



Staff Report

Operations

Report To: COW - Operations, Planning and Building Services
Meeting Date: December 9, 2025
Report Number: OPS.25.048
Title: Transportation Master Plan (TMP) Posted Speed Recommendations Update
Prepared by: Alan Pacheco, Director of Operations

A. Recommendations

THAT Council receive Staff Report OPS.25.048, titled "Transportation Master Plan (TMP) Posted Speed Recommendations Update" for information purposes.

B. Overview

On July 14, 2025, Council requested that staff provide an update on the status of the TMP's posted speed recommendations and any progress made toward implementation. This report responds to that request and outlines the current state of work, including the development of a draft Traffic Calming and Speed Reduction Policy, which was initiated but paused following staff departures.

C. Background

The Town of The Blue Mountains [Transportation Master Plan \(TMP\) \(Final Report, 2022\)](#) identified opportunities to improve consistency between road classification, design intent, and posted speed limits.

Section 8.1 of the TMP outlines a comprehensive road classification framework and provides recommended posted speeds based on:

- Functional classification and traffic volume
- Land use and surrounding context
- Safety considerations for active transportation and Complete Streets principles.

Speed data collected in 2018–2019 indicated that several local and collector roads operate below posted limits, suggesting opportunities to realign posted speeds with actual travel behaviour and safety objectives.

D. Analysis

The following analysis provides a summary of the Transportation Master Plan’s (TMP) posted speed recommendations and outlines relevant background data and implementation considerations and highlights the current status of related policy development within the Town.

1. Road Classification Context

The TMP established formalized road classification guidelines, distinguishing between Highways, County Roads, Major Collectors, Minor Collectors, and Local Roads (Urban and Rural).

Each classification defines intended function, traffic volume, and design criteria, guiding consistent application of speed limits and maintenance standards under Ontario Regulation 366/18.

2. Speed Study Findings

The TMP’s speed analysis found the following trends:

- County Roads (60 km/h): Generally good compliance with posted limits.
- Minor Collectors (50 km/h): Lower operating speeds observed—recommended reduction to 40 km/h.
- Local Urban Roads: Operating average of 45 km/h—suggesting 40 km/h more appropriate; 30 km/h could be considered with traffic-calming support.
- King Street and Monterra Road: Identified as corridors that may benefit from enhanced enforcement or traffic calming.

3. Recommended Posted Speed Limits

Road Classification	Recommended Urban Speed	Recommended Rural Speed
Highway	50 km/h	60–80 km/h
County Road	50 km/h	60–80 km/h
Major Collector	50 km/h	60 km/h
Minor Collector	40 km/h	<i>Not Applicable</i>
Local (Urban)	30 km/h ¹	<i>Not Applicable</i>
Local (Rural)	<i>Not Applicable</i>	80 km/h (70 km/h for Active Transportation routes)

4. Implementation Considerations

The TMP emphasizes aligning posted speeds with design speeds (up to 60 km/h) to reflect Complete Streets and Vision Zero principles.

These recommendations identified above will inform the creation of a new Traffic Calming and Speed Reduction Policy. In addition, coordination with Grey County remains necessary for any potential speed limit adjustments on County roads such as Grey Road 19 and Marsh Street.

The Town has also received requests from members of the community for speed limit reviews along specific corridors, including Cameron Street and Marsh Street. These requests have been placed on hold pending the development and adoption of a formal Traffic Calming and Speed Reduction Policy to ensure a consistent and transparent review process across the municipality.

Some preliminary work had been initiated on the development of a Traffic Calming and Speed Reduction Policy, including initial research and draft framework preparation. However, progress on this initiative halted following staff departures from the Town, and no replacement resources were hired to continue the work. Any future advancement toward implementation would be contingent the approval of the Traffic Technologist position and future budget allocations to support policy completion, procurement of materials, and installation of the necessary speed control measures.

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

Lower and more consistent travel speeds contribute to reduced emissions, noise, and fuel consumption while enhancing pedestrian and cyclist safety.

G. Financial Impacts

There are no direct financial implications associated with this information report.

Any future work related to the completion and implementation of a Traffic Calming and Speed Reduction Policy would require additional funding for both policy development and infrastructure implementation.

H. In Consultation With

Jim McCannell, Manager of Roads and Drainage

Adam Smith, Chief Administrative Officer.

I. Public Engagement

The topic of this Staff Report has not been the subject of a Public Meeting and/or a Public Information Centre as neither a Public Meeting nor a Public Information Centre are required. However, any comments regarding this report should be submitted to Alan Pacheco, Director of Operations directorops@thebluemountains.ca.

J. Attached

None.

Respectfully submitted,

Alan Pacheco
Director of Operations

For more information, please contact:
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Report Approval Details

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Attachments:	
Final Approval Date:	Nov 25, 2025

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

Alan Pacheco - Nov 25, 2025 - 3:27 PM