road 19 to access the resort.

An additional sign could indicate Crosswinds is a “residents only” with the speed clearly posted and additional signage that children are at play. We also need the sidewalks along Crosswinds to be plowed by TBM so that residents use the safety of the sidewalks instead of the road.

#7 The EA does not consider drainage implications on adjacent lands including the early considerations of the TBM Master Drainage Plan EA. No reference to this TBM Master Drainage Plan ES that identifies the Subject Area as an area of “Major Drainage System Deficiency”.

Stormwater Analysis

The water from the current study area is conveyed from the study area along the Windfall Channel through culverts 27, 26, and 23 (TBM Master Drainage Plan terminology) across the County boundary into the Silver Creek drainage in Collingwood.

These culverts along with three others along the Windfall Channel which will receive the water from the study area are already classified as “Capacity and Overtopping Deficient” in the TBM Town Wide Master Drainage Plan EA. Deficient culverts are highlighted in Technical Memorandum Stormwater No. 1 dated July 7, 2022 which is appended to the current study that “The Windfall channel is outside of the right-of-way limits, and as such, improvements to or analysis of the channel are outside of the scope of this project.

This channel and the three culverts noted above will receive the stormwater from the project area. There are already deficiencies noted along this channel by the TBM Town Wide Master Drainage Plan EA, as described above. Why was this not considered in the EA and why were the findings of the TBM Town Wide Master Drainage Plan not used in this report.

The widening of Grey Road 19 to four lanes will increase the impervious area from 1.3 ha to 1.8 ha, thereby increasing peak flows in the Windfall Channel and these culverts, and ultimately in the Silver Creek drainage in Collingwood, which is already flood prone as detailed in the Collingwood Stormwater Management Master Model January 2022.

This issue needs to be addressed by studying the effects of the project on these receiving waters, so that the project does not exacerbate flooding conditions downstream. Not addressing potential flooding issues caused by this project may result in potential future liability to the County.

Noteworthy.... The Burnside Study - climate data 3.3.3 data appears to be inaccurate, for example the average snowfall used was 45cm however in 2020 the snowfall exceeded 100 cm and in 2021 it was 60 cm. This will further complicate the drainage issues.

Content supplied by Alar Soever

#8 Loss of trees along the study area with no plan to replace the forest canopy.

The expansion of the road will come very close to the nature trail and with many trees already removed this has created a barren landscape along the north side of Grey Road #19 within the study area. There appears to be no plans to replace the forest canopy.

The Windfall Community has submitted the signed petition to the clerk at the Town of Blue Mountains. We request the final approval of the Municipal Class Environment Assessment of the widening of Grey Road #19 within the study area be halted so that existing TBM studies and their transportation goals be considered, in particular the recommendations contained within the MTO book 18 2021.

Sincerely,
Concerned residents of Windfall Community

Contact representative:
Dianne Stoneman
106 Red Pine Street,
Blue Mountains, ON, L9Y 0Z3
diannestoneman@bell.net
[647-995-6901](tel:647-995-6901)