



Prepared for:



**Transportation Master Plan PIC 1
Summary Report**

Online Public Information Centre 1
Summary Report

September 2021

SIGN OFF SHEET

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Prepared by _____

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Reviewed by _____

(signature)

Diana Addley



Transportation Master Plan

Online Public Information Centre 1 – Summary (Draft)

September 2021

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1.0 Introduction

The Town of The Blue Mountains (Town) is undertaking the development of a comprehensive Transportation Master Plan (TMP). The TMP will be an important resource for the Town as it continues to adapt to changing needs, growth and development, and new opportunities. The TMP will shape how we travel, help us further understand and define our regional connections, and support the movement of goods and services throughout the region. As part of the TMP study process, a vision will be established, actions and policies will be defined, and a financial strategy will be developed to address the short, medium, and long-term transportation needs of the community. A comprehensive engagement process is being undertaken as part of the TMP process.

The study area for the TMP includes the entire Town of The Blue Mountains, within Grey County, as shown in **Figure 1**:



Figure 1: Study Area

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The first of three planned Public Information Centres (PICs) was held as part of the TMP for the Town of the Blue Mountains. The Notice of Online Public Information Centre (PIC) 1 for this study was issued via email to agencies, interested persons and groups, and First Nations on July 16, 2021. The purpose of the notice was to announce the period of time Online Public Information Centre 1 would be available for public review and comment, and to inform readers about the purpose and format of the PIC, as well as where the online materials could be accessed on the Town's dedicated webpage for this study (<https://yourview.thebluemountains.ca/transportation-master-plan>).

2.0 Purpose of Online Public Information Centre 1

The purpose of Online PIC 1 was to present and gather feedback on the TMP study process, the goals and objectives of the TMP, existing travel conditions and community characteristics, community input on transportation infrastructure in the Town, as well as next steps in the TMP process. Comment form links were imbedded in the Online PIC presentation where interested persons could submit their input and feedback on particular topics in the Online PIC content (i.e., input on challenges and opportunities identified for the TMP, preliminary evaluation criteria, draft vision statement) or general comments as well.

Interested persons were also encouraged to contact the study team directly, should they have any additional comments, concerns and/or wished to be added to the study mailing list.

3.0 Notification

The Notice of Online PIC 1 was distributed to the public, agencies, utilities, stakeholders and First Nations through the three methods outlined in **Table 1**.

Table 1: Online PIC 1 Notification Methods

Method of Distribution	Date of Distribution
Emailed electronic copy to study mailing list	July 16, 2021
Emailed electronic copy to TMP Your View (Bang the Table) subscribers	July 16, 2021
Project Website and Town Website Notice	July 16, 2021



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Method of Distribution	Date of Distribution
Posted in the local newspapers (Blue Mountains Review & Collingwood Connection)	July 22, 2021 & July 29, 2021
TMP Newsletter to Town Advisory Committee Members	August 6, 2021
Reminder email to study mailing list	August 18, 2021
Reminder email to TMP Your View (Bang the Table) subscribers	August 18, 2021

Study team member contact information was also provided within the notification, and on the study webpage.

A copy of the Notice of Online PIC 1 and the notification email is included within **Appendix A**.

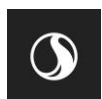
4.0 Location, Date and Time

As mentioned, the first PIC was held online, and consisted of a recorded presentation that was hosted on the study website (<https://yourview.thebluemountains.ca/transportation-master-plan>), beginning on July 29, 2021, and concluding on August 27, 2021.

5.0 Reference Materials

The following displays were presented as part of the online PIC presentation:

- Welcome
- Transportation Master Plan Study Area
- TMP Background and Context
- TMP Objectives
- Master Planning Process
- Consultation Process
- Challenges and Opportunities



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- Community Characteristics
- Land Use Characteristics
- Existing Road Network
- Existing Active Transportation Network
- Existing Off-Road Vehicle (ORV) Use
- Existing Transit Network
- Existing Travel Trends: Mode Share
- Existing Travel Trends: Seasonal Trips
- Existing Travel Trends: Hourly Distribution
- Existing Travel Trends: Traffic Distribution
- Existing Trends: Active Transportation
- Collision Data Review
- Online Survey Results
- Draft Vision Statement
- Guiding Principles
- Proposed Evaluation Criteria
- Next Steps

A copy of the Online PIC 1 presentation is included within **Appendix B**.

6.0 Format

As noted, due to the COVID-19 pandemic, the PIC was hosted online via the study website (<https://yourview.thebluemountains.ca/transportation-master-plan>). A recorded presentation, including the transcript and displays, were available for review, and members of the public were encouraged to complete the online comment forms, and to contact the project team to ask questions and/or share any ideas with respect to the study. Comment forms were provided via a link to a Survey Monkey comment format. Online PIC 1 participants were encouraged to submit their comments online, either within the online comment forms, or by email and/or telephone by August 27, 2021.



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7.0 Participation

Statistics were gathered during the online PIC period (i.e., from July 29 to August 27, 2021) to determine the number of viewers of the online presentation. A total of 99 unique visits to the project website were made during the PIC time period. The largest number of unique visits to the website in a day was 22 visits on August 18, 2021. Error! Reference source not found. shows the unique visits by date.

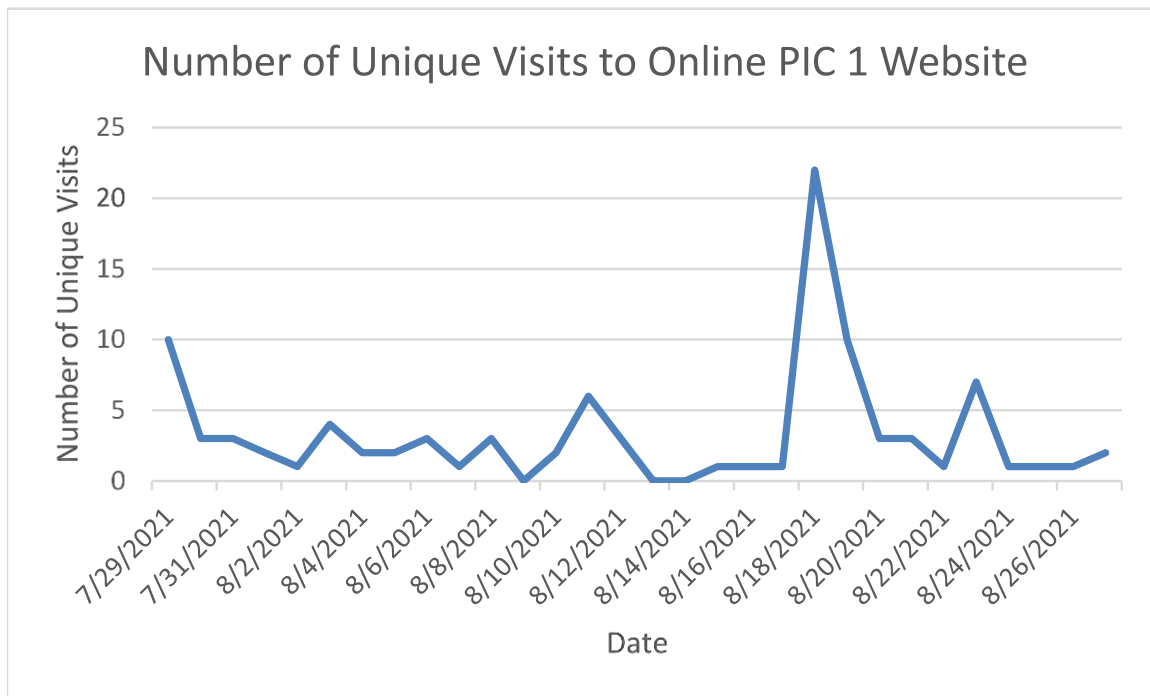


Figure 2: Number of Unique Visits to Online PIC 1 Website

8.0 Online PIC 1 Comments and Responses

During the Online PIC 1 period, participants submitted comments via the online survey questions embedded within the recorded PIC presentation and/or via the email address provided on the Town's engagement website. In total, six people submitted comments via the SurveyMonkey embedded comments links provided within the PIC presentation. A summary table of all comments submitted, and a complete comments package is provided in **Appendix C**. A total of fourteen email comments were submitted during the Online PIC period. The embedded comments links were intended to provide the public with the opportunity to provide feedback on preliminary evaluation criteria, TMP objectives, the draft TMP Vision Statement, and any additional inputs they wished to provide.

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9.0 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 Town of Blue Mountains
- Highway 26 should not be widened
- Speed reductions on specific roads such as Sunset Boulevard, Sleepyhollow 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

10.0 Next Steps

All comments received to date since commencement of the study have been reviewed and considered by members of the study team and will continue to be considered as the TMP progresses. As a next step, Online PIC 2 will be held to present and gather feedback on the recommended transportation solutions and next steps in the study process. PIC 2 is anticipated to be held online in November 2021.



APPENDIX A:

Online Public Information Centre 1

Notice



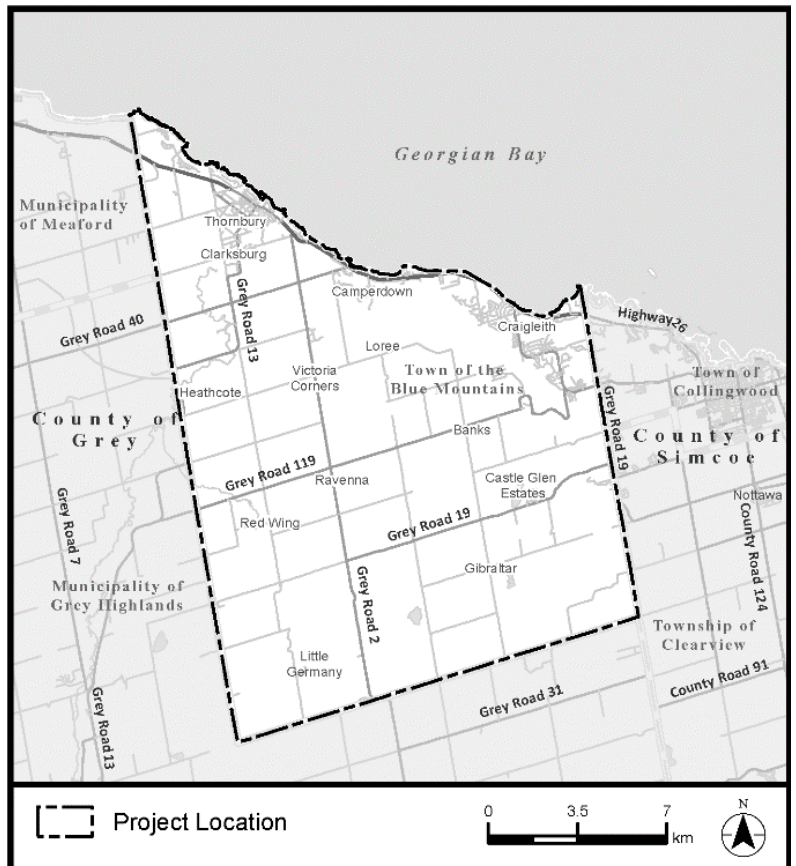


Notice of Online Public Information Centre 1

The Corporation of the Town of The Blue Mountains Transportation Master Plan

The Town of The Blue Mountains (Town) is facing significant growth pressures and increased tourism activity alongside the broader South Georgian Bay region and will likely continue to see this growth into the foreseeable future. To strategically prepare for this continued growth and enhance our existing transportation network, the Town is undertaking the development of a comprehensive Transportation Master Plan (TMP).

The TMP will be an important resource for the Town as it continues to adapt to changing needs, growth and development, and new opportunities. The TMP will shape how we travel, help us further understand and define our regional connections, and support the movement of goods and services throughout the region. As part of the TMP study process, a vision will be established, actions and policies will be defined, and a financial strategy will be developed to address the short, medium, and long-term transportation needs of the community.



The Process

This study is being undertaken in accordance with Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA). As such, the TMP will generally address Phases 1 and 2 of the MCEA process and will form the basis for the recommended Schedule B and C transportation infrastructure projects identified within the TMP report.

Consultation

A virtual **Public Information Centre (PIC)** is being planned to present and gather feedback on the TMP study process, the goals and objectives of the TMP, existing travel conditions and community characteristics, community input on transportation infrastructure in the Town, as well as next steps in the TMP process. Due to COVID-19 and associated physical distancing requirements, the format of this PIC will be a user-driven visual presentation with audio voiceover to guide participants through the available content on the project website. Participants are invited to contact the project team for questions or comments. This PIC can be accessed as follows:

July 29 to August 27, 2021

at the following link:

<https://yourview.thebluemountains.ca/transportation-master-plan>

Additional opportunities will be offered to review information and provide your feedback as this study progresses. In light of the COVID-19 pandemic and associated physical distancing requirements, the format of these future public consultation events have not been confirmed at this time.

For more information about this study, please contact:

Adam Fraser

TMP Project Coordinator
Town of The Blue Mountains
Phone: 705-351-2630
Email: ttmp@thebluemountains.ca

John Heseltine, MCIP

Project Manager, Senior Planner
Stantec Consulting Ltd.
Phone: 902-481-1477
Email: john.heseltine@stantec.com

All information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information, all comments will become part of the public record.

This notice was first issued July 16, 2021 via email and will be posted on July 22, 2021.

From: [Gazibara, Nevena](#)
To: ["tmp@thebluemountains.ca"](mailto:tmp@thebluemountains.ca)
Bcc:

Notice of Online Public Information Centre 1, Town of The Blue Mountains Transportation Master Plan (TMP)
Friday, July 16, 2021 2:47:00 PM
[TBM_TMP_Notice of PIC 1_fnl.pdf](#)

Subject:
Date:
Attachments:

Good afternoon,

Please see the attached Notice of Online Public Information Centre (PIC) 1 for the **Town of The Blue Mountains Transportation Master Plan** study. As indicated within the attached notice, The Town of The Blue Mountains is undertaking the development of a comprehensive Transportation Master Plan (TMP). The purpose of this notice is to inform you of the upcoming online PIC, which will be available for your review on the study website (<https://yourview.thebluemountains.ca/transportation-master-plan>) from July 29 to August 27, 2021. The purpose of the PIC is to present and gather feedback on the TMP study process, the goals and objectives of the TMP, existing travel conditions, community input on transportation infrastructure in the Town, and next steps in the TMP process.

Please do not hesitate to let us know if you have any comments, questions or concerns, and/or wish to contact a member of the study team (tmp@thebluemountains.ca).

Regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she,her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

APPENDIX B:

Online Public Information Centre 1

Presentation





Town of The Blue Mountains Transportation Master Plan

Online Public Information Centre 1



Town of The Blue Mountains Transportation Master Plan (TMP)



Transportation Master Plan Study Area



The TMP Study Area is the Town of The Blue Mountains, which is home to a dynamic and diversifying economy with more than 20 km of Georgian Bay shoreline, the Blue Mountain Ski Resort, the Bruce Trail, and rich agricultural lands.

Transportation Master Plan Background & Context



The Town completed a Comprehensive Transportation Strategic Plan in 2010, which provided a framework to address the needs of the Town's road infrastructure, with an emphasis on Highway 26 corridor improvements. Since then, growth patterns, tourism activity and desires of the community have evolved. Interest in Highway 26's role in the region is anticipated to continue, but there has also been a **refocus on finding a more balanced, multimodal approach to the movement of people and goods.**

The 2010 Plan is a valuable document to build from, but will only provide for some aspects of the desired outcomes of this TMP. This TMP project is a new plan to **balance the needs of all road users, to build on the Town's successes and keep the Town a desirable place to live and visit year-round.**



Transportation Master Plan Objectives



- **Improve connectivity and travel choices** by providing reliable, equitable and accessible options
- **Improve the safety of transportation systems for all users**
- Plan the transportation network to **support seasonal tourism fluxes and efficient development within the municipality**
- **Encourage active transportation and transit**
- **Plan transportation infrastructure that assists in reducing greenhouse gas emissions**
- Align with the transportation vision and goals of Grey County and **improve regional transportation and transit connectivity**
- Support the **movement of goods and services throughout the region**

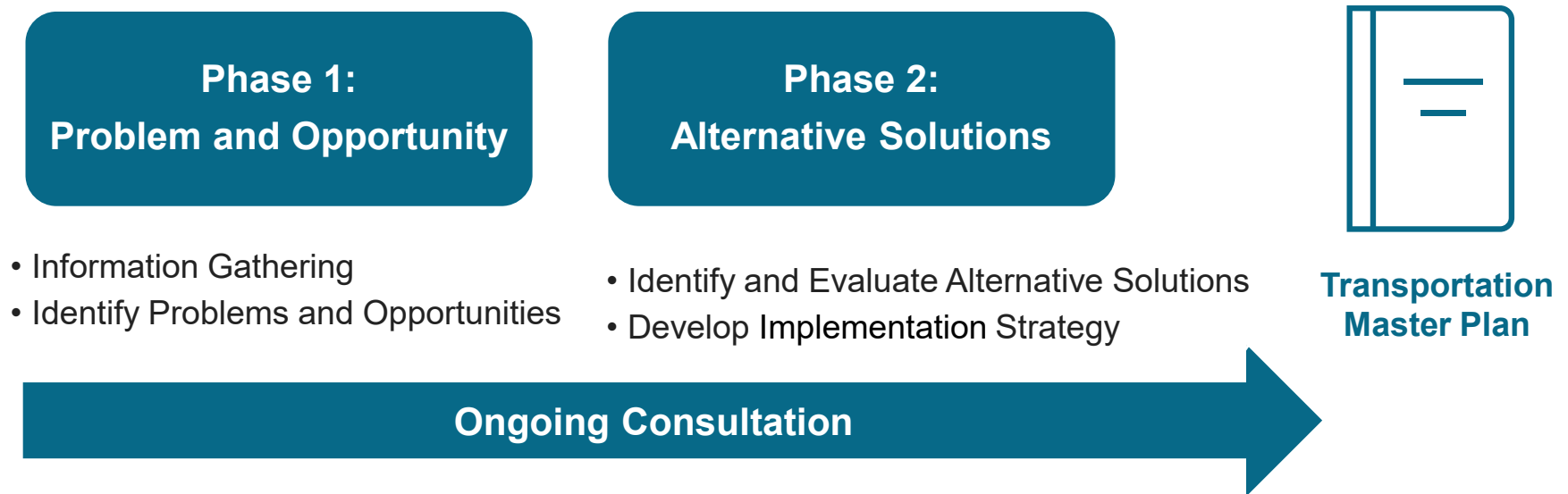


Master Planning Process



This study is being undertaken in accordance with Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2015).

Phases 1 and 2 of the MCEA process will generally be addressed and will form the basis for the recommended Schedule B and C transportation infrastructure projects identified in the TMP Update report.



Consultation Process



Phase 1: Problem and Opportunity

- Information Gathering
- Identify Problems and Opportunities

Phase 2: Alternative Solutions

- Identify and Evaluate Alternative Solutions
- Develop Implementation Strategy



**Transportation
Master Plan**

Ongoing Consultation

Notice of Study
Commencement (May 2021)

Online Survey
(June 23 – July 16, 2021)

**Online Public Information Centre 1
(July 29- August 27, 2021)**

Online Public Information Centre 2
(November 2021)

Online Public Information Centre 3
(April / May 2022)

Notice of Study Completion
(July 2022)

Challenges and Opportunities

Challenges

- ★ Significant growth and development
- ★ Traffic and parking constraints
- ★ Disconnected/absent active transportation links
- ★ Highway 26 corridor
- ★ Seasonal demand fluctuations
- ★ Winter weather conditions

Opportunities

- ▲ Enhance multimodal accessibility
- ▲ Encourage active transportation and public transit
- ▲ Integrate regional travel demands
- ▲ Improve connectivity for trail users
- ▲ Balance trail user safety and vehicular activity

Comment



Community Characteristics



The Town of The Blue Mountains has a population of approximately 8,100 residents, and another estimated 9,200 live in the town seasonally or periodically during the year. However, the permanent resident population has recently increased due to impacts of the COVID-19 Pandemic.



Source: Google Street View

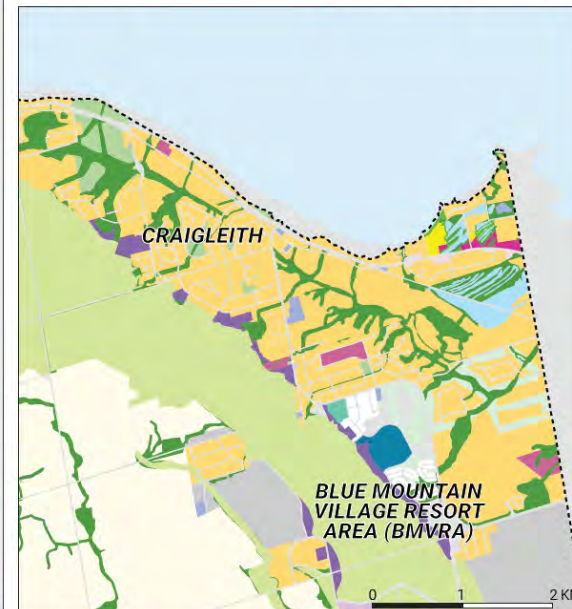


Source: Google Street View



Source: Google Street View

Land Use Characteristics

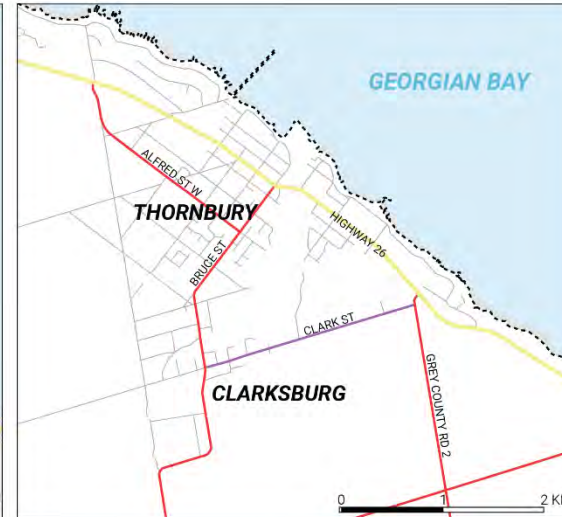
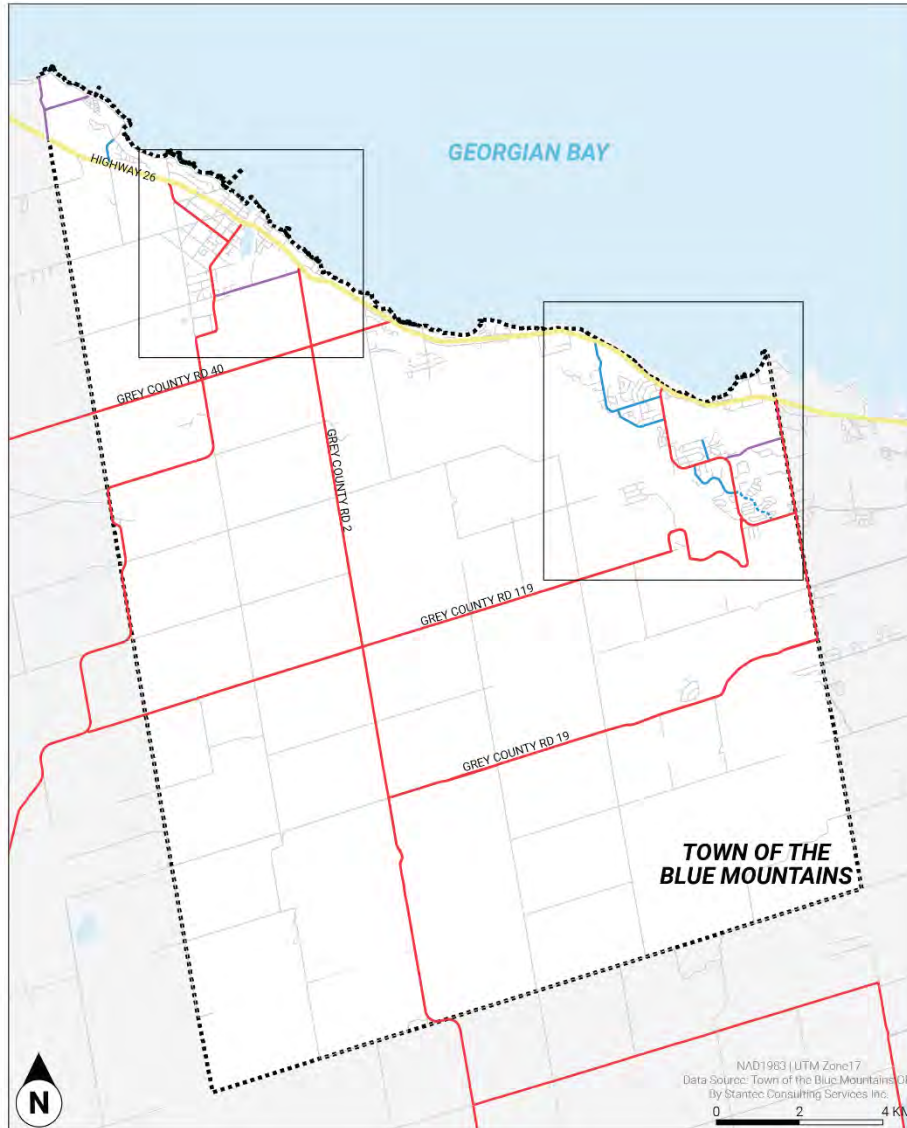


LAND USE

TOWN OF THE BLUE MOUNTAINS TMP

- Agricultural
- BMVRA-Low Density Residential
- BMVRA-Medium Density Residential
- BMVRA-Open Space
- BMVRA-Resort Commercial
- BMVRA-Core
- Commercial Corridor
- Community Living Area
- Craigleith Village Commercial
- Craigleith Village HSFPWS
- Downtown Area
- Escarpment
- Escarpment Golf (Castle Glen)
- Future Secondary Plan Area
- Hazard
- Hamlet Area
- Harbour Area
- Institutional Area
- Major Open Space
- Mineral Resource Extraction Area
- Rural
- Resort Commercial
- Recreational Commercial Area
- Rural Employment Lands
- Residential Recreational Area
- Recreational Ski
- Resort Residential (Castle Glen)
- Special Agricultural
- Urban Employment Area
- Village Commercial
- Wetlands

Existing Road Network

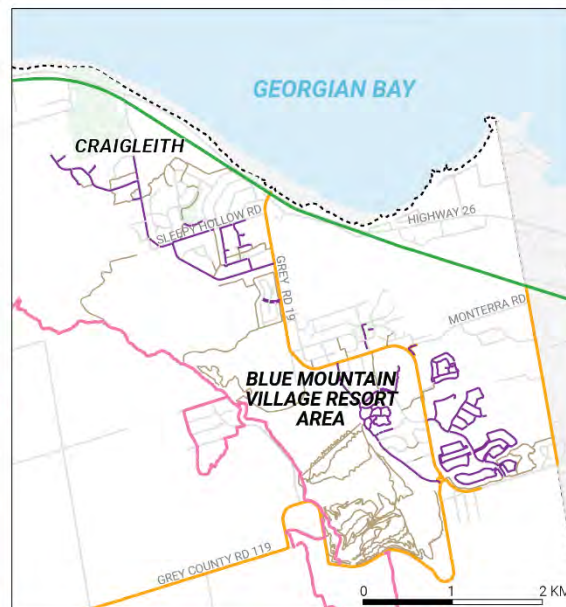
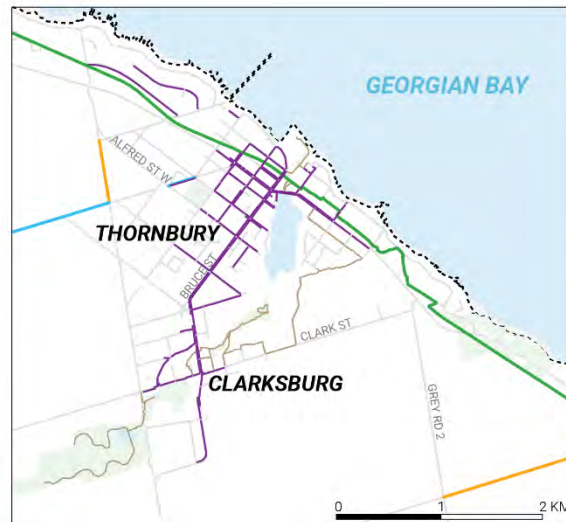
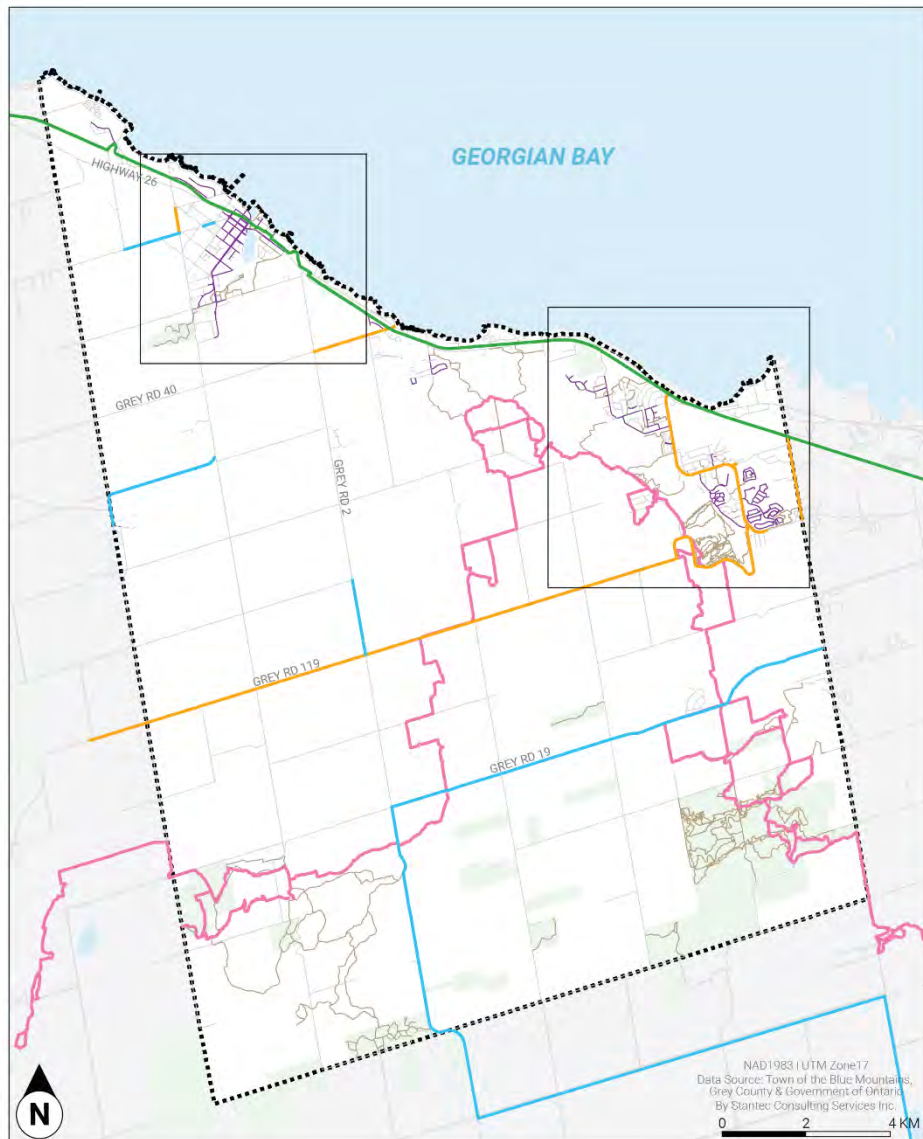


ROAD NETWORK

TOWN OF THE BLUE MOUNTAINS TMP

- Provincial Highways
- County Roads
- Major Collector Roads
- Minor Collector Roads
- - - Proposed Minor Collector Roads
- Local Roads

Existing Active Transportation Network



ACTIVE TRANSPORTATION NETWORK

TOWN OF THE BLUE MOUNTAINS TMP

- Sidewalk
- Off-Road Trail
- Paved Shoulder
- Partially Paved Shoulder
- Georgian Trail
- Bruce Trail

Existing Off-Road Vehicle (ORV) Use



Effective July 1, 2020:

- ORV use extended to Extreme Terrain Vehicles (XTVs) and Off-Road Motorcycles (ORMs), with restrictions

Effective January 1, 2021:

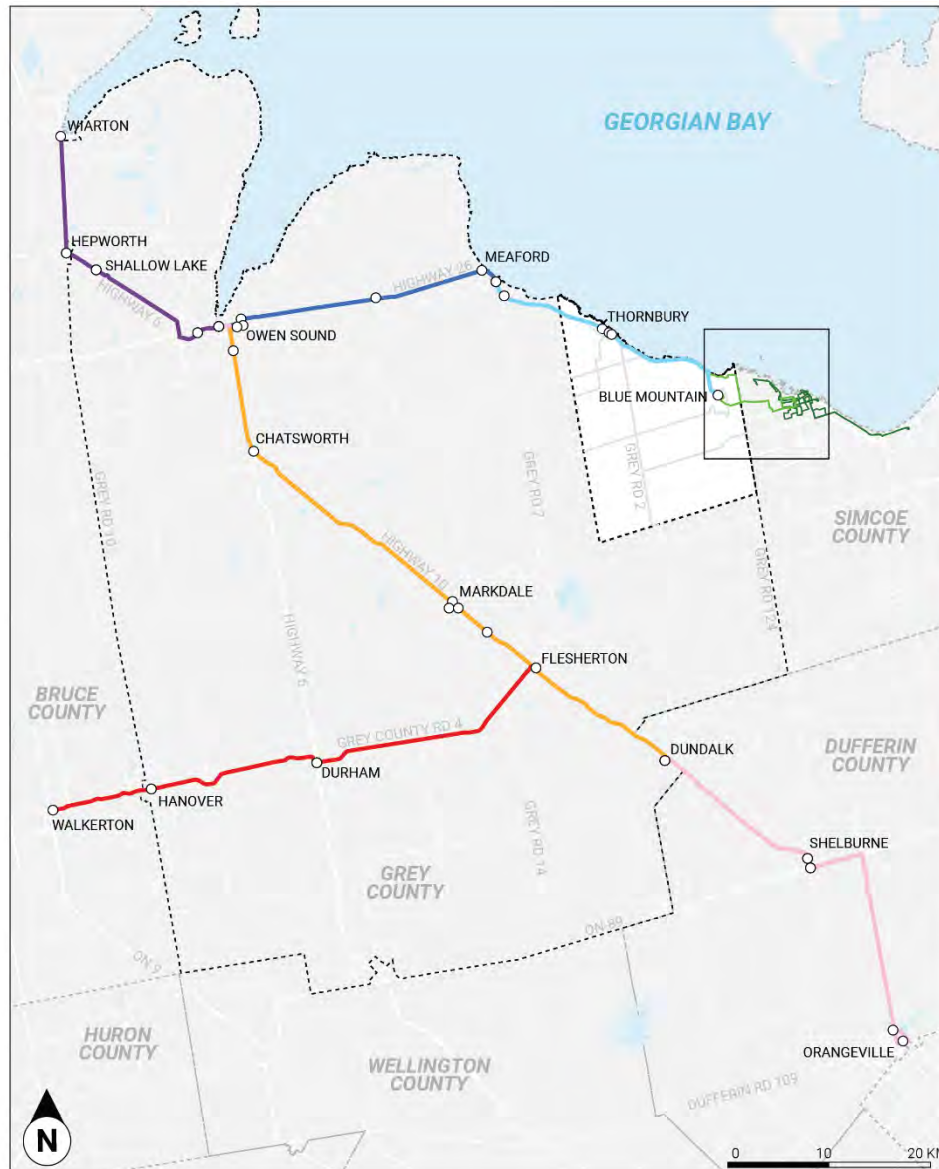
- Amendments to O.Reg. 316/03 Regarding Off-Road Vehicle access on Municipal Highways
- Allow ORV use on all roads in the municipalities prescribed in O.Reg. 8/03
- Permits these municipalities to pass by-laws to *restrict or prohibit* ORV access on some or all roads under their jurisdiction
- Replaces the previous requirement that municipalities had to enact a by-law to *permit* ORVs to operate on municipal highways



What does this mean for the Town of The Blue Mountains?

- Existing regulatory framework prescribed under O.Reg. 316/03 continues to apply to municipalities not listed in O.Reg. 8/03
- The Town of The Blue Mountains is not listed in O.Reg.8/03 and is therefore not affected by the 2021 amendments
- In accordance with Town By-Law No. 2004-69, All Terrain Vehicles shall not be driven on a Town of The Blue Mountains roadway

Existing Transit Network



REGIONAL TRANSIT NETWORK

TOWN OF THE BLUE MOUNTAINS TMP

Grey Transit Route (GTR)

Route 1

Route 2

Route 3

Route 4

Route 5

Route 6

○ GTR Stop

Collingwood Public Transit (CollTrans)

Collingwood/Blue Mountain Link

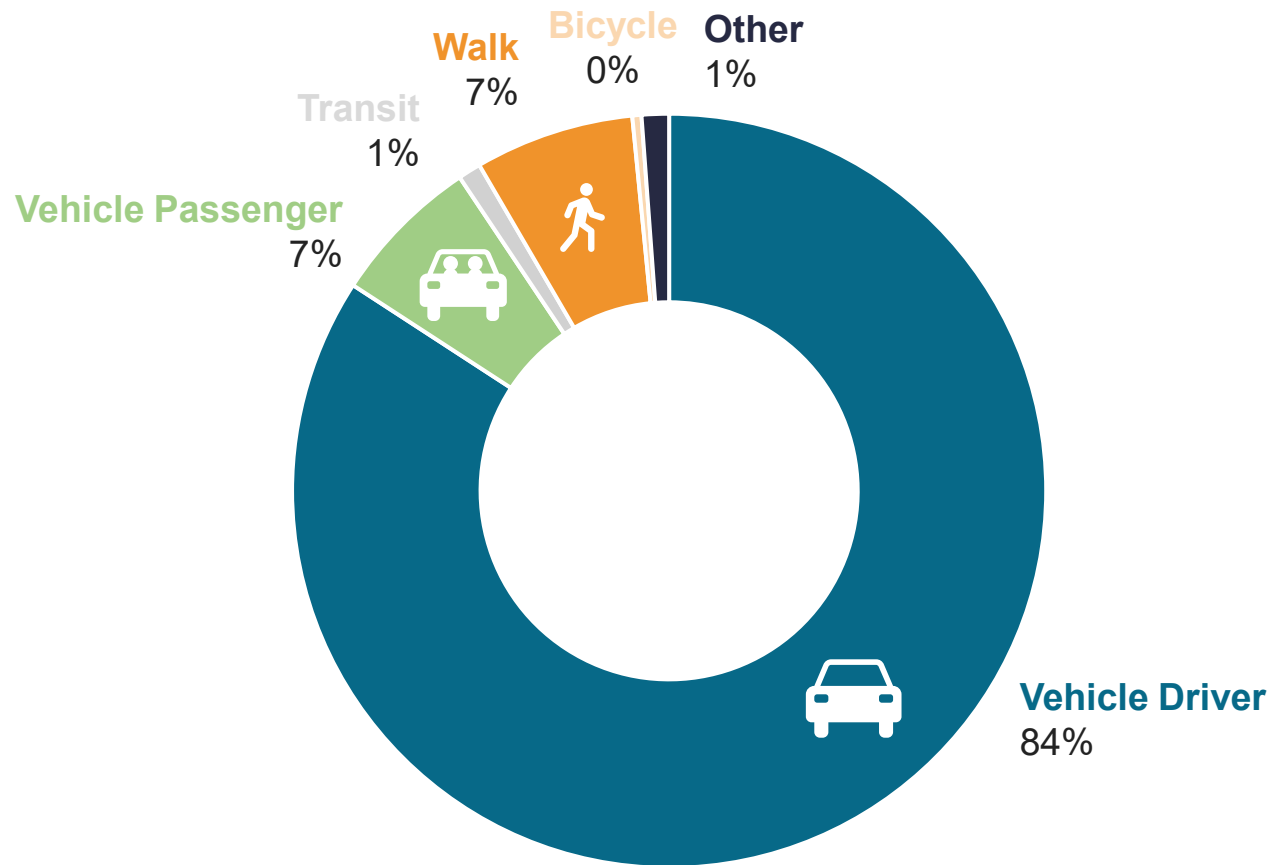
○ Transit Route



Existing Travel Trends: Mode Share



Commuting Mode Share

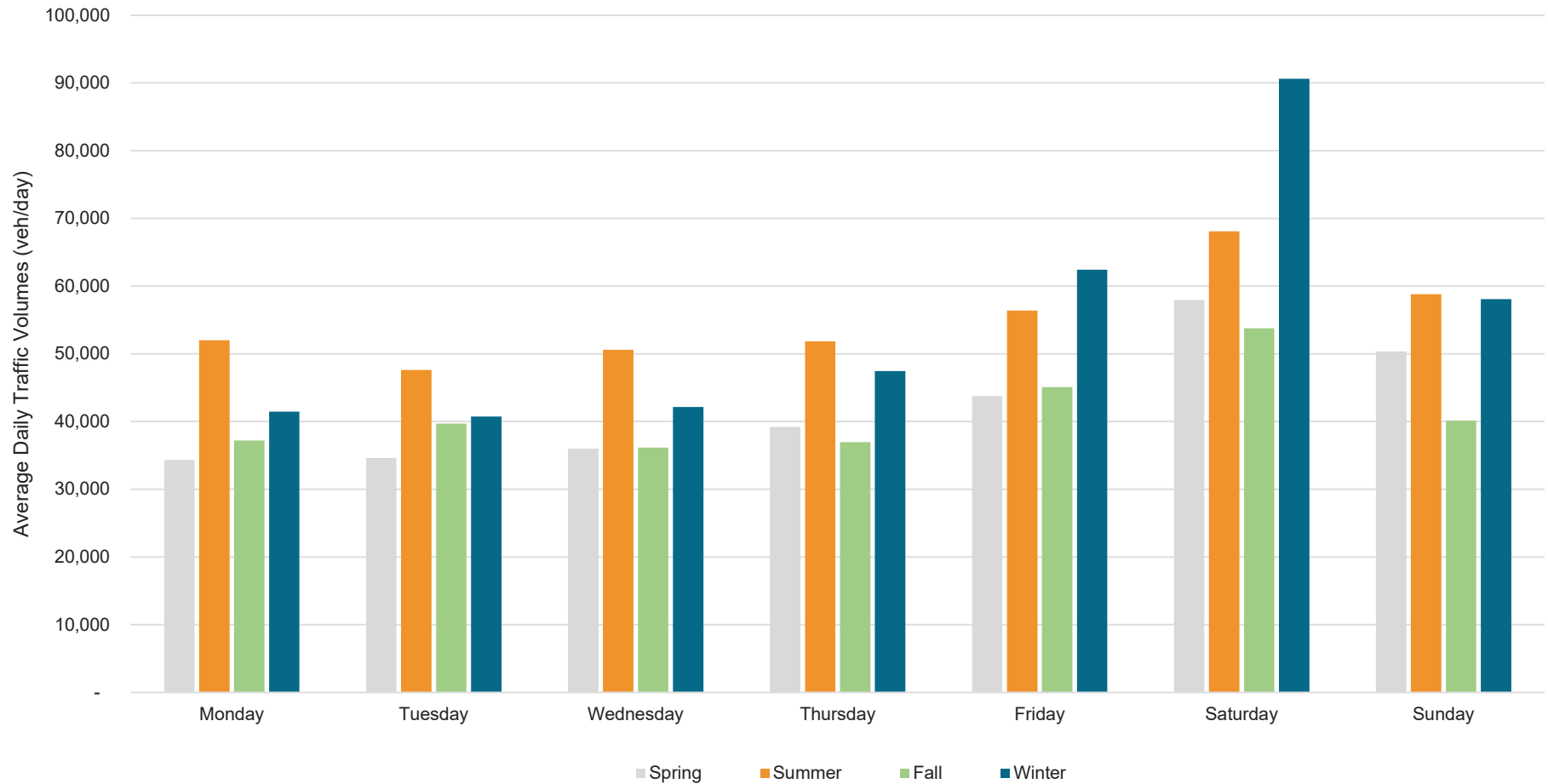


Source: Statistics Canada, 2016 Census of Population

Existing Travel Trends: Seasonal Trips



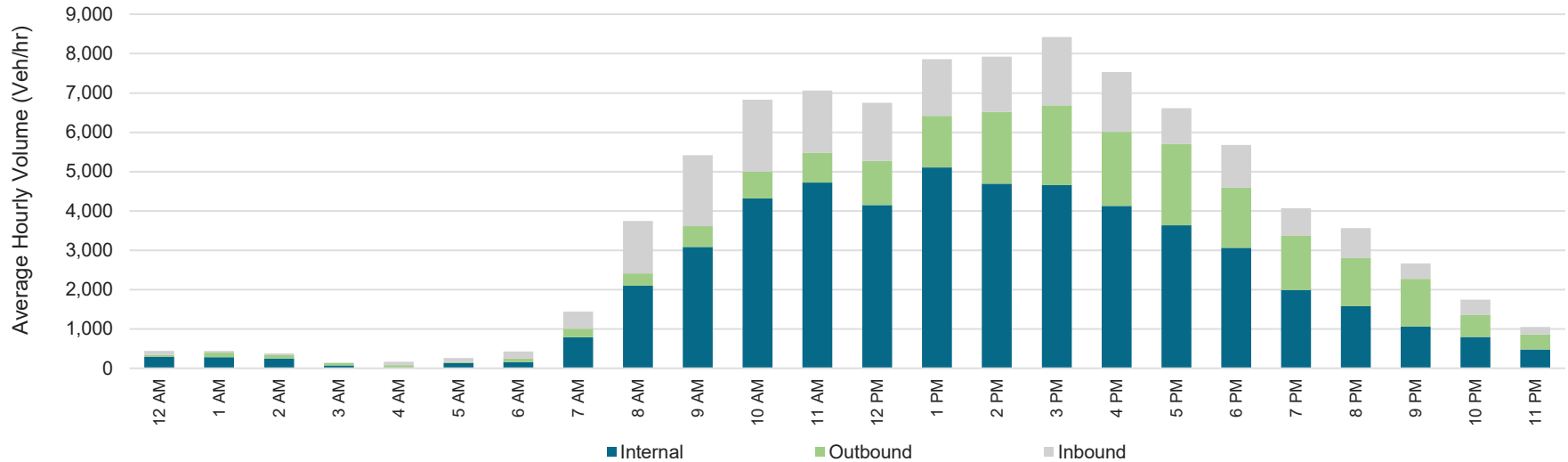
Seasonal Trip Frequency by Day of the Week (2019)



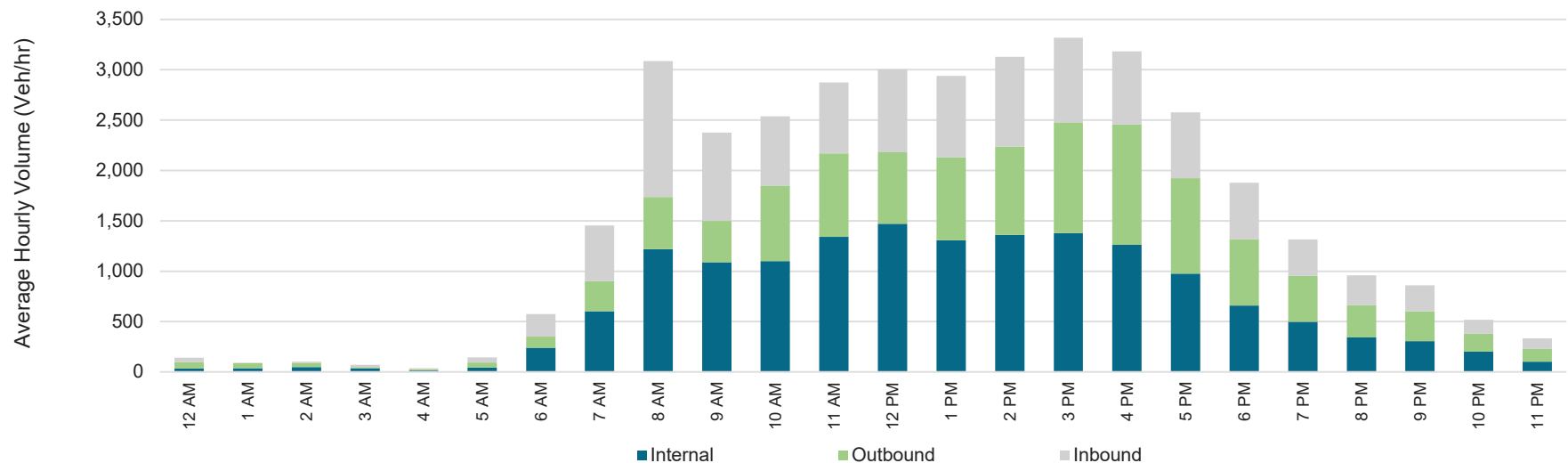
Existing Travel Trends: Hourly Distribution



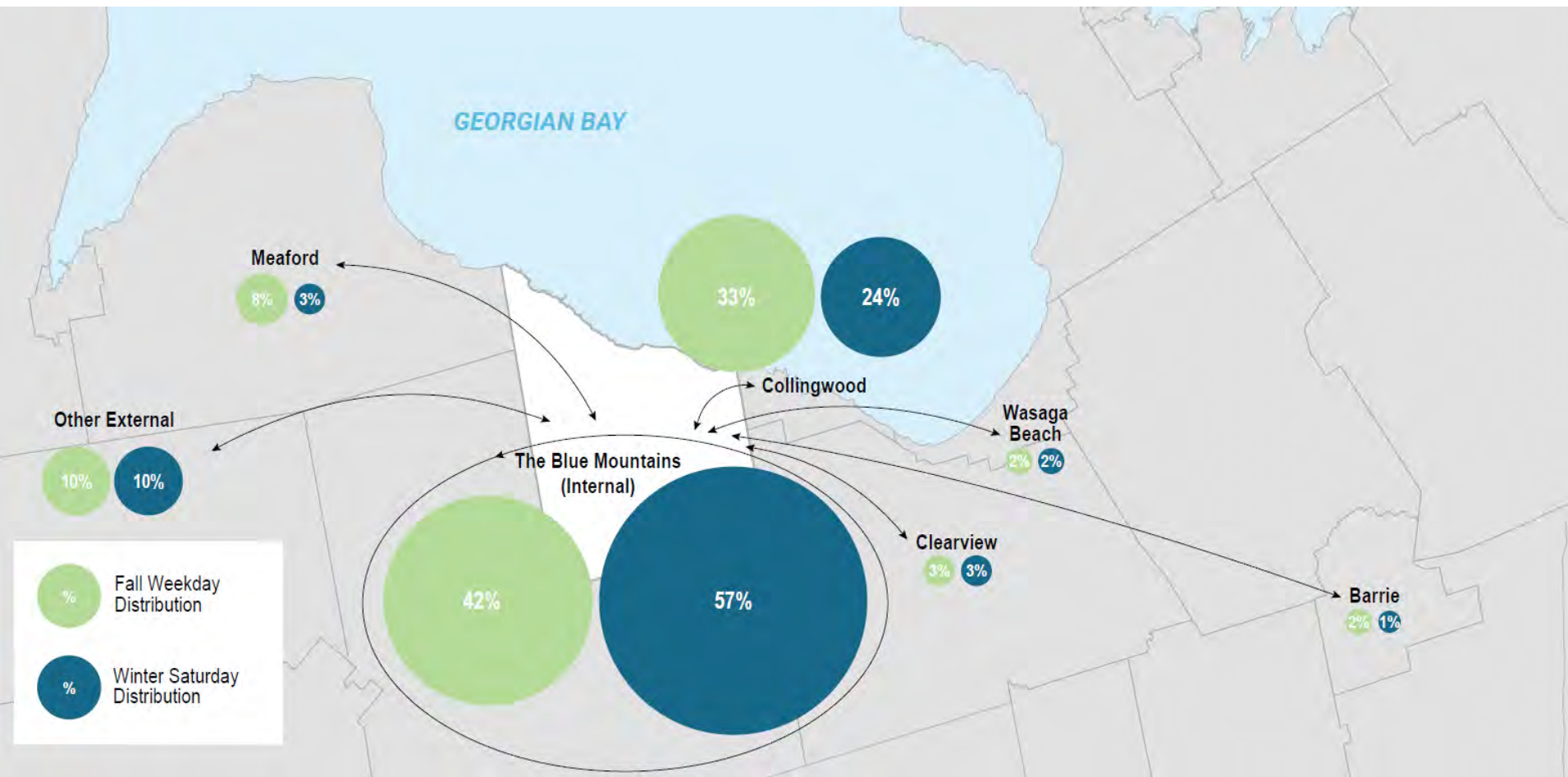
Average Hourly Trip Frequency (Winter Saturday, 2019)



Average Hourly Trip Distribution (Fall Weekday, 2019)



Existing Travel Trends: Traffic Distribution

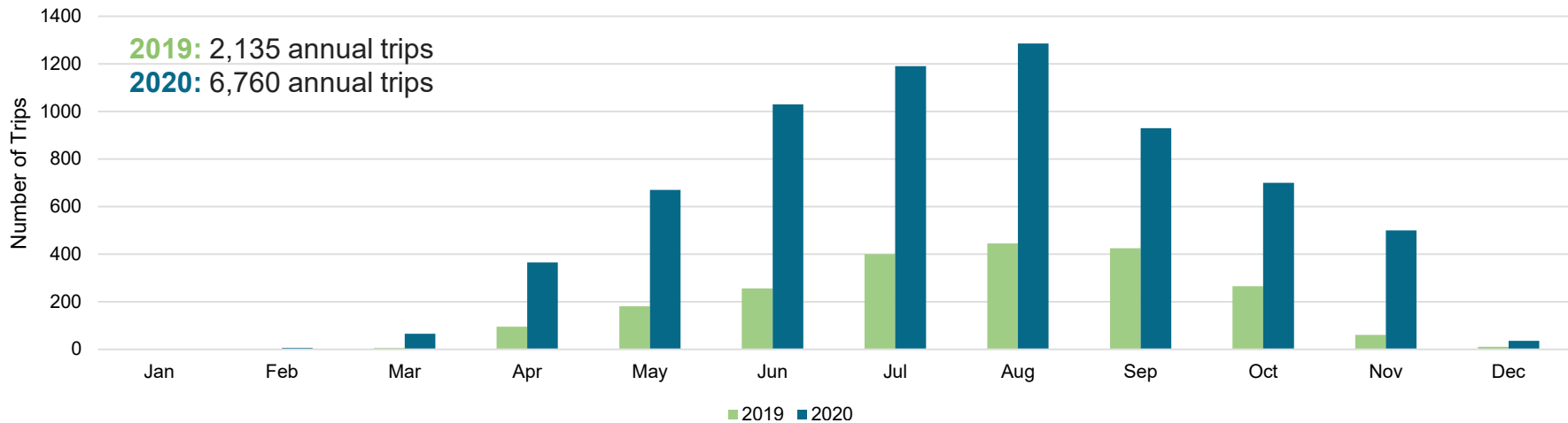


Source: StreetLight, 2019

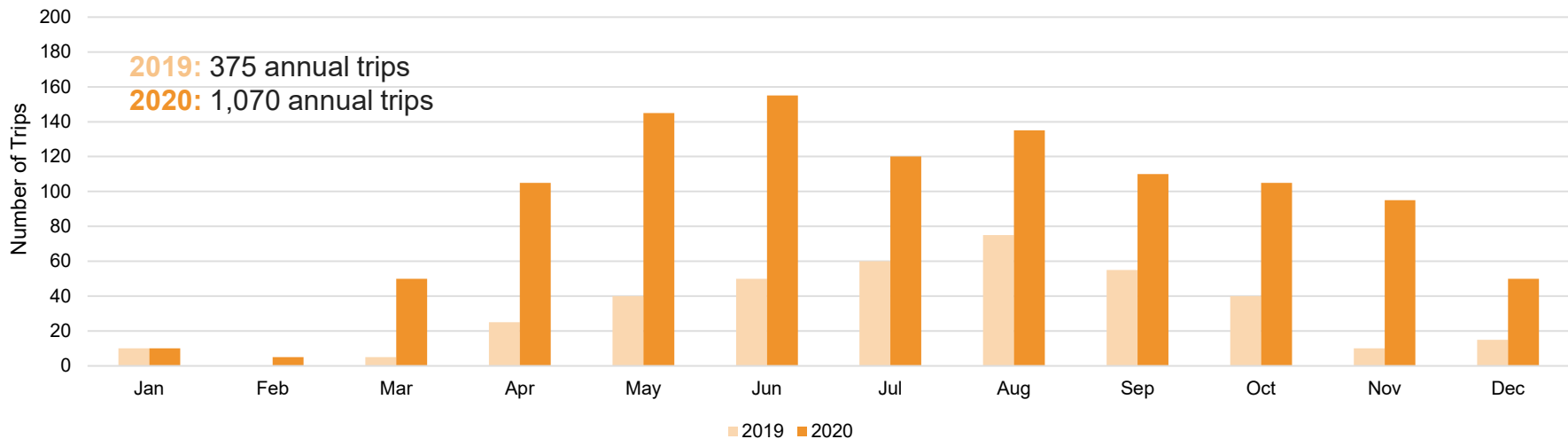
Existing Trends: Active Transportation



Cycling Trips by Month on Georgian Trail



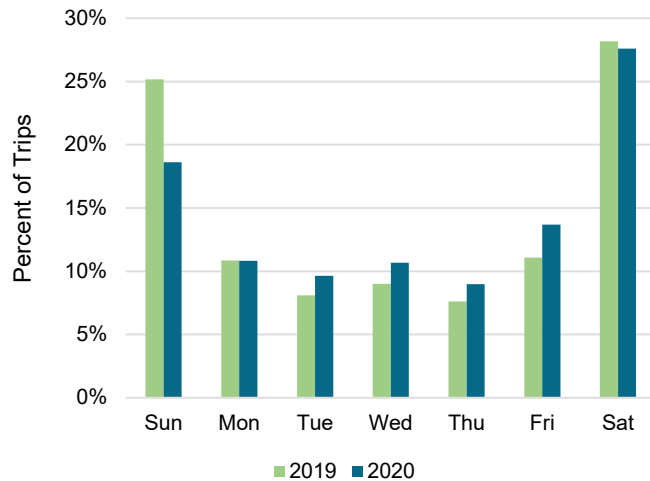
Pedestrian Trips by Month on Georgian Trail



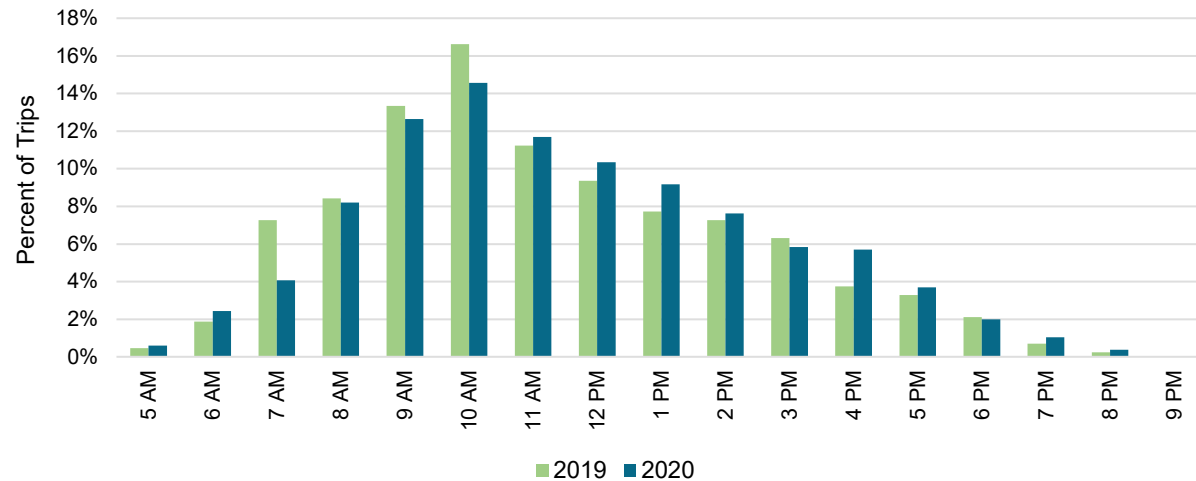
Existing Trends: Active Transportation



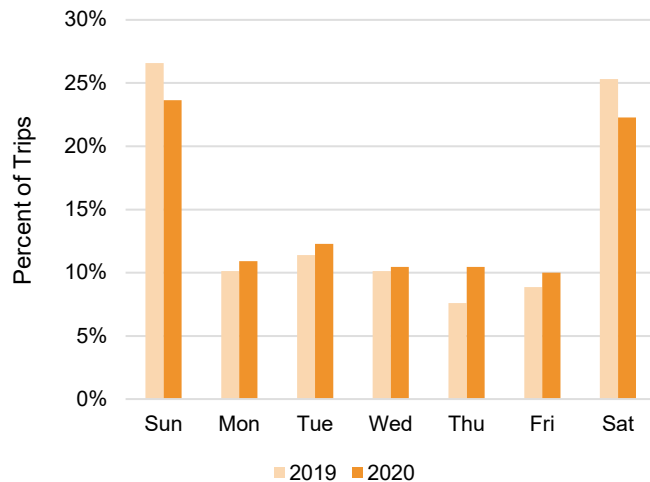
Cycling Trips (%) by Day of Week



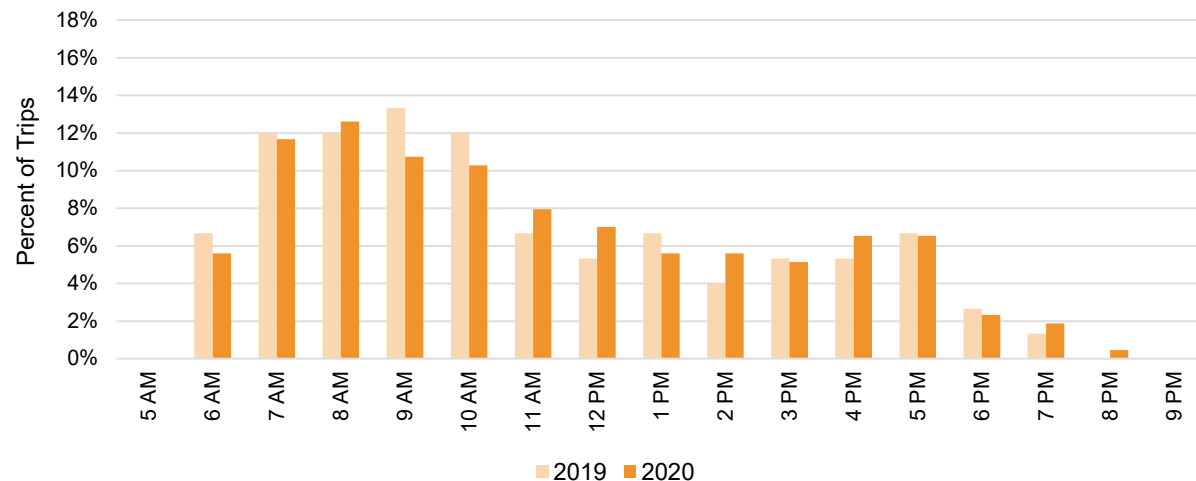
Cycling Trips (%) by Hour of Day on Georgian Trail



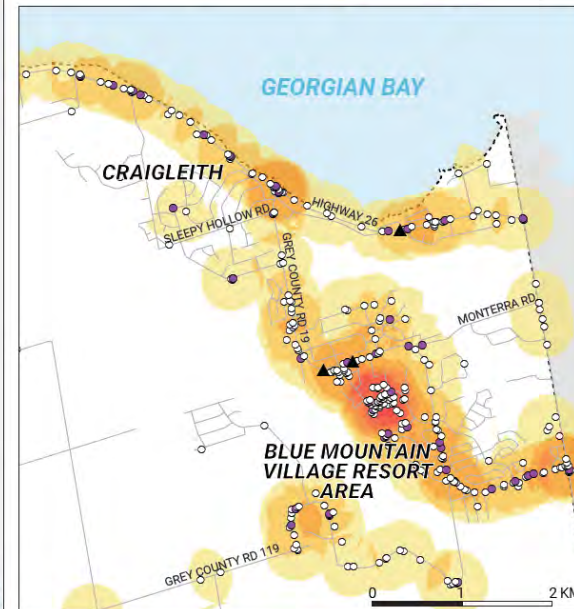
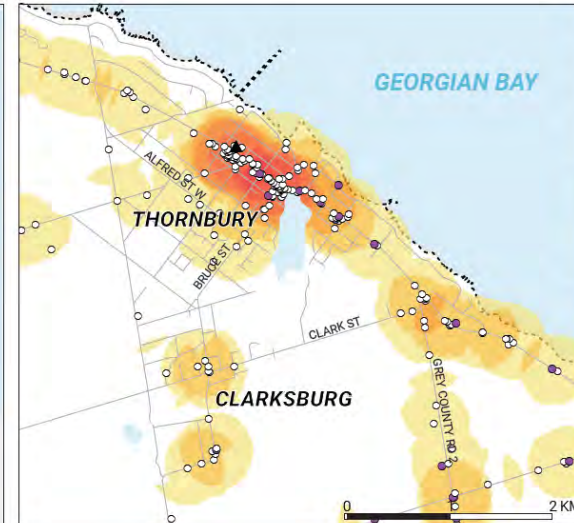
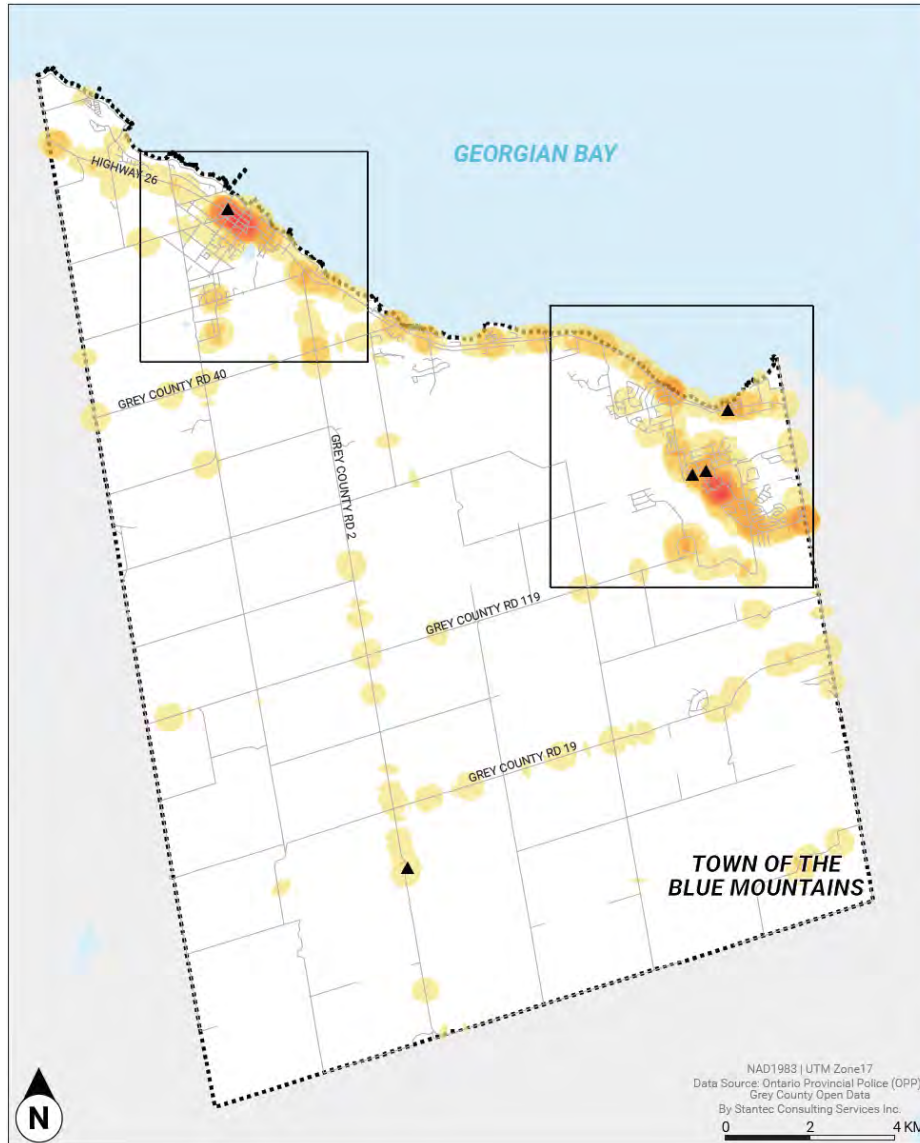
Pedestrian Trips (%) by Day of Week



Pedestrian Trips (%) by Hour of Day on Georgian Trail



Collision Data Review: All Collisions



COLLISION EVENTS

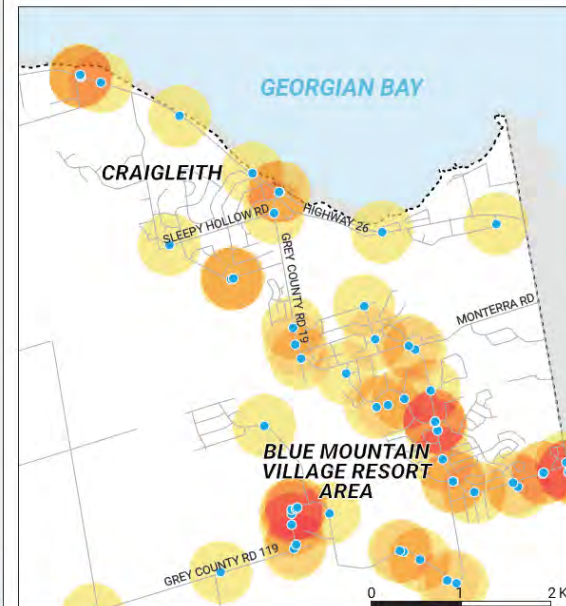
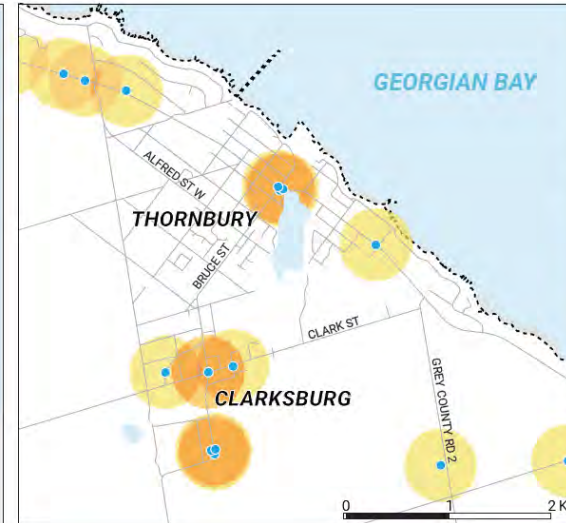
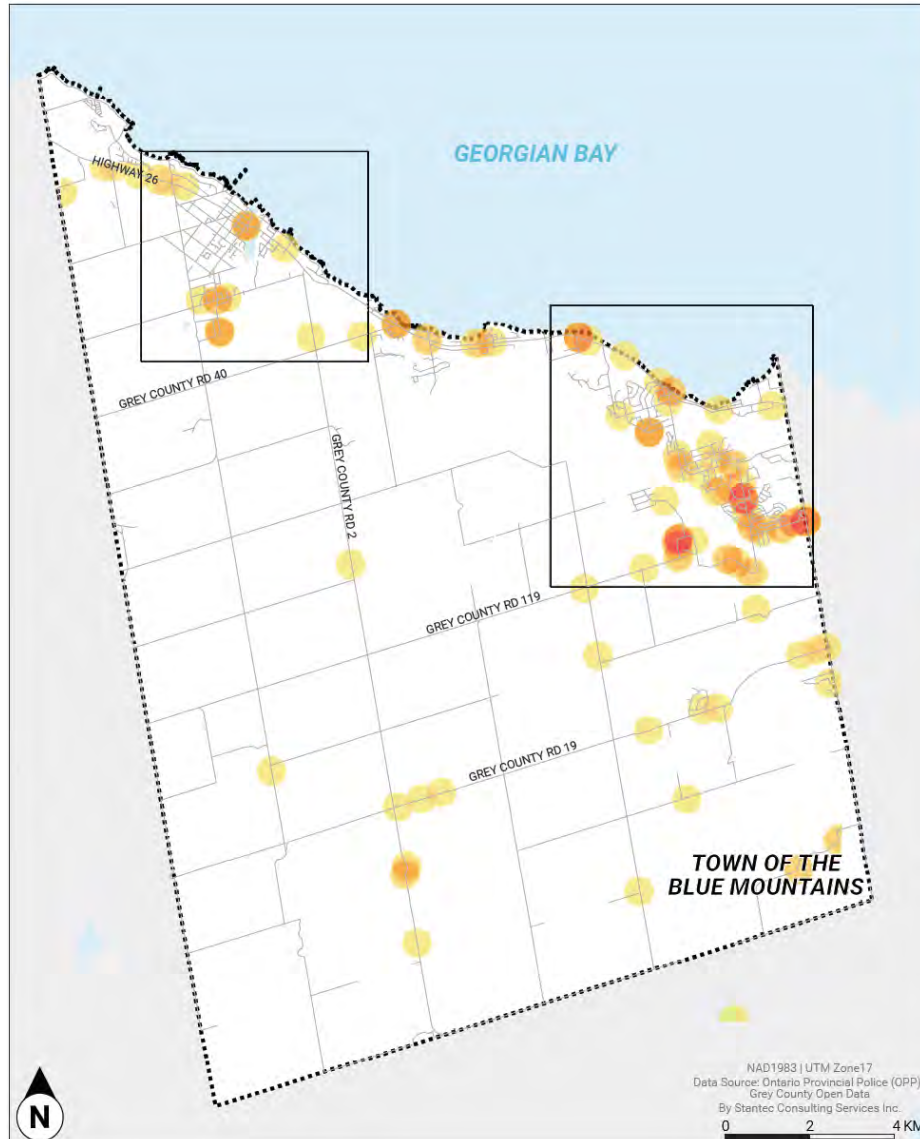
TOWN OF THE BLUE MOUNTAINS TMP

Number of Collision Events, 2015-2020



- ▲ Fatal Injury
- Non-Fatal Injury
- Property Damage Only

Collision Data Review: Speed Related



SPEED-RELATED COLLISION EVENTS

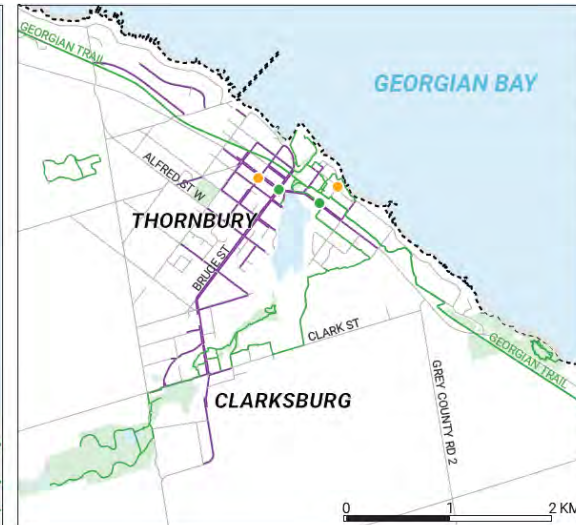
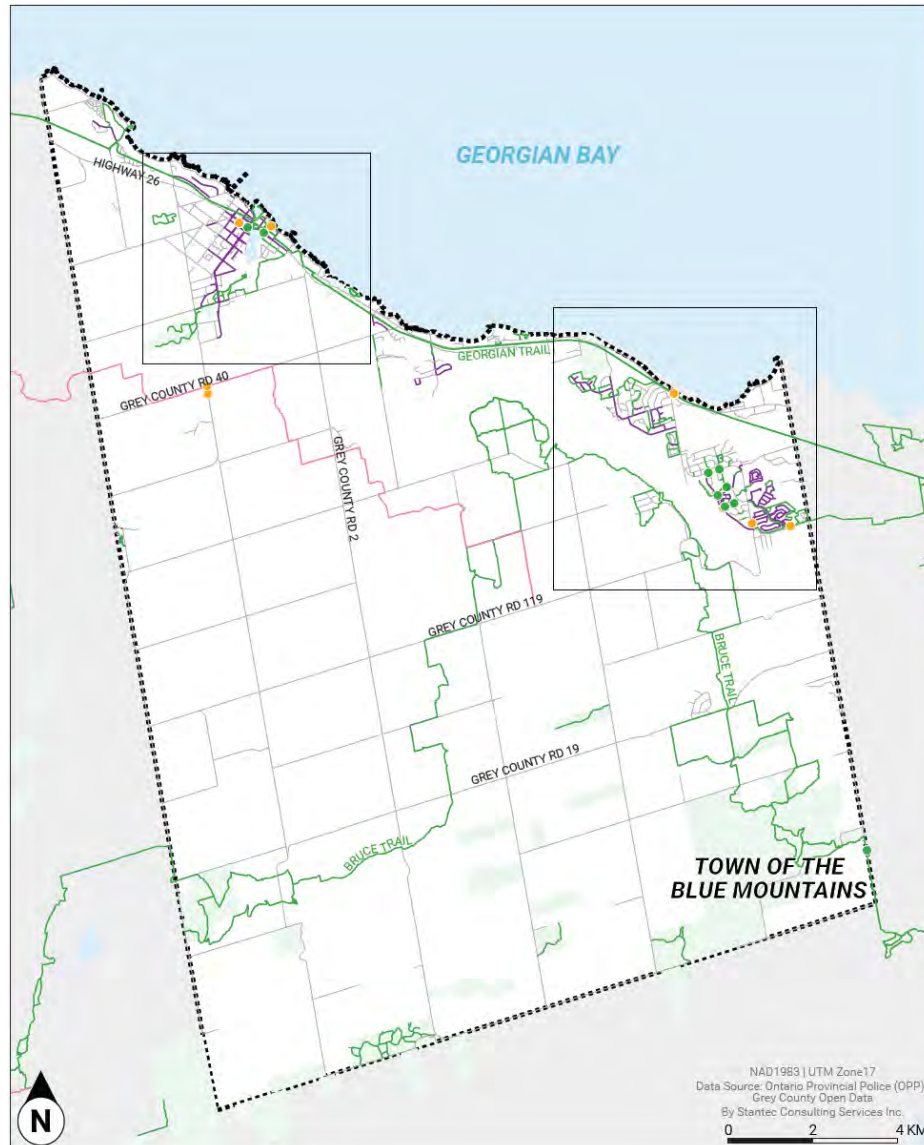
TOWN OF THE BLUE MOUNTAINS TMP

Number of Speed-Related Collision Events, 2015-2020



● Speed-Related Collision

Collision Data Review: Pedestrian and Cyclist



PEDESTRIAN AND CYCLIST COLLISION EVENTS

TOWN OF THE BLUE MOUNTAINS TMP

Collision Type

- Pedestrian
- Cyclist

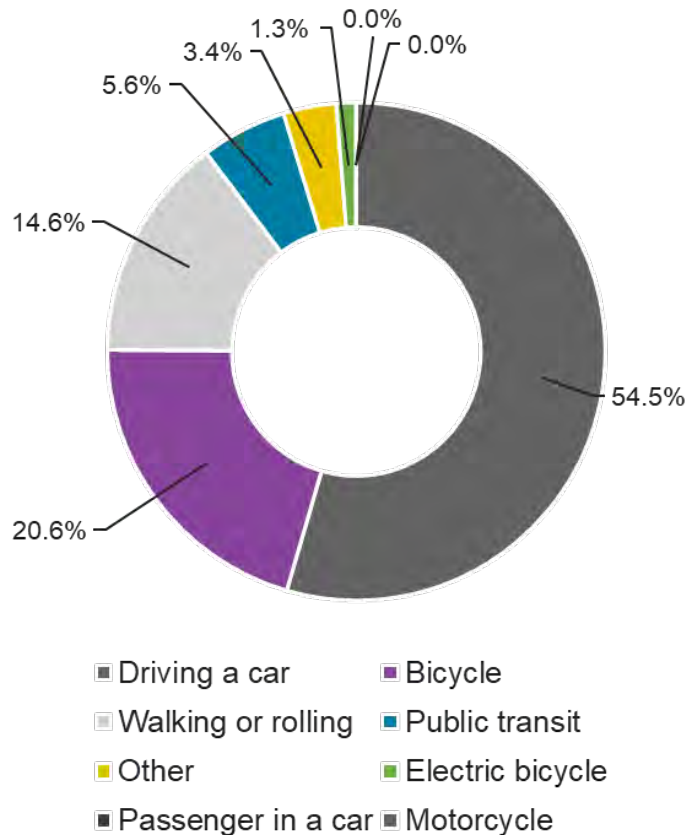
Active Transportation Network

- Sidewalks
- Trails
- Snowmobile Route

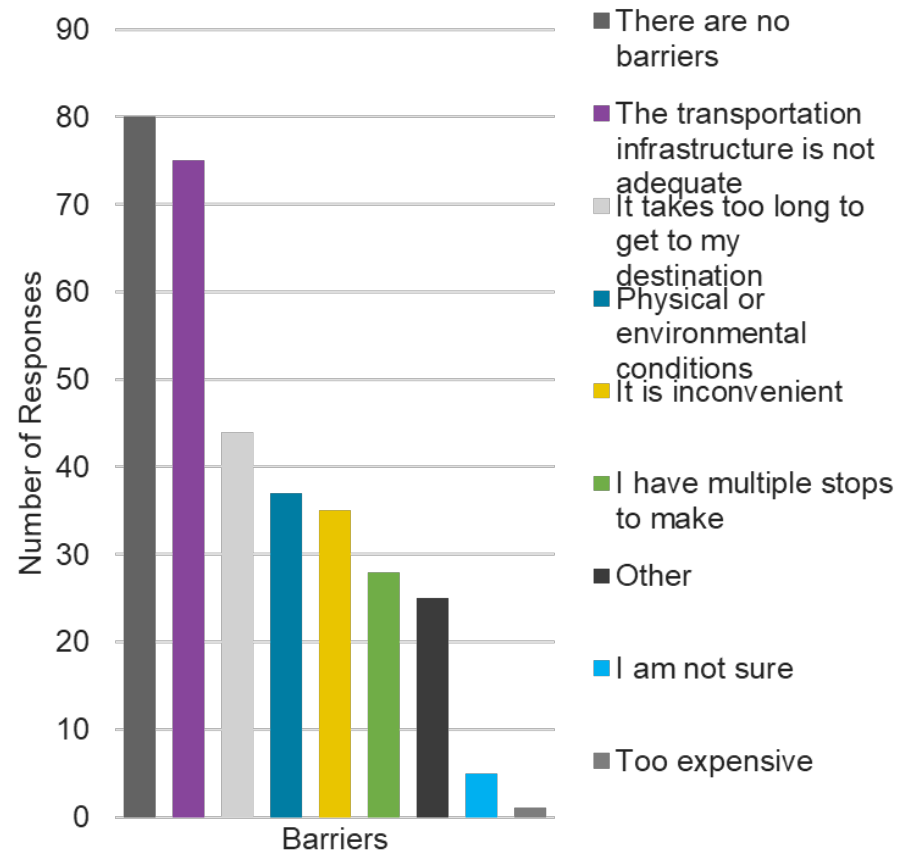
Online Survey Results - Travel Modes



Ideally, what travel mode would you prefer to use most of the time when travelling around the Town?



Are any of the following barriers stopping you from using your ideal travel mode most of the time?

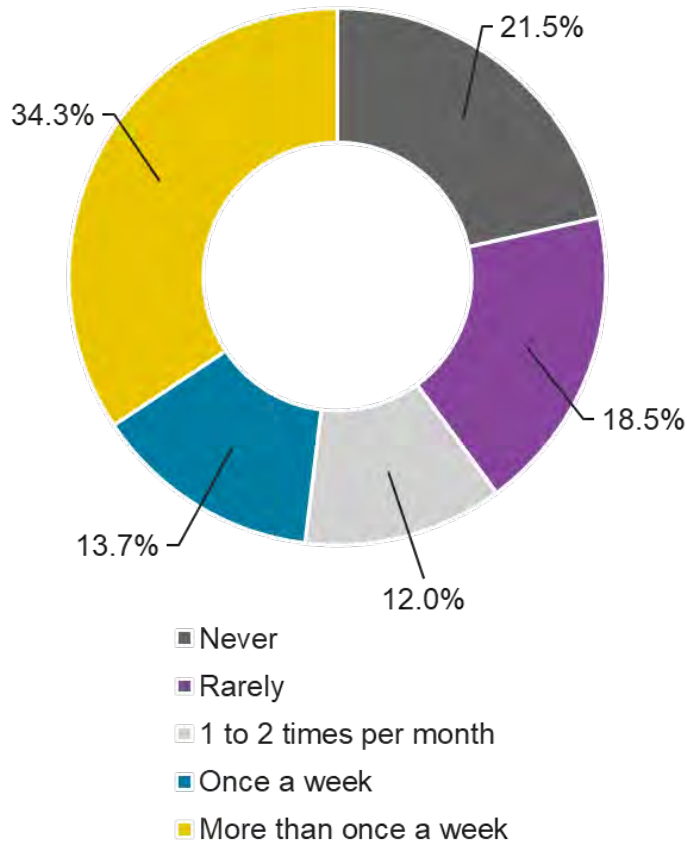


* Results of hard copy survey submissions (15 received to-date) are not included in this summary of results. Hard copy surveys received by the Town will be incorporated into the final survey results for the Transportation Master Plan Report

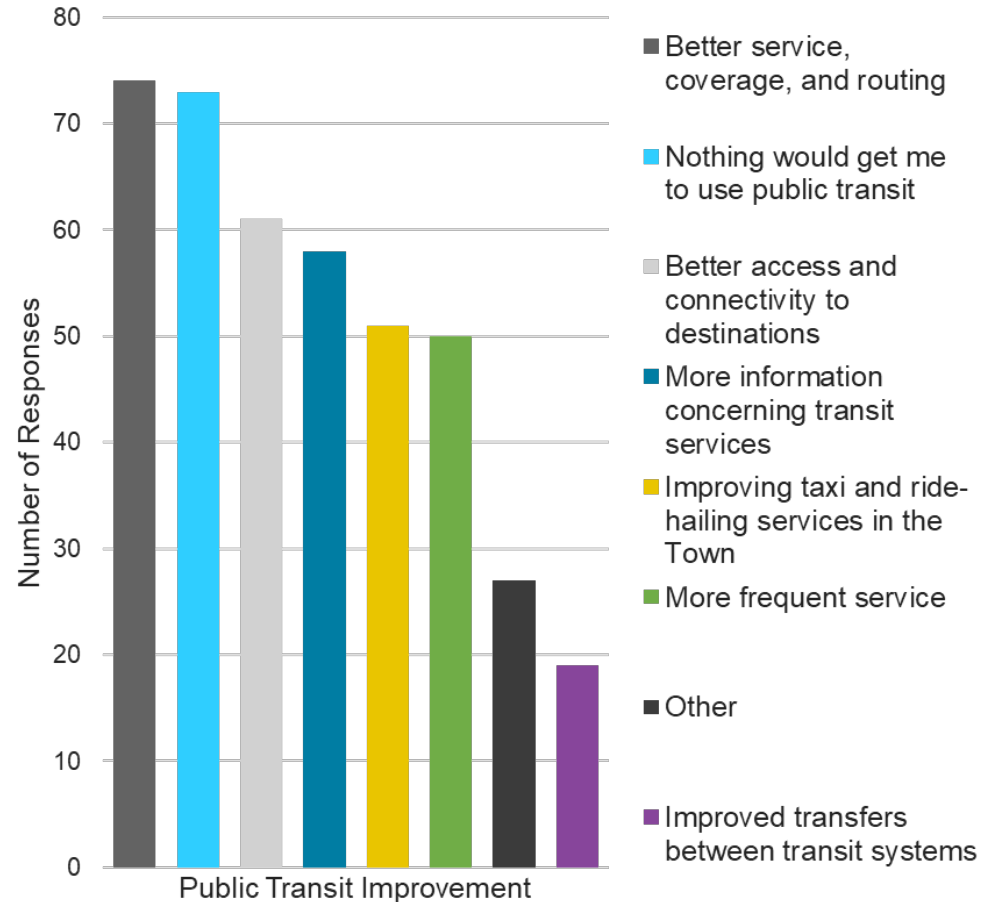
Online Survey Results – Public Transit & Active Transportation



How often do you use a bicycle or e-bike within the Town?



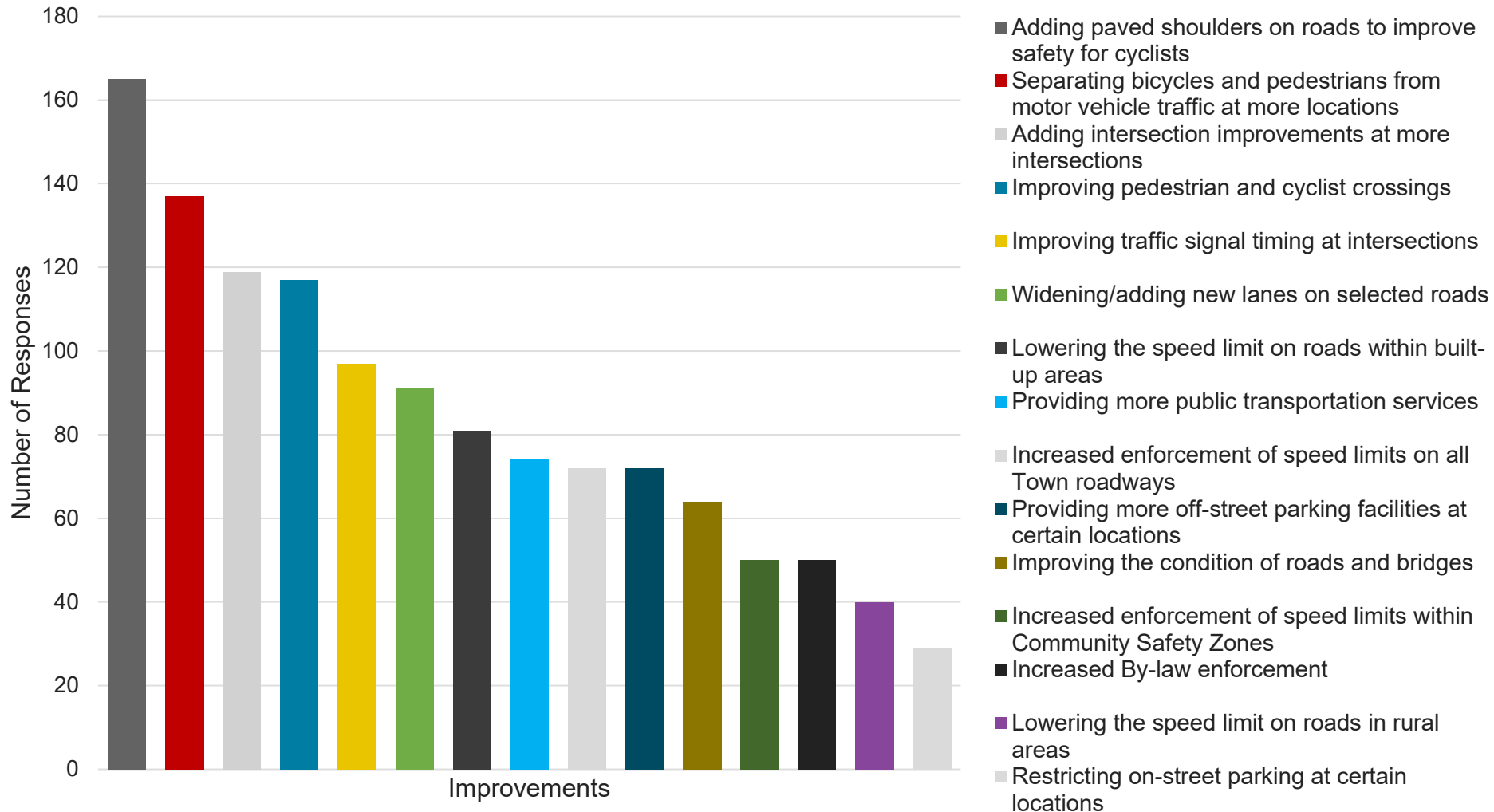
What would make it easier for you to take public transit?



Online Survey Results – Safety & Improvements



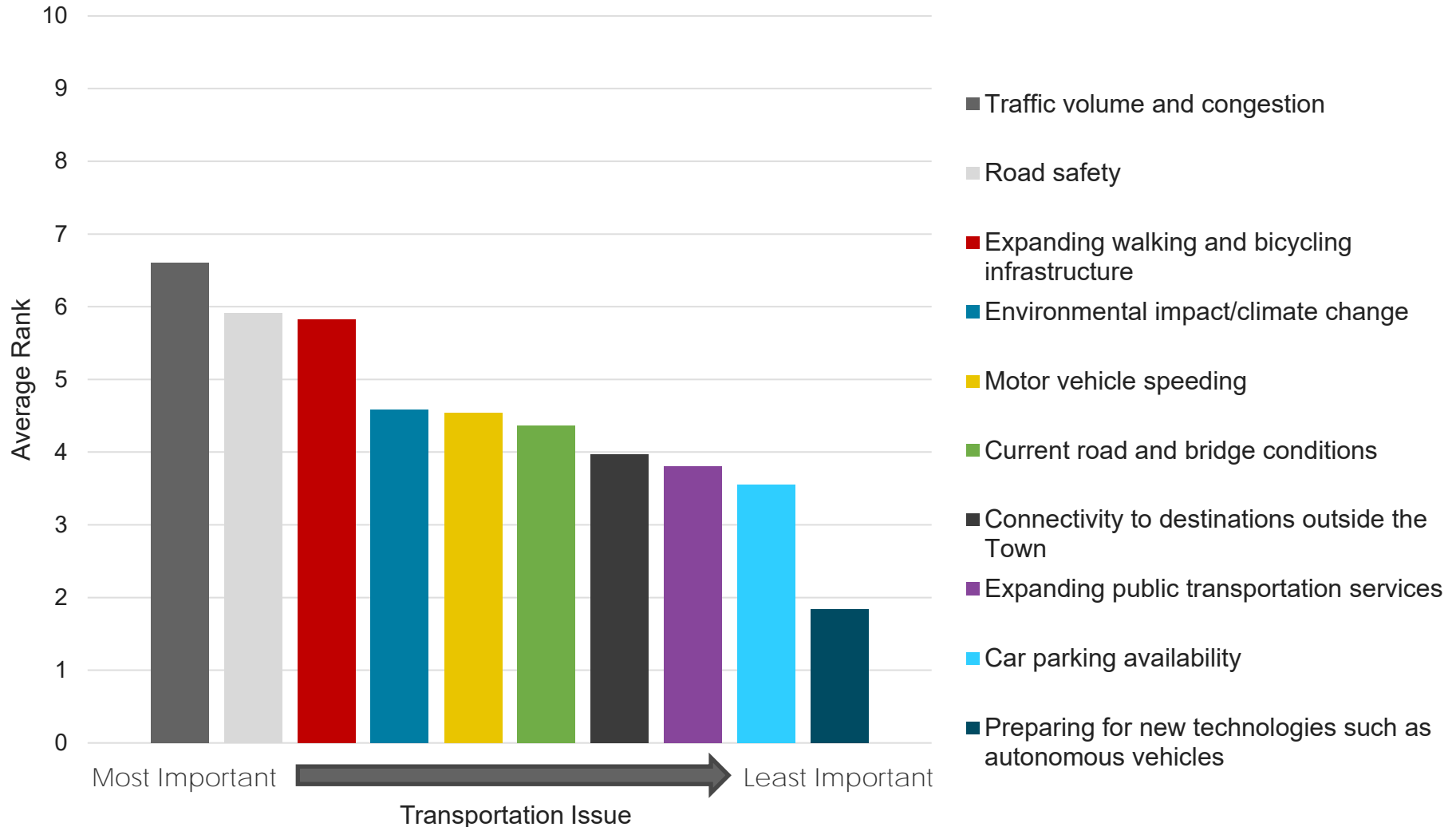
What improvements could make travel safer and/or more convenient in the Town?



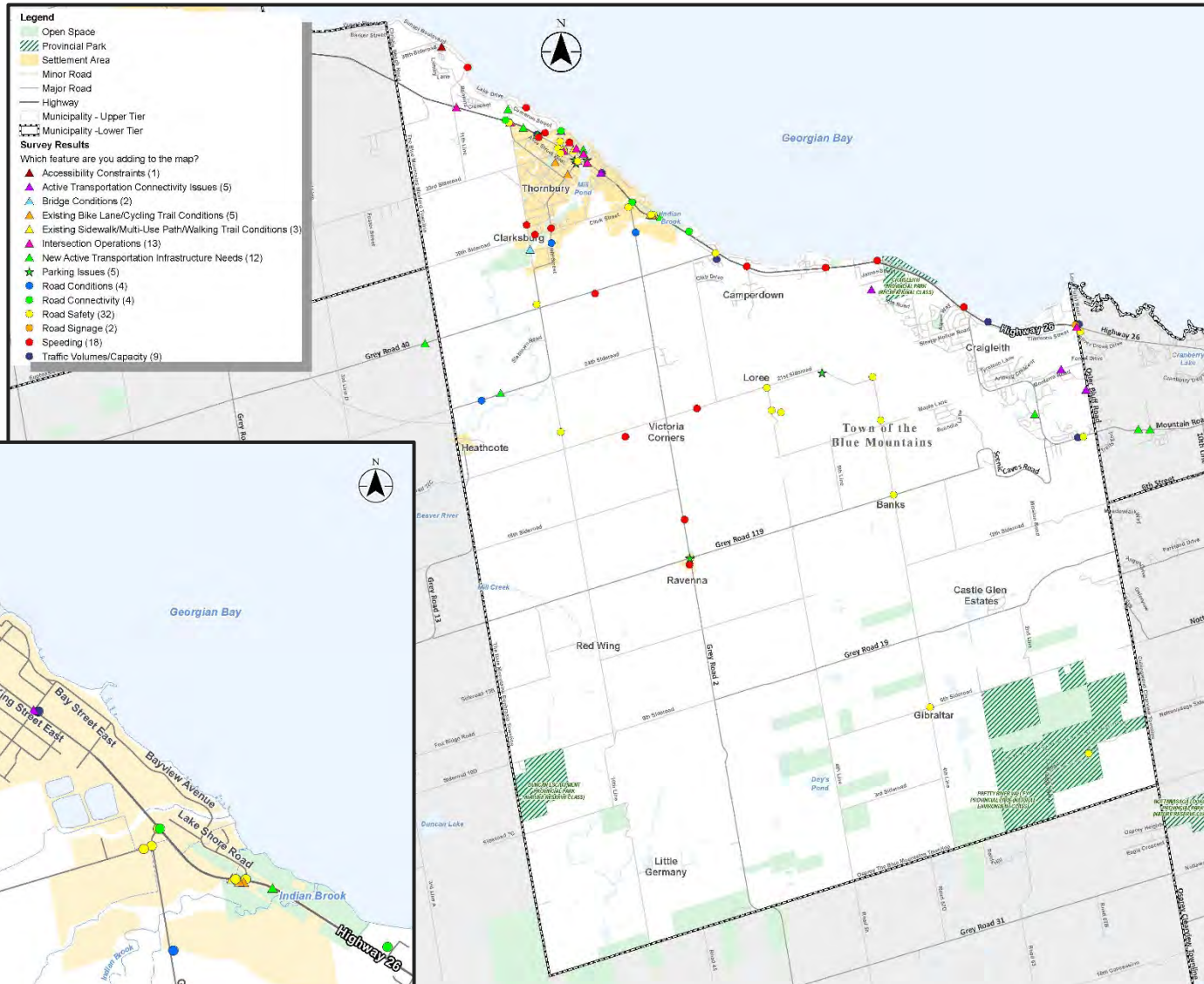
Online Survey Results – Transportation Issues



Ranking of 10 transportation issues (from most important to least important) that the TMP should consider for the future of the Town.



Online Survey Results – Mapping Survey



Draft Vision Statement



As part of the TMP study, the Town will develop a vision statement that will guide and frame the actions and policies developed as part of this TMP. The Town is seeking your input on the following statement:

As the Town of The Blue Mountains continues to grow, the TMP will provide a blueprint to enhance connections between neighbourhoods, jobs, services, local businesses, recreation and tourism opportunities, balancing all modes of transportation to become a more livable and healthy community.

Comment



Guiding Principles



Proposed Evaluation Criteria



Preliminary Evaluation Criteria
Increase the number of shared ride trips
Improve traffic safety (reduce the number of collisions and severity of collisions)
Provide more sidewalks and trails
Increase the number of new cycling facilities on road corridors
Increase connectivity of road network
Decrease travel time
Increase the number of low-carbon vehicle amenities
Increase percentage of accessible intersections
Provide more accessible and equitable transit options
More frequent transit routes and stops
Decrease average travel time by transit
Increase cycling and trail connectivity to key destinations

Comment

Next Steps

Phase 1 Problem and Opportunity

- Information Gathering
- Identify Problems and Opportunities

Phase 2 Alternative Solutions

- Identify and Evaluate Alternative Solutions
- Develop Implementation Strategy



**Transportation
Master Plan**

Ongoing Consultation

Notice of Study
Commencement (May 2021)

Online Survey
(June 23 – July 16, 2021)

**Online Public Information Centre 1
(July 29- August 27, 2021)**

Online Public Information Centre 2
(November 2021)

Online Public Information Centre 3
(April / May 2022)

Notice of Study Completion
(July 2022)

Next Steps



Please share your thoughts and ideas!



Email the study team: tmp@thebluemountains.ca



Complete the [Comment Form](#)



Contact a member of the study team:

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TMP Project Coordinator,
Town of The Blue Mountains
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Email: tmp@thebluemountains.ca

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Stantec Consulting Ltd.
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Email: john.heseltine@stantec.com

Please provide your feedback by August 27, 2021

Town of The Blue Mountains Transportation Master Plan - Online PIC 1

1.1 Town of The Blue Mountains Transportation Master Plan

Welcome to the first online Public Information Centre (PIC) for the Town of The Blue Mountains Transportation Master Plan.

This video presentation will provide you with an overview of this TMP study. A copy of the information presented in this online PIC will be available for your review on the project website at <https://yourview.thebluemountains.ca/transportation-master-plan>

To access a list of keyboard shortcuts press Shift and question mark at any time. If you are using a mobile device, you can also swipe to go to the next slide. If you are using a screen reader you can use the Tab key to tab through elements on the screen. You can also use the Menu button in the top right corner to navigate to different sections of the presentation. You can use the Pause / Resume function to pause the presentation at any time.

A copy of the slides and the transcript can be found in the Resources tab on the top right corner. If you find any of the charts and graphs in this presentation difficult to read, you can use the PDF of the slides to zoom in.

1.2 Town of The Blue Mountains

The Town of The Blue Mountains is undertaking the development of a comprehensive Transportation Master Plan (TMP). This multi-modal plan will address existing and future vehicular, bicycle, pedestrian, and transit infrastructure.

The purpose of this online Public Information Centre (PIC) is to present and gather your feedback on the TMP study process, the goals and objectives of this TMP, existing travel conditions and community characteristics, as well as solicit your thoughts and ideas about what is important to you when it comes to travel in your community.

1.3 Transportation Master Plan Study Area

The study area is the Town of The Blue Mountains, which is home to a dynamic and diversifying economy with more than 20 km of Georgian Bay shoreline, the Blue Mountain Ski Resort, the Bruce Trail, and rich agricultural lands.

The Town is located within the eastern edge of Grey County and is primarily connected to the region via Highway 26, County roads, multi-use trails, and options such as Grey Transit Route and Collingwood Transit. This network connects the

Town to neighbouring communities in Grey and Simcoe Counties including Grey Highlands, Meaford, Collingwood and Clearview Township.

1.4 Transportation Master Plan Background & Context

The Town completed a Comprehensive Transportation Strategic Plan in 2010, which provided a framework to address the needs of the Town's road infrastructure, with an emphasis on Highway 26 corridor improvements. Since then, growth patterns, tourism activity and desires of the community have evolved. Interest in Highway 26's role in the region is anticipated to continue, but there has been a refocus on finding a more balanced, multimodal approach to the movement of people and goods.

The 2010 Plan is a valuable document to build from but will only provide for some aspects of the desired outcomes of this TMP. This TMP project is a new plan to balance the needs of all road users, to build on the Town's successes and keep the Town a desirable place to live and visit year-round.

1.5 Transportation Master Plan Objectives

The TMP will be an important resource for the Town as it continues to adapt to changing needs, growth and development, and new opportunities. The TMP will shape how we travel, help us further understand and define our regional connections, and support the movement of goods and services throughout the region. As part of the TMP study process, a vision will be established, actions and policies will be defined, and a financial strategy will be developed to address the short, medium, and long-term transportation needs of the community.

The objectives of the TMP are to:

- Improve connectivity and travel choices by providing reliable, equitable and accessible options
- Improve the safety of transportation systems for all users
- Plan the transportation network to support seasonal tourism fluxes and efficient development within the municipality
- Encourage active transportation and transit
- Plan transportation infrastructure that assists in reducing greenhouse gas emissions
- Align with the transportation vision and goals of Grey County and improve regional transportation and transit connectivity
- Support the movement of goods and services throughout the region

1.6 Master Planning Process

This study is being undertaken in accordance with Approach #1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental

Assessment (MCEA) document (October 2000, as amended in 2007, 2011 and 2015). The TMP will generally address Phases 1 and 2 of the MCEA process and will form the basis for the recommended Schedule B and C transportation infrastructure projects identified within the TMP report.

Phase 1 of the TMP process generally includes gathering information and identifying problems and opportunities. Phase 2 of the TMP process includes identifying and evaluating alternative transportation solutions, identifying a preferred set of solutions and developing an implementation strategy.

1.7 Consultation Process

Consultation is a key component of this study, and your thoughts and ideas will help shape the TMP for the Town of The Blue Mountains. While feedback is encouraged throughout the TMP study process, your input will also be sought at key points in the TMP development process.

We are currently in Phase 1 of the Master Planning process. Two additional public information centres are planned during Phase 2 of the Master Planning process. At the end of the study, a Transportation Master Plan Report will be developed and made available for a 30-day public review period.

1.8 Challenges and Opportunities

The main challenges and opportunities that have been identified to date are listed on this slide and will help to focus the Transportation Master Plan. These include challenges such as: significant growth and development; traffic and parking constraints; disconnected/absent active transportation links; Highway 26 corridor; seasonal demand fluctuations; winter weather conditions, as well as opportunities such as enhancing multimodal accessibility; encourage active transportation and public transit use; integrating regional travel demands; improving connectivity for trail users; and balancing trail user safety and vehicular activity.

Are there any other challenges or opportunities that you feel should be considered as part of this study? Please select the Comment button provided at the bottom of this slide to share your thoughts on the transportation challenges or opportunities in your community.

1.9 Community Characteristics

The Town of The Blue Mountains has an approximate population of 8,100 residents, and another estimated 9,200 live in the town seasonally or periodically during the year. The annual influx of seasonal residents and tourists also presents unique challenges to the Town. From 2011-2016, the Town saw a population increase of 8.9%. However, the permanent resident population has more recently increased

due to impacts of the COVID-19 Pandemic.

The Blue Mountains is a top four-season tourism destination in Ontario. The Town is uniquely situated at the shores of Georgian Bay and within the Niagara Escarpment, creating an abundance of recreational and seasonal opportunities. Less than a 2-hour drive to the Greater Toronto Area, the Town has year-round appeal with skiing, hiking, cycling, golf and other recreational activities. Craigeleith Provincial Park and Pretty River Provincial Park are both located within the Town.

The Town's business and commercial hubs are in Thornbury, Clarksburg and Blue Mountain Village, and the Town has a diversified service-driven economy with steady employment growth (14% increase in jobs between 2015-2018).

1.10 Land Use Characteristics

Based on the Town of The Blue Mountains Official Plan, lands within the Town are primarily used for Agricultural, Recreational, Residential, Small Town Ontario Urban, Rural, and Open Space. The primary residential areas are located within the communities of Thornbury, Clarksburg and the Blue Mountain Village area and the residential shoreline communities of Craigeleith, Camperdown and Lora Bay. Thornbury and Clarksburg are the main urban employment areas and community living areas, which generally consist of residential development and complimentary land uses.

The Blue Mountain Village includes a mix of employment uses however it is predominately a recreational/commercial area, which draws a large number of tourists each year.

The Town is also situated within the Niagara Escarpment Plan Area which contains unique ecological and geological features and historic areas, including the Bruce Trail, and designated Natural, Protection, Rural and Recreation Areas, as well as Parks and Open Space.

1.11 Existing Road Network

Within the Town, there are approximately 268 kilometres of local, collector and arterial roads, 77 kilometres of County roads and 17 kilometres of Provincial roads (or Highway 26). Most Town and County roads serve a mainly rural population. Highway 26 traverses the north portion of the Town and accommodates the majority of inter-regional vehicular traffic.

The transportation network consists of different road types that are intended to serve and meet different objectives. The Town's road classification system consists of the following:

- Highway 26, a Provincial highway, which carries a large volume of traffic at higher speeds and accommodates longer trips within and beyond the Town.

Highway 26 also accommodates local trips as there are limited alternate routes between Grey and Simcoe Counties. Highway 26 is the only Provincial Highway in the study area and is under the jurisdiction of the Ontario Ministry of Transportation.

- County Roads have a regional function that carry traffic between the Town and neighbouring municipalities. County roads are generally operated and maintained by Grey County.
- Collector Roads carry traffic from Local Roads to County and Provincial Highways.
- Local Roads are designed to accommodate low volumes of traffic and travel speeds and typically serve local area trips, and carry traffic from Provincial Highways, County Roads, and Arterial Roads to individual properties.
- Major and Minor Collector Roads are operated and maintained by the Town. Agreements are arranged between the Town and neighbouring municipalities for operations and maintenance of roads that fall on a municipal boundary.

1.12 Existing Active Transportation Network

The Town offers a range of active transportation facilities and upward of 285 km of recreational trails, including the Bruce Trail, Nippissing Ridge Trail, Beaver River Trail, designated bike lanes along parts of Grey Road 19, Sideroad 25, and Grey Road 13. In addition, the Georgian Trail is a key cycling trail that provides a connection between the Towns of Meaford, Collingwood and The Blue Mountains. The Town will work with Grey County to align its active transportation facilities with that of the Grey County Cycling and Trails Master Plan.

1.13 Existing Off-Road Vehicle (ORV) Use

The Province of Ontario put policies in place to allow off-road vehicles (ORVs) on selected municipal roads.

The definition of an ORV was updated by the Province in July 2020 to include Extreme Terrain Vehicles (XTVs) and Off-Road Motorcycles (ORMs). XTVs refer to off-road vehicles with six or eight wheels all in contact with the ground. ORM's are off road vehicles with two wheels in contact with the ground.

Amendments to O.Reg. 316/03 were made on January 1, 2021 to permit the use of ORVs on all roads in the municipalities prescribed in Ontario Regulation 8/03. This allows these selected municipalities to pass by-laws to restrict or prohibit ORV access on some or all roads under their jurisdiction, which replaces the previous requirement that municipalities had to enact a by-law to permit ORVs to operate on municipal highways.

The Town of the Blue Mountains is not affected by the January 1, 2021 amendments and therefore ORVs are not currently permitted to operate on roadways under the Town of Blue Mountains jurisdiction. However, as part of this TMP, the Town is seeking the community's feedback on ORV use on its roadways, including permitting ORVs on some Town roads, restricting ORV use on Town roads at certain times of day and/or during selected seasons, and any other feedback related to the use of ORVs on Town roadways.

1.14 Existing Transit Network

The Town of The Blue Mountains is partially serviced by both Collingwood Transit as part of the South Georgian Bay Regional network in Simcoe County, and Grey Transit Route systems.

Local service is provided by Collingwood Transit between Collingwood, Blue Mountain Village and Craigeleith along local and County roads via the Blue Mountain Transit Link. This bus route runs from Monday to Sunday, and a single fare is \$2.00. In 2019, the Simcoe County Regional Service (LINX) took over operation of the Wasaga Beach Link from Colltrans and that route (Route 4) runs from Wasaga Beach to Collingwood, operating 7 days a week including Statutory Holidays. A single fare for the Wasaga Beach Link is \$2.00.

Grey County Route provides regional transit service along Highway 26 between the Town of The Blue Mountains and Owen Sound via Routes 3 & 4 , as well as other routes throughout Grey County that provide service from Owen Sound to Wiarton, Sauble Beach, Flesherton, Walkerton and Orangeville. Routes 3 and 4 provide service from Wednesday to Sunday, and a single fare is \$5.00.

1.15 Existing Travel Trends: Mode Share

According to census data collected from approximately 2,155 respondents in the Town of the Blue Mountains by Statistics Canada in 2016, private vehicles are the dominant mode of transportation, with 91% of the population indicating vehicle driver or passenger as their commuting mode.

This data does not include seasonal variation in commuting modes or trips made for recreational purposes. This TMP study will collect and review data on the seasonal changes in transportation modes in the Town to better identify transportation infrastructure needs.

1.16 Existing Travel Trends: Seasonal Trips

A company called StreetLight collects and aggregates anonymized cell phone data to illustrate vehicle volumes, travel patterns, and origins/destinations over time.

StreetLight's definition of a trip is when a device begins moving from a location where it was once still. A trip ends when a device does not move at least 5 meters in 5 minutes. Additionally, a trip will end if there is a significant gap in pings seen from the device, or if the device is seen pinging within a fixed location for an extended amount of time with minimal movement. A trip is also required to be at least 3 minutes and 500 meters in length.

2019 data from StreetLight shows that the highest traffic occurred during Winter Saturdays, followed by Summer Saturdays. The majority of the trips were in and around the Blue Mountain Village area.

The average Winter Saturday traffic was 33% higher than Summer Saturday and 141% higher than average Fall weekday traffic.

Summer had the highest average weekday traffic, which was 33% higher than Fall weekday traffic.

1.17 Existing Travel Trends: Hourly Distribution

- According to 2019 StreetLight data, the peak period of traffic on an average Winter Saturday was from 1:00-3:00 PM
- An average Fall weekday experiences two peak traffic periods, one in the morning at 8:00 AM and the second one between 2:00 PM and 4:00 PM.
- The peak traffic periods on a Fall weekday show a more dispersed pattern throughout the day with slightly more traffic during morning and late afternoon periods

1.18 Existing Travel Trends: Traffic Distribution

StreetLight traffic data was used to review the traffic variance and origins and destinations of trips to and from the Blue Mountains in 2019.

During a Fall weekday, 42% of all day trips were internal with both the origin and destination within the Blue Mountains area. The major external trip generator to and from the Blue Mountains is Collingwood, producing or attracting about 33% of trips, followed by Meaford (8%), Clearview (3%), Wasaga Beach (2%), and Barrie (2%).

The 2019 Winter Saturday had similar patterns but a greater share of all daily trips were internal (57%). This difference is likely due to the higher volume of cars making short trips between recreational destinations within the Town during overnight stays. The major external trip generator to and from the Blue Mountains was Collingwood with around 24% of trips, followed by Meaford (3%) and Clearview (3%).

It should be noted that the above percentages are based on individual daily trip origins and destinations. As a result, the internal trips include trips conducted by both residents and visitors.

1.19 Existing Trends: Active Transportation

- Cyclist and pedestrian (walk/run/hike) data was obtained from Strava, a platform where users can record their physical activity using their smartphone or GPS watch/device. This data only includes individuals who use Strava but still provides useful information related to active transportation trends.
- The Georgian Trail was identified as the active transportation connection with the highest level of activity in the Town of The Blue Mountains. The data presented on these slides represent trips that occurred along the Georgian Trail between Christie Beach Road (western boundary of TBM) and Grey County Road 21 (eastern boundary of TBM).
- Monthly data for 2019 and 2020 shows highest cycling activity during the Summer, but pedestrian activity is more evenly distributed from Spring to Fall.
- A significant increase in trips was observed from 2019 to 2020 for both cyclists and pedestrians even during the winter months, some of which is likely attributable to the increase in long-term residents due to the pandemic. It should also be noted that some of this increase may be due to the increase in Strava App usage as it continues to grow in popularity.
- Nearly 7,000 cycling trips and over 1,000 pedestrian trips were recorded on this corridor in 2020, compared to approximately 2,000 cycling trips and 400 pedestrian trips in 2019. The high number of cyclists compared to pedestrians can partially be explained by the fact that Strava is a popular cycling app and users are less likely to record a short walk compared to a long bike ride.

1.20 Existing Trends: Active Transportation

- Cycling and pedestrian trips are highest on Saturday and Sunday, with relatively consistent volumes during weekdays.
- Data by time of day shows that cyclist and pedestrian activity is highest during the AM period, but pedestrian activity is more evenly distributed throughout the day. The peak time for cyclists is at 10 AM, whereas pedestrian activity is most elevated from 7 to 10 AM.

1.21 Collision Data Review: All Collisions

The Transportation Master Plan also includes a collision and safety review of existing transportation infrastructure. Collision reports from 2015 to 2020 were used to review the collision frequency and type in the Town of The Blue Mountains. This data includes collisions on all transportation infrastructure within the Town including parking lots and private property.

The results showed that the highest number of collisions were reported in the Blue Mountains Village Area and in Thornbury along Highway 26 (Arthur Street) and specifically at its intersection with Bruce Street South.

1.22 Collision Data Review: Speed Related

Grey County Road 19, County Road 119 and Highway 26 have the highest frequency of collisions related to speeding, especially near the Blue Mountain Village area. The collisions shown on the figure include all types of collisions categorized as speed-related in accident reports and are not differentiated by other parameters or characteristics such as weather conditions, time of day or road conditions.

1.23 Collision Data Review: Pedestrian and Cyclist

County Road 19 and Highway 26 in Thornbury, and the Blue Mountain Village Area have the highest number of pedestrian and cyclist collisions.

1.24 Online Survey Results - Travel Modes

An online survey was developed as part of this TMP and made available on the study website from June 23rd to July 16th. The purpose of the online survey was to better understand opinions and priorities concerning transportation in the community. A total of 233 people completed the online survey. The survey covered a variety of transportation infrastructure topics such as travel modes, safety and improvements, active transportation, and public transit.

The majority of survey participants (82%) noted that their current travel mode is driving a car, while 10% of participants noted walking, rolling or cycling as their current travel mode. Approximately 50% of participants noted that driving a car is their ideal/preferred travel mode in the Town.

Overall, most survey participants noted that there are no barriers for them to use their ideal travel mode but 23% said inadequate transportation infrastructure is a barrier to them using their ideal travel mode.

1.25 Online Survey Results – Public Transit & Active Transportation

The online survey also included questions on public transit and active transportation.

The majority of participants noted that they do not use public transit. Nearly a quarter of participants were not aware of the existing public transit services available in the Town. While nearly a quarter of participants noted that no improvements would get them to use public transit, the remainder said that better service, coverage, and routing; better access and connectivity to destinations; and

more information concerning transit services would encourage them to use the service.

The survey responses indicate a moderate level of bike or e-bike use as a travel mode with over half of survey participants using a bike or an e-bike at least once a week and a third using a bike or e-bike more than once a week although one third rarely or never use a bike or e-bike. The Georgian Trail, the Beaver River Trail, and Town roads such as Cameron Street, Grey Road 19, Grey Road 13, Grey Road 2, and 10th Line were listed as popular cycling routes for various reasons including recreation, ease of access, safety and connections to amenities.

1.26 Online Survey Results – Safety & Improvements

Safety and improvements to the existing transportation network were another focus of the online survey. A series of questions were asked regarding safety, speed management and potential improvements for safety.

The majority of improvements identified by survey participants to make travel safer in the Town were focused on improvements to increase safety for cyclists and pedestrians. The most popular improvements include adding paved shoulders on roads to improve safety for cyclists, separating bicycles and pedestrians from motor vehicle traffic, adding intersection improvements, and improving pedestrian and cyclist crossing at certain locations. The focus on active transportation infrastructure improvements to increase safety when travelling in the Town will be carried forward and incorporated into the development of Alternative Solutions for the Transportation Master Plan.

Overall, survey participants said they enjoy travelling in the Town because of the ease of driving, good calm traffic conditions during tourism off-season, proximity to amenities and shops, and access to the Georgian Trail.

1.27 Online Survey Results – Transportation Issues

Survey participants were asked to rank key transportation issues for the TMP. Traffic volume and congestion, road safety, and expanding walking and bicycling infrastructure were ranked as the three most important transportation issues, while expanding public transportation services, car parking availability, and preparing for new technologies (e.g., autonomous vehicles) were ranked as the three least important transportation issues that the TMP should consider for the future of the Town.

The results of the online survey will be considered as part of the Transportation Master Plan.

1.28 Online Survey Results – Mapping Survey

An online mapping survey was also provided to offer survey participants an opportunity to identify areas of concern or opportunities with the Town's transportation network. As part of this mapping exercise, users were asked to select from a list of transportation topics and place points on a map of the Town of The Blue Mountains, and identify specific locations and provide their feedback.

A total of 115 unique map points were received as part of the survey. Based on the feedback received via the online mapping survey, it was generally noted that the majority of feedback was focused within Thornbury area, with some points noted along Highway 26, as well as within the mid-portion of the Town and Blue Mountain Village. Specifically, the following was noted:

- A large number of road safety points were identified within Thornbury adjacent to Highway 26, and along 4th Line and 6th Line and Side Road 21.
- Speeding issues were also identified within Thornbury, and along Highway 26.
- Concerns associated with the intersection operations were also noted in Thornbury and Blue Mountain Village
- New active transportation infrastructure needs were noted within Thornbury as well as on Grey Road 40 and Beaver Valley Road.
- Traffic volume capacity issues were identified in Thornbury, as well as along Highway 26, Mountain Road, and County Road 2.
- The results of the online mapping survey will be considered as part of the Transportation Master Plan.

1.29 Draft Vision Statement

As part of the TMP study, the Town will develop a vision statement that will guide and frame the actions and policies developed as part of this TMP. The Town is seeking your input on the following draft vision statement:

As the Town of The Blue Mountains continues to grow, the TMP will provide a blueprint to enhance connections between neighbourhoods, jobs, services, local businesses, recreation and tourism opportunities, balancing all modes of transportation to become a more livable and healthy community. Please click on the Comment button on the slide to provide your input on the vision statement above.

1.30 Guiding Principles

As part of the TMP, the Town has developed a set of guiding principles that align with the TMP Objectives and will help guide the Transportation Master Plan.

The principles are:

- Encourage active transportation and transit
- Improve connectivity and travel choices
- Improve the safety of transportation systems for all users
- Improve regional transportation connections
- Support the movement of goods
- Reduce greenhouse gas emissions
- Support seasonal tourism fluxes

1.31 Proposed Evaluation Criteria

A preliminary set of evaluation criteria have been developed and are listed on this slide. These criteria will be placed within a matrix and used to evaluate the alternative network solutions as part of the next phase in developing the TMP.

Please select the Comment button provided on the right-hand side of this slide to tell us what you think will be an important consideration as we look to develop and evaluate alternative transportation solutions during the next phase of this study.

1.32 Next Steps

The next steps in this Transportation Master Plan (TMP) include:

- Review and consider feedback received during online Public Information Centre (PIC) 1
- Assess existing and future transportation needs
- Review and evaluate alternative solutions
- Hold PIC 2 to present and gather your feedback on preliminary recommendations

1.33 Complete the Comment Form

Thank you for participating in this online Public Information Centre. Your feedback is important to this study. You are invited to provide further input by selecting the Comment Form link provided on this page, or by selecting the Resources tab located at the top right of this page. You are also encouraged to share your thoughts and ideas with members of the study team by emailing: tmp@thebluemountains.ca.

You can also contact one of the study team members listed on this page or visit the TMP webpage for additional study information. It would be appreciated if you could kindly provide your feedback related to this Online PIC 1 by August 27, 2021.

Thank you again for participating in this online Public Information Centre for the Town of The Blue Mountains Transportation Master Plan.

APPENDIX C:

Online Public Information Centre 1

Comments



Comment Date	Comment	Response Date	Responder	Response
Notice of Online Public Information Centre 1				
7/13/2021	<p>Shawn, Just wanted to thank you for your very helpful input during the meeting yesterday about the Beaver St. closure. Recognizing that the meeting was ostensibly about the small section of Beaver St. outside Foodland, it was clear that residents have identified that the closure of Beaver can't be addressed in a vacuum because of the secondary effects on traffic volume and speed that would result on surrounding roads. Several people mentioned speed signs, speed humps, etc. as a way to control speed. None of these initiatives will make a difference if speed violations aren't enforced. Many of us who live in this area (many = at least 7 I'm aware of) have noted that repeated calls to the local OPP about speeders fall on deaf ears. Several have been told to write down license plate numbers - this is not the responsibility of resident tax-payers. It's the responsibility of the police. In my various calls to the OPP, I've been told to identify the vehicles, call my local council member, write a letter to the mayor, and be sympathetic that the OPP doesn't have enough funding to add officers. In the last 5 years, I have not seen any speed control activity by the OPP ... and I work from home. I face Beaver St. and I'm here all the time. My point is that the Town pays the OPP for services, and speed control on the residential streets of Thornbury is not being provided. If this is part of the contract with the OPP, then the Town needs to insist on them providing the service. If it's not, then either the contract should be revised or the town should implement its own speed control program. Thank you for letting me rant about this. I am currently debating selling my home and moving away from Thornbury, and one of the primary reasons is the speeding traffic that flows down Beaver St. Alison Carey</p>	7/22/2021	Adam Fraser	<p>I am following up on Shawn Carey's mention of the Town's TMP project. There is a dedicated project web page here: https://yourview.thebluemountains.ca/transportation-master-plan.</p> <p>The TMP project team has recently conducted a pubic survey and also just announced our first virtual Public Information Centre (attached Notice) which is the project's next major public consultation activity. We are generally in an 'information gathering' stage of the project to understand the Town's current situation before considering ways to address transportation challenges and opportunities in future stages. As Shawn mentioned, a comprehensive speed limit review is part of this project so if you have any input on that matter or other transportation-related topics, you are invited to contact me and/or stay connected with the project's public consultation activities via our project website.</p> <p>Again, please contact me if you have questions or comments related to this project.</p>
7/17/2021	<p>With many things on my plate, I only completed the survey yesterday and intended to go back and do the interactive tool. It was really easy and fun when i did the Simcoe survey, so I was looking forward to it. However, I see it has closed at the same deadline as the survey so i missed my opportunity. I would like to provide you with my comments if you can include them some how.</p> <p>1) Grey Rd 19 and Hwy 26</p> <ul style="list-style-type: none">•winter conditions along that stretch are dangerous for wave uprush in bad storms, blowing off the bay and freezing road conditions. Truck and car traffic have different stopping requirements and can have near collisions•summer conditions are dangerous as there are currently numerous residents crossing Hwy 26 between Hope St and the provincial park for various reasons including but not limited to access to services, to the trail, to the Depot, to the Beach, to drop in kayaks, dog walking on Lakeshore, access to community mailboxes not on same side as residence, etc.•Speed reduction has helped but speeders still pass on single solid yellow line•Left run lane from 26 onto 19 can be backed up without advance green <p>2) Grey Rd 21 and Hwy 26</p> <ul style="list-style-type: none">•NB 21 onto 26 is a very strange angle; dangerous for WB 26 traffic turning south on 21 and tough angle to ensure safe merge/turn onto WB 26•traffic from Long Point straight or turning has different alignment which is hard to determine priority•future alignment of roads with Aquavil plans are very confusing and seem unsafe <p>3) Sleepy Hollow and Grey Rd 19</p> <ul style="list-style-type: none">•Cars from Sleepy Hollow onto Grey Rd 19 have insufficient time to see NB traffic coming over slope to the south; extremely dangerous in winter as slippery conditions <p>4) Light in Thornbury at 26</p> <ul style="list-style-type: none">•should have the intersection reviewed as extensive backups in normal times both directions•need advanced green/turning green both directions•should have two lanes WB•ideally more arid/right angle intersection for pedestrian crossing <p>5) Georgian Trail</p> <p>Ideally the trail/road crossings should have cars stopping before trail crossing</p> <ul style="list-style-type: none">•Bikes should have priority on smaller roads; maybe not at Grey Rd 40•no motorized vehicles should be allowed; does that include Ebikes?•pelotons or groups of more than 4/5 (over the age of 16) should not be allowed•speeds should not exceed a safe speed for pedestrians, dog walkers, children•trail improvements (pea gravel and grading) including more frequent mowing and widening should help with usefulness•continue grooming in winter as very successful and useful; many shoers, XC skiers and skate skiers•Poison ivy on trail (and Town roads such as lakeshore) is becoming prolific and should be removed <p>6) Goldsmiths</p> <ul style="list-style-type: none">•I frequent this store and hate turning left from WB Hwy 26•can access be of Town road?•Provide left turn or centre lane not just lane on EB side of 26 <p>7) Thornbury</p> <ul style="list-style-type: none">•many roads need shoulder and repaving work <p>8) Road Improvements</p> <ul style="list-style-type: none">•when road improvements are undertaken, all work should include paved shoulders for multiple uses. <p>Thank you for considering my comments.</p>	7/19/2021	Nevena Gazibara	<p>Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan (TMP) study and for taking the time to provide your thoughtful comments and suggestions.</p> <p>All of your comments submitted via email will be reviewed and considered by the study team, and will be incorporated into the study in the same manner as comments submitted via the online mapping survey on the study website.</p> <p>Thank you again for your interest in this TMP study. We will continue to provide you with updates related to this important study. Please don't hesitate to contact us should you have any further comments, questions and/or concerns.</p>
7/20/2021	<p>I would like to emphasize in case it was not clear in my correspondence that I do want and think it is imperative that Hwy 26 be rerouted away from Collingwood, Craigleith and Thornbury. These urban areas and beautiful and environmentally sensitive shore drives should not and can not handle high volumes or speedy autos and should not handle truck traffic. Re routing is critical to the long term health of the community</p>	N/A	N/A	No response required.

Comment Date	Comment	Response Date	Responder	Response
Notice of Online Public Information Centre 1				
7/22/2021	<p>I would like to revisit the issue of the speed limit on Sunset Blvd as I haven't seen any review notification of public meetings and/or changes in speed limit. We live right across from 137 Sunset Blvd and this section of Sunset Blvd is a blind corner that is quite narrow (and more so since the last grading that was done earlier this month).</p> <p>The current speed limit on Sunset Blvd is set at 50 Km/h which is dangerously high for a narrow road with no sidewalk that is commonly used by people and children walking and cycling. You could argue that there is currently a sign under the 'Maximum 50 Km/h' that says "Watch for children ahead", but not only is this not respected, there is also no active monitoring / enforcement of the speed limit. We do have people that are mindful of their speed on the street but we also have a lot of people speeding and I need to point out that our worst offenders are construction workers/trucks.</p> <p>The biggest issue is happening during the summer months when more people are on vacation and walking to the beach or exercising on the street. As you probably know, we don't have a sidewalk and our street is quite narrow, forcing people to use the street. I noticed that the other blind corder on Sunset (across the Lora Bay Park) has a speed limit set at 15 Km/h and their road is paved which would allow for a shorter braking distance than on a gravel road.</p> <p>I would like to know what is the process to follow to get the speed limit to be revised for not only our blind corner but for the entire stretch on Sunset Blvd. We do see Max 50 Km/h on residential streets when there are sidewalks for people to move around in a safe manner but this is not the case here. I can only cringe when I see too little girls in their little pink battery operated car going through our corner with their moms behind; or when I see a young family with little kids unsteady on their little bikes going to the beach; or when I see this older person trying to get a bit of exercise walking with a cane using the driving section of the street to avoid the slant that was overly done last time they graded the road. I'm sure you get the picture....</p> <p>I have talked to several neighbours and we are all in agreement that the speed limit on Sunset Blvd is excessive. We also agree that speed monitoring is needed to change behaviour. I would appreciate it if you could let me know what is needed to get this issue looked at and if there is someone else that needs to be involved in addressing our concerns.</p>	7/23/2021	Adam Fraser	<p>Responded over the phone: Provided her some resources via email guiding her to our project website and consultation activities, let her know her comments would be included in project considerations, and that we have a speed limit review as part of the TMP, but we are not at a stage of presenting alternatives yet.</p> <p>Followed up with email response: It was nice speaking with you over the phone today.</p> <p>Here is the link to the Transportation Master Plan (TMP) website: https://yourview.thebluemountains.ca/transportation-master-plan</p> <p>On the right side of the website, there is an option to subscribe via email for project updates (generally about one per month). As noted over the phone, we are currently in a stage of identifying challenges and opportunities, and have not yet reached a point of proposing alternative solutions related to the comprehensive speed limit review that is being conducted within the TMP. We do have our first virtual Public Information Centre (PIC) starting July 29th on our project website, which is the next major public consultation activity – I hope you will have a chance to participate, keeping in mind this PIC is still quite high level relative to your concerns. I have forwarded your comments to our TMP consultants as well to capture them within the project considerations.</p> <p>By way of copy, I am connecting you to Jim McCannell, Manager of Roads & Drainage, who may have more information for you regarding your road resurfacing observations.</p>
7/23/2021	<p>I live at 796375 Grey Road 19., opposite the Blue mt Inn. I understand that this is a county road. More and more residents are making their homes permanently here and there are many seasonal visitors. People walking or on bikes are competing with large construction trucks and extended pickups with trailers.</p> <p>There have been three fatalities and numerous accidents in the last two years attributed to speed and poor lighting. Starting at 6:45 each morning there are huge trucks racing to and for and traveling above speed limit. The volume of traffic is increasing and it won't be long before there is another serious accident. I think that speed meters should be installed as most traffic is going well over the 50kmh limit. Reducing the speed to 40kmh between Jozo Weider and Grey rd 19 and Grey Rd 19 and HWY 26 would be ideal.</p> <p>I think there should be a round-a-bout at county Rd 21 and Hwy 26 to divert the construction trucks and service trucks along County Rd 21 as opposed to coming along the stretch of 19 opposite the Blue Mt Inn. In addition to an evening rush hour, In the early evening there are numerous sports car that race up and motor cycles revving there engines</p> <p>There should in the interim be a weight limit on trucks using Grey Road 19 in the village.</p> <p>Better lighting should be installed at Heritage drive and Grey 19. As well as between Kandahar and Jozo Weider intersection.</p>	9/3/2021	Nevena Gazibara	<p>Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan Study and for taking the time to provide your comments Ms. Liikson.</p> <p>The Town of The Blue Mountains (Town) has engaged Stantec Consulting Ltd. to undertake a Transportation Master Plan (TMP) study to prepare short, medium, and long-term strategies to address transportation related needs and issues.</p> <p>As part of the TMP, a safety review of collision data is being undertaken to identify areas where improvements may be required to help improve safety. Stantec Consulting is also reviewing traffic data and will provide recommendations for improvements to the existing transportation infrastructure network within the Town. These recommendations may include changes to speed limits on certain Town roads and speed and traffic calming measures for specific portions of the transportation network. Traffic calming measures considered may include radar speed signs that measure and immediately display speed of vehicles. The TMP will also review existing transportation infrastructure needs for pedestrians and cyclists and will provide recommendations for potential improvements to the active transportation network within the Town.</p> <p>The TMP is considering recommendations from other local, regional and provincial transportation plans, such as the Grey County Transportation Master Plan, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with Grey County and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities, counties, the Ministry of Transportation and other agencies has been established to help inform and guide the development of the TMP.</p> <p>With respect to your comment regarding a potential roundabout at County Road 21 and Highway 26, the Highway 26 corridor has been identified as a challenge for the Town given the lack of alternative east-west travel corridors and growing travel demands. It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.</p> <p>Your comments with respect to lighting on Heritage Drive and Grey Road 19 and on Grey Road 19 between Kandahar and the Jozo Weider intersection have been forwarded to Pat Hoy, Director of Transportation Services with Grey County. Receiving community input is critical to the success of this project. A dedicated webpage has been established on The Town's website offering project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project: https://yourview.thebluemountains.ca/transportation-master-plan.</p>
7/29/2021	<p>Thank you for forwarding the TMP information website. I note that the presentation was silent on an alternate route which would take traffic off of Hwy 26. My understanding was that there is an over the mountain scenario being considered which would utilize an already existing cleared Hydro right-of-way and/or a combination of Poplar Side Road, CR 2 and CR 13 as alternatives to Hwy 26 in order to re-route traffic and especially encourage truck traffic off of Hwy 26 from south/east of Collingwood to north/west of Thornbury and Meaford in order to preserve and calm traffic along the lakeshore. There was no mention of this alternative in the presentation. Was that by design?</p> <p>In the meantime, why was the speed limit increased back to 80 km/h through the stretch between Craigleith & Blue Mountain Beach after it was reduced last summer? The 80 km/h speed limit from North Winds beach to Peasemarsh is treacherous, especially for pedestrians & cyclists attempting to cross the highway, not to mention the access & egress to and from all the driveways and side roads along that stretch. That speed limit should be immediately reduced to an enforced maximum of 60 km/h before someone is seriously hurt.</p>	8/3/2021	Adam Fraser	<p>Thank you for your email and interest in the TMP project. The Public Information Centre 1 presentation now available on the project website reflects the current phase of the study (Phase 1 of the Municipal Class EA Process), which is mainly information gathering and collecting input from the community to understand our challenges and opportunities related to transportation infrastructure within the Town. The Highway 26 corridor has been identified as a challenge the Town faces due to a lack of alternative east-west travel corridors and growing travel demands.</p> <p>It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.</p> <p>There is more information regarding the various alternate route options that have been identified and recommended for further studies in the MTO report released in 2015 (attached). The alternative nearest your description is Alternative 4-2 described on page 111, but I would encourage you to read the rest of the report for better context.</p> <p>For more information on the recent regulatory speed limit changes that MTO undertook for Highway 26, we have this Q&A provided by MTO HERE and a reference map HERE.</p>

Comment Date	Comment	Response Date	Responder	Response
Notice of Online Public Information Centre 1				
8/3/2021	<p>Thank you for providing the attached MTO Study (the “Study”). My property is on Lakewood Drive. The recommended alternative shown in Figure 60 of the Study suggests the widening Hwy 26 from 2 lanes to 4-5 lanes exactly where my property is. As you may know, Lakewood Drive is a crescent, with entrances to and from Hwy 26 approximately 500 meters apart. In the plan shown at Figure 60 of the Study, it appears that the two entrances to Lakewood perpendicular to Hwy 26 could remain and become dead ends at the water but the portion of Lakewood, including my property, which run parallel to Hwy 26 would presumably need to be expropriated. Alternatively, the properties on the opposite side of Hwy 26 along Woodland Park Road would need to be expropriated.</p> <p>Obviously this is of considerable concern to me and I presume to my immediate neighbours along both Lakewood as well as my neighbours on Woodland Park who have deeded access to our community beach, on Lakewood, which would also need to be expropriated according to this plan unless their properties, those along Woodland Park, were the ones to be expropriated as the alternative.</p> <p>This Study was published in 2015. Is the recommendation directly affecting us the recommended alternative? Please advise.</p>	8/4/2021	Adam Fraser	<p>Town staff have not been informed of or had involvement in any further studies stemming from MTO’s 2015 Study recommendations.</p> <p>An FAQ is provided on the Town’s website that speaks to the concerns you have raised: https://www.thebluemountains.ca/highway-26-widening.cfm Town staff are working to update this page to reflect recent changes such as speed limits on Highway 26 in the Craigleith area, and some broken links, but the remaining content is still relevant.</p>
8/4/2021	<p>Dear Adam,Thank you for your response and for taking the time to call regarding our concerns. I have reviewed the PIC, which is very informative, and have submitted my comments there as well. We are a family of five living in Gibraltar. It is out of concern for our children that I am writing today - especially the safety of our youngest son Liam, who was born with Down Syndrome. I would like to bring to your attention that the speed limit in every direction from the intersection of 4th Line and 6th Sideroad is 50km/h - except West, where our home is located. Despite our best efforts as parents, Liam does not yet fully understand consequences of running out into the road. Slower traffic would provide our family with an extra layer of security, should our current interventions fail us one day. Currently there is no posted speed limit. It is not only Liam who would benefit from this change. Studies in other municipalities have shown just how effective lowered speed limits are in improving the outcomes for pedestrians in the event of a vehicle collision. Gibraltar is our home, but most drivers who travel our road are just passing through, and like to do so as quickly as possible. I would like to request that the town consider lowering the speed limit to 30km/h in Gibraltar in all directions from the intersection of 4th Line & 6th Sideroad. This would provide a very necessary calming effect for traffic entering the area. On several occasions I have witnessed drivers coming from the South breeze right through the intersection because they are travelling too quickly to react to the stop sign that is obscured by the hill just before the intersection. I would suspect that changing the sign would be significantly cheaper than regrading the tar and chip road. Additionally, dump trucks traveling to and from the gravel pit to the East are of an exceptional size, and as such they require the increased reaction time and shorter stopping distances that a 30km/h limit would provide. As a community, we don't have to accept even the slightest possibility of a single pedestrian or cyclist* casualty in Gibraltar, and this speed limit is a way to achieve that goal. As this town map indicates, the relative density of homes in highlighted area is more indicative of a residential zoning than rural. The speed limit should reflect this reality. I look forward to your timely and thoughtful response to my comments and request. Sincerely, Nicholas Clayton & Family* (the number of cyclists riding through town has increased substantially as well since the onset of the pandemic)</p>	8/10/2021	John Heseltine	<p>I am the Project Manager for the ongoing Blue Mountains Transportation Master Plan (TMP) being conducted by Stantec for the Town of the Blue Mountains. Adam Fraser with the Town of the Blue Mountains recently forwarded your request below for my attention. First, I would like to thank you for your interest in the TMP process and for bringing this issue to our attention. Part of our responsibility through the TMP process is to produce a Traffic Calming Policy for the Town. The intersection of 4th Line and 6th Sideroad that you have identified will be considered in that policy formulation process. The Traffic Calming Policy will provide the Town with a framework to review and select speed management areas and determine what strategies should be applied to address concerns of the type you have raised. Please continue to monitor the TMP process and share your views and concerns.</p>
8/8/2021	<p>When do you think you will have a proposal read? I live on Wensley drive and my property backs on to 26. Is there a plan to widen 26 at that point or will it remain 2 lanes?</p>	8/10/2021	Adam Fraser	<p>Thank you for your interest in the Transportation Master Plan (TMP) study. Under the Process section on the main page of our website is a figure that shows the general timeline of our public consultation and study phases. Our goal is to bring a final TMP to Town Council for adoption in Summer 2022. https://yourview.thebluemountains.ca/admin/projects/transportation-master-plan</p> <p>It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate. Further studies will be necessary by the MTO for the Town to have more certainty on future potential changes to Highway 26.</p> <p>An FAQ is provided on the Town’s website that speaks to concerns regarding MTO activity with Highway 26: https://www.thebluemountains.ca/highway-26-widening.cfm</p> <p>Please contact me or the project team again if you have further comments or questions.</p>
8/11/2021	<p>Just a comment on the Transportation Master Plan on the Town’s web site.</p> <p>Now that we know that greenhouse gasses from burning fossil fuels are a catastrophic threat to life as we know it, if we love this planet, our transportation plan needs to be developed through the lens of climate crisis.</p> <p>I was disappointed that the Overview of the Master Plan did not contain even a mention of the environmental impact of our transportation decisions on the environment. "The Transportation Master Plan will explore options of providing a safer, more efficient, resilient, and reliable transportation system in the Town. This document will develop a vision, define actions and policies, and provide a financial strategy to address the short, medium, and long-term transportation needs of the community."</p> <p>I hope that going forward you and your team can address this shortcoming in the Transportation Master Plan.</p>	8/16/2021	John Heseltine	<p>Thank you for your recent note (below) to Adam Fraser concerning the relevance of climate change to the Town of The Blue Mountains Transportation Master Plan (TMP) process. I am the Project Manager for the project and your email was forwarded to me for response. While the focus of the TMP is on traffic concerns in your community, we are very aware of the implications of transportation on the generation of greenhouse gases and other pollutants. Emissions are the side effects of transportation needs and decisions. Specifically, they are correlated with trip distances and mode choices.</p> <p>This TMP is following Approach # 1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2007, 2011 and 2015). As part of the MCEA, the TMP will consider climate change during the development and assessment of alternative solutions for the TMP. These considerations could include proposed alternatives or recommendations that encourage active transportation modes (i.e., walking, cycling, and other forms of non-motorized travel), developing proposed improvements to the transit network, providing recommendations to the transportation network that reduce trip length and frequencies, and generally promoting climate resilience of the transportation network for the Town of The Blue Mountains. Climate change considerations for TMPs can be both qualitative or quantitative and are typically scaled to a project or master plan’s level of environmental effect. Climate change considerations for the TMP will be documented in the final Transportation Master Plan Report.</p>

Comment Date	Comment	Response Date	Responder	Response
Notice of Online Public Information Centre 1				
8/12/2021	I am a member of the Climate Action Now Network (CANN) in TBM. I just reviewed the information on the Virtual Public Information Centre for the TMP. I was disappointed that there was no mention of the potential environmental impact of our transportation choices anywhere in the document. The recently published report from the IPCC makes it clear that we need to find ways to create strong and sustained reductions in emissions of greenhouse gases if we are to avoid grave consequences due to global warming in excess of 1.5 degrees. The Town of the Blue Mountains declared a Climate Emergency in 2019, yet the Overview of the Master Plan does not even mention any environmental considerations with respect to transportation. I hope that this oversight will be corrected in future documents related to the TMP. I look forward to your response.			Response under review by Stantec
8/15/2021	I share the concern expressed by other neighbours of the Elgin, Wickens, Louisa and Riverside subdivision regarding the hazards faced by pedestrians in crossing Hwy 26 from Elgin St, as well as the challenges faced by drivers trying to cross or enter Hwy 26 from Elgin. The high, and increasing volume of traffic on Hwy 26 will make this problem greater and risk higher as the weeks go by. A traffic light or crosswalk should be considered.	8/16/2021	Adam Fraser	<p>Thank you for sharing your concerns. In case you are not aware, the Town of The Blue Mountains is undertaking a Transportation Master Plan (TMP) study which will provide a short, medium, and long-term strategy for transportation related needs and issues. Receiving community input is critical to the success of this project. We have a dedicated website set up which offers project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project: https://yourview.thebluemountains.ca/transportation-master-plan.</p> <p>I have copied our TMP consultants so that your input is captured in the project considerations. Keep in mind that Highway 26 is a Provincial highway which means the Ministry of Transportation would need to support any recommendations of Highway 26 for changes to be implemented.</p> <p>Currently, our virtual Public information Centre (PIC) 1 is available on the project website until August 27. This PIC focuses on existing conditions, and gathering community input on the Town's challenges and opportunities for the project team to then explore possible solutions. Please contact me if you have any further comments or questions.</p>
8/26/2021	Phone Conversation: Traffic using County and local roads has increased. Increased traffic makes it more dangerous for farmers moving farm equipment on-road, especially for turning. Car drivers disregard farm equipment turning signals, and often pass unsafely. Small farm equipment on road is very vulnerable unlike the large farm equipment. Seasonal workers (while working or walking/cycling to town) are at greater risk and do not often wear high-vis clothing. Creating an alternate route to Highway 26 will increase conflicts between cars and farming operations. In the Thornbury-Clarksburg area, the Clendenan bridge was critical for moving apples while avoiding going through the built up area. Without the bridge, tractor/trucks have relied on residential roads to get apple from the orchards. Truck routing is not a pressing issue. Minimizing safety issues between on-road farm equipment and motor vehicles (and bad drive behaviour) is the pressing issue.	8/26/2021	Adam Fraser	Response Via Phone: Thank you for providing this input. The efficient movement of goods, as well as the safety and wellbeing of vulnerable road users are important considerations in the TMP study, including vulnerable roads users in the farming community. This information will be valuable in considering how the Town will plan to address current and future needs within the TMP.
8/31/2021	I have just seen a notice regarding the "Online Public Information Centre 1" which was apparently accessible to the public from July 29 to August 27, 2021. Given that the PIC is no longer accessible, I thought it best to direct this message to the two of you, as the notice I just saw indicates that you are the appropriate contacts for further information or comments regarding the development of the Town's TMP. I am not a TBM resident but rather live just east of Rob Roy on Grey Road 31, in The Municipality of Grey Highlands. My address is 469486 Grey Road 31. My comment relates to the current Clearview Road 91, running east-west between Duntroon and the Simcoe/Grey county line. I am aware of the current scheduled hearing regarding the development of Clearview Sideroad 26/27 between the Clearview 10th Line and the Simcoe/Grey county line so as to create a substitute for Clearview Road 91 between the Clearview 10th Line and the Simcoe/Grey county line in the event that that portion of Clearview Road 91 is closed. I understand that The Town of the Blue Mountains has publicly adopted the position that it opposes that proposed closure of a portion of the current Clearview Road 91. I also understand that the basis of The Town of the Blue Mountain's opposition to the closure of a portion of the current Clearview Road 91 is that the current Clearview Road 91 is considered by The Town of The Blue Mountains to constitute a significant route for traffic travelling between the Stayner area and the Thornbury/Meaford area. Indeed, I have seen Clearview Road 91 described as a "major thoroughfare" for such traffic. My understanding is that The Town of The Blue Mountains is desirous of diverting traffic travelling between the Stayner area and the Thornbury/Meaford area from the traditional Highway 26 route on to the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route. While I can understand the rationale for The Town of The Blue Mountain's support of that traffic diversion plan, I am concerned about the safety and therefore the viability of Clearview Road 91 as a route to handle traffic diverted from the traditional Highway 26 route. In particular, speeding on Clearview Road 91 is commonplace (and indeed is the norm), and encouraging traffic on Clearview Road 91 as a component of traffic diversion from the traditional Highway 26 route is likely to exacerbate the speeding problem. I travel on Clearview Road 91 regularly. As you know, the posted speed limit along the entirety of Clearview Road 91 is 60 km/hr. I regularly encounter vehicles travelling at speeds which I would estimate typically range between 90 km/hour and 110 km/hour, particularly for eastbound/downhill traffic. However, speeding by westbound/uphill traffic is also a significant problem. For example, while I was driving westbound at the speed limit recently, even an eighteen wheeler attempted to pass me three times while travelling uphill. This occurred notwithstanding the solid marked "no passing" line dividing the eastbound and westbound lanes. The incidence of passing by smaller vehicles is high. Dangerous conditions result. Accordingly, my comment is that in developing its TMP, The Town of The Blue Mountains needs to take into account not just the "as the crow flies" attributes/characteristics of the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route but also the actual "tires on the road" features/conditions of that route. In particular, the proclivity for drivers of all shapes and sizes of vehicles to speed should be taken into account before the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route is proposed or even thought of as a viable alternative to the traditional Highway 26 route.	9/15/2021	Nevena Gazibara	<p>Thank you for your recent email and your interest in the Town of The Blue Mountains Transportation Master Plan (TMP). Your comments with respect to speeding, traffic and safety on Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 as well as your comments on the potential closure of a portion of Clearview Road 91 have been noted by the study team and will be considered as the TMP is developed. The Town of The Blue Mountains is undertaking this TMP study to develop a short, medium, and long-term strategy to address transportation related needs and opportunities, including recommendations for improvements to the transportation infrastructure network within the Town. The TMP is considering recommendations from other local, regional and provincial transportation plans, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with Grey and Simcoe Counties, the Ministry of Transportation (MTO) and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities including the Municipality of Grey Highlands, counties, MTO and other agencies has been established to help inform and guide the development of the TMP. Please don't hesitate to contact us if you have any further questions or comments regarding the TMP.</p>

Comment Date	Comment	Response Date	Responder	Response
Public Information Centre 1				
8/17/2021	The Lora Bay Condo Committee met today and discussed vehicle , bike and pedestrian traffic in Lora Bay . We discussed Lora Bay Drive and Sunset Blvd , our committee will be sending a letter to you with some topics for your consideration in your Transportation Master Plan (TMP) study. When is the deadline to have something to you ?	8/25/2021	Adam Fraser	Thank you for your email. The TMP study team will gladly accept your letter and other future input. As noted in the Lora Bay Condo Committee letter from August 12 addressed to the Town's Transportation Committee, the Lora Bay Condo Committee will be added to the TMP stakeholder list. Please confirm who the primary contact is for communication purposes.
8/25/2021	I am writing on behalf of the Lora Bay Condo Committee (LBCC) which is comprised of one representative from each of the eight Condominium Corporations currently in existence in Lora Bay. Each representative has the authority to speak on behalf of their board.The eight boards represent 371 households which span from the extremities and offshoots of Eastridge Dr., Westridge Dr., the west side of Lora Bay Drive, the south side of Sunset Blvd. and The Cottages Collection. Lora Bay will expand to approximately 1200 homes upon completion, not including the waterfront homes along Sunset Blvd. (A list of LBCC members and the boards they represent is at the end of this letter.)The LBCC is concerned about traffic safety on Lora Bay Drive and Sunset Blvd. and would like your committee to consider these areas of concern:-There are no speed limit signs on Lora Bay Drive and many drivers are not aware that the speed limit is 50 km/hr (the default speed limit in the Town of The Blue Mountains)-The roundabout at the intersection of Lora Bay Drive/Eastridge Drive and Westridge Drive, plus the Georgian Trail and the Golf Cart path has no definitive right-of-way signage showing who has the right-of-way and who should yield. Pedestrians, cyclists, golf carts and vehicular traffic all come together at this intersection. The current signs show "Pedestrian" and "Golf Cart Xing" but do not specify whether pedestrians and/or golf carts, or vehicles have the right-of-way.-Sunset Blvd. has signs posted for a speed limit of 50 km/hr which, in the opinion of our LBCC members is too fast for the conditions – there are no sidewalks or off-road paths for much of this stretch and pedestrians are mixing with vehicular traffic.In order to alleviate he dangerous situations mentioned above, the LBCC requests the following of The Town of Blue Mountains:-Reduce the speed limit on Lora Bay Drive and Sunset Blvd. to 40 km/hr and post signs to that effect, beginning at the intersection of Lora Bay Drive and Highway 26 and continuing until at least the intersection with 39th Sideroad. - Post signs at all access points of the roundabout clearly defining who has the right-of-way, this includes the two approaches from Lora Bay Drive, the approaches from Eastridge Drive and Westridge Drive plus both directions of the Georgian Trail and the golf cart path which crosses just north of the roundabout. We ask that you consider these suggestions within the Transportation Master Plan or, better still, for immediate consideration by the Traffic Department to improve the safety of all residents, motorists, and visitors to Lora Bay.	9/2/2021	Adam Fraser	Thank you for your email and letter. I have read the letter and forward it to our Transportation Master Plan (TMP) consultants for study considerations.

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Transportation Master Plan and interactive mapping

From:
Sent: Tuesday, July 20, 2021 12:01 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: ttmp@thebluemountains.ca
Subject: Re: Transportation Master Plan and interactive mapping

Thank you for your kind email.

I would like to emphasize in case it was not clear in my correspondence that I do want and think it is imperative that Hwy 26 be rerouted away from Collingwood, Craighleith and Thornbury. These urban areas are beautiful and environmentally sensitive shore drives should not and can not handle high volumes or speedy autos and should not handle truck traffic.

Re routing is critical to the long term health of the community

Thank you

Sent from my iPhone

On Jul 19, 2021, at 12:38 PM, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan (TMP) study and for taking the time to provide your thoughtful comments and suggestions.

All of your comments submitted via email will be reviewed and considered by the study team, and will be incorporated into the study in the same manner as comments submitted via the online mapping survey on the study website.

Thank you again for your interest in this TMP study. We will continue to provide you with updates related to this important study. Please don't hesitate to contact us should you have any further comments, questions and/or concerns.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From:

Sent: July 17, 2021 10:12 AM

To: Transportation Master Plan <ttmp@thebluemountains.ca>

Subject: Transportation Master Plan and interactive mapping

Hi

With many things on my plate, I only completed the survey yesterday and intended to go back and do the interactive tool. It was really easy and fun when i did the Simcoe survey, so I was looking forward to it. However, I see it has closed at the same deadline as the survey so i missed my opportunity.

I would like to provide you with my comments if you can include them some how.

1) Grey Rd 19 and Hwy 26

- winter conditions along that stretch are dangerous for wave uprush in bad storms, blowing off the bay and freezing road conditions. Truck and car traffic have different stopping requirements and can have near collisions
- summer conditions are dangerous as there are currently numerous residents crossing Hwy 26 between Hope St and the provincial park for various reasons including but not limited to access to services, to the trail, to the Depot, to the Beach, to drop in kayaks, dog walking on Lakeshore, access to community mailboxes not on same side as residence, etc.
- Speed reduction has helped but speeders still pass on single solid yellow line
- Left run lane from 26 onto 19 can be backed up without advance green

2) Grey Rd 21 and Hwy 26

- NB 21 onto 26 is a very strange angle; dangerous for WB 26 traffic turning south on 21 and tough angle to ensure safe merge/turn onto WB 26
- traffic from Long Point straight or turning has different alignment which is hard to determine priority
- future alignment of roads with Aquavil plans are very confusing and seem unsafe

3) Sleepy Hollow and Grey Rd 19

- Cars from Sleepy Hollow onto Grey Rd 19 have insufficient time to see NB traffic coming over slope to the south; extremely dangerous in winter as slippery conditions

4) Light in Thornbury at 26

- should have the intersection reviewed as extensive backups in normal times both directions
- need advanced green/turning green both directions
- should have two lanes WB
- ideally more grid/right angle intersection for pedestrian crossing

5) Georgian Trail

- ideally the trail/road crossings should have cars stopping before trail crossing
- Bikes should have priority on smaller roads; maybe not at Grey Rd 40
- no motorized vehicles should be allowed; does that include Ebikes?
- pelotons or groups of more than 4/5 (over the age of 16) should not be allowed
- speeds should not exceed a safe speed for pedestrians, dog walkers, children
- trail improvements (pea gravel and grading) including more frequent mowing and widening should help with usefulness
- continue grooming in winter as very successful and useful; many shoers, XC skiers and skate skiers
- Poison ivy on trail (and Town roads such as lakeshore) is becoming prolific and should be removed

6) Goldsmiths

- I frequent this store and hate turning left from WB Hwy 26
- can access be of Town road?
- Provide left turn or centre lane not just lane on EB side of 26

7) Thornbury

- many roads need shoulder and repaving work

8) Road Improvements

- when road improvements are undertaken, all work should include paved shoulders for multiple uses.

Thank you for considering my comments.

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Sunset Boulevard - SPEED LIMIT

From: Adam Fraser
Sent: July 23, 2021 3:26 PM
To:
Cc: Shawn Carey <scarey@thebluemountains.ca>; Jim McCannell <jmccannell@thebluemountains.ca>
Subject: RE: Sunset Boulevard - SPEED LIMIT

Good afternoon

It was nice speaking with you over the phone today.
Here is the link to the Transportation Master Plan (TMP) website:
<https://yourview.thebluemountains.ca/transportation-master-plan>

On the right side of the website, there is an option to subscribe via email for project updates (generally about one per month). As noted over the phone, we are currently in a stage of identifying challenges and opportunities, and have not yet reached a point of proposing alternative solutions related to the comprehensive speed limit review that is being conducted within the TMP. We do have our first virtual Public Information Centre (PIC) starting July 29th on our project website, which is the next major public consultation activity – I hope you will have a chance to participate, keeping in mind this PIC is still quite high level relative to your concerns. I have forwarded your comments to our TMP consultants as well to capture them within the project considerations.

By way of copy, I am connecting you to Jim McCannell, Manager of Roads & Drainage, who may have more information for you regarding your road resurfacing observations.

Have a nice weekend,



Adam Fraser

Transportation Master Plan Project Coordinator
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: 705-351-2630 | Fax: 519-599-7723
Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From:
Sent: July 23, 2021 8:55 AM
To: Adam Fraser <afraser@thebluemountains.ca>
Subject: Re: Sunset Boulevard - SPEED LIMIT

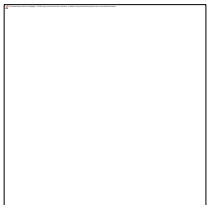
Perfect Adam. I will call you right after lunch today.

On Fri., Jul. 23, 2021, 8:51 a.m. Adam Fraser, <afraser@thebluemountains.ca> wrote:

Hi Lucie,

Yes, early afternoon today works great for me. Feel free to call me when convenient at the undersigned number.

Regards,



Adam Fraser

Transportation Master Plan Project Coordinator
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: 705-351-2630 | Fax: 519-599-7723
Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From:
Sent: July 22, 2021 5:41 PM
To: Adam Fraser <afraser@thebluemountains.ca>
Cc:
Subject: Re: Sunset Boulevard - SPEED LIMIT

Hi Adam,

Thank you very much for your quick response. I could certainly appreciate a talk with you over the phone.

Would you be available early afternoon tomorrow?

Thanks

On Thu., Jul. 22, 2021, 5:28 p.m. Adam Fraser, <afraser@thebluemountains.ca> wrote:

Hi Lucie,

I am responding to let you know I have received your email and can provide a more substantial response in the coming days. Or, if you are interested and have the time, it would be nice to chat over the phone.

Kind regards,

Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From:

Sent: July 22, 2021 4:09 PM

To: Adam Fraser <afraser@thebluemountains.ca>

Cc:

Subject: Re: Sunset Boulevard - SPEED LIMIT

Sorry Adam, I am resending with an updated subject line.

On Thu, Jul 22, 2021 at 4:06 PM

wrote:

Hi Adam,

I would like to revisit the issue of the **speed limit on Sunset Blvd** as I haven't seen any review notification of public meetings and/or changes in speed limit.

We live right across from 137 Sunset Blvd and this section of Sunset Blvd is a blind corner that is quite narrow (and more so since the last grading that was done earlier this month).

The current speed limit on Sunset Blvd is set at **50 Km/h** which is dangerously high for a narrow road with no sidewalk that is commonly used by people and children walking and cycling. You could argue that there is currently a sign under the 'Maximum 50 Km/h' that says "Watch for children ahead", but not only is this not respected, there is also no active monitoring / enforcement of the speed limit. We do have people that are mindful of their speed on the street but we also have a lot of people speeding and I need to point out that our worst offenders are construction workers/trucks.

The biggest issue is happening during the summer months when more people are on vacation and walking to the beach or exercising on the street. As you probably know, we don't have a sidewalk and our street is quite narrow, forcing people to use the street. I noticed that the other blind corner on Sunset (across the Lora Bay Park) has a speed limit set at 15 Km/h and their road is paved which would allow for a shorter braking distance than on a gravel road.

I would like to know what is the process to follow to get the speed limit to be revised for not only our blind corner but for the entire stretch on Sunset Blvd. We do see Max 50 Km/h on residential streets when there are sidewalks for people to move around in a safe manner but this is not the case here. I can only cringe when I see too little girls in their little pink battery operated car going through our corner with their moms behind; or when I see a young family with little kids unsteady on their little bikes going to the beach; or when I see this older person trying to get a bit of exercise walking with a cane using the driving section of the street to avoid the slant that was overly done last time they graded the road. I'm sure you get the picture....

I have talked to several neighbours and we are all in agreement that the speed limit on Sunset Blvd is excessive. We also agree that speed monitoring is needed to change behaviour.

I would appreciate it if you could let me know what is needed to get this issue looked at and if there is someone else that needs to be involved in addressing our concerns.

Looking forward to hearing back from you.

Thanks Adam,

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Grey road 19 speed and type of vehicles

From:
Sent: Friday, September 3, 2021 10:14 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Grey road 19 speed and type of vehicles

Thank you for your response. I met a friend today who said that she and her husband , who are full time residents in Wintergreen, can no longer walk up Grey 19 because of huge trucks.

On Sep 3, 2021, at 2:30 PM, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan Study and for taking the time to provide your comments .

The Town of The Blue Mountains (Town) has engaged Stantec Consulting Ltd. to undertake a Transportation Master Plan (TMP) study to prepare short, medium, and long-term strategies to address transportation related needs and issues.

As part of the TMP, a safety review of collision data is being undertaken to identify areas where improvements may be required to help improve safety. Stantec Consulting is also reviewing traffic data and will provide recommendations for improvements to the existing transportation infrastructure network within the Town. These recommendations may include changes to speed limits on certain Town roads and speed and traffic calming measures for specific portions of the transportation network. Traffic calming measures considered may include radar speed signs that measure and immediately display speed of vehicles. The TMP will also review existing transportation infrastructure needs for pedestrians and cyclists and will provide recommendations for potential improvements to the active transportation network within the Town.

The TMP is considering recommendations from other local, regional and provincial transportation plans, such as the Grey County Transportation Master Plan, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with Grey County and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities, counties, the Ministry of Transportation and other agencies has been established to help inform and guide the development of the TMP.

With respect to your comment regarding a potential roundabout at County Road 21 and Highway 26, the Highway 26 corridor has been identified as a challenge for the Town given the lack of alternative east-west travel corridors and growing travel demands. It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.

Your comments with respect to lighting on Heritage Drive and Grey Road 19 and on Grey Road 19 between Kandahar and the Jozo Weider intersection have been forwarded to Pat Hoy, Director of Transportation Services with Grey County.

Receiving community input is critical to the success of this project. A dedicated webpage has been established on The Town's website offering project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project:
<https://yourview.thebluemountains.ca/transportation-master-plan>.

Please don't hesitate to contact us should you have any further questions or comments.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she,her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From:
Sent: July 23, 2021 1:40 PM
To: Transportation Master Plan <ttmp@thebluemountains.ca>
Subject: Grey road 19 speed and type of vehicles

I live at
I understand that this is a county road.
More and more residents are making their homes permanently here and there are many seasonal visitors. People walking or on bikes are competing with large construction trucks and extended pickups with trailers.

There have been three fatalities and numerous accidents in the last two years attributed to speed and poor lighting.

Starting at 6:45 each morning there are huge trucks racing to and fro and traveling above speed limit.

The volume of traffic is increasing and it won't be long before there is another serious accident.

I think that speed meters should be installed as most traffic is going well over the 50kmh limit. Reducing the speed to 40kmh between Jozo Weider and Grey rd 19 and Grey Rd 19 and HWY 26 would be ideal.

I think there should be a round-a-bout at county Rd 21 and Hwy 26 to divert the construction trucks and service trucks along County Rd 21 as opposed to coming along the stretch of 19 opposite the Blue Mt Inn.

In addition to an evening rush hour, In the early evening there are numerous sports car that race up and motor cycles revving there engines

There should in the interim be a weight limit on trucks using Grey Road 19 in the village.

Better lighting should be installed at Heritage drive and Grey 19. As well as between Kandahar and Jozo Weider intersection.

Concerned resident.

Robinson, Jennifer

From:
Sent: Monday, July 26, 2021 11:35 AM
To: Adam Fraser
Subject: Re:

Thanks Adam, for the further information and the link to the Public Information Centre.

I would just like to add my name to the list of local residents who are concerned about the speeds that we see on Beaver St. South from drivers who are using it as a by-pass to Hwy. 26. Since the closure of Beaver St. due to construction, speeding has continued, except the vehicles now veer off Beaver and onto Lansdowne.

One of my primary concerns is that the speed limit is posted for drivers as soon as they turn onto Beaver St. from Alfred St. and yet it seems to have little effect. I believe that more direct measures are needed, such as all-way stop signs at the 5 corners, and/or speed bumps, and/or speed cameras with violators being mailed tickets.

For a longer term solution, the town may already be considering a designated town bypass on the west side to provide traffic access from south of town to Hwy. 26.

Again, thanks for letting me weigh in on this.

On Thu, 22 Jul 2021 at 14:30, Adam Fraser <afraser@thebluemountains.ca> wrote:

Hi ,

I am following up on Shawn Carey's mention of the Town's TMP project. There is a dedicated project web page here: <https://yourview.thebluemountains.ca/transportation-master-plan>

The TMP project team has recently conducted a public survey and also just announced our first virtual Public Information Centre (attached Notice) which is the project's next major public consultation activity. We are generally in an 'information gathering' stage of the project to understand the Town's current situation before considering ways to address transportation challenges and opportunities in future stages. As Shawn mentioned, a comprehensive speed limit review is part of this project so if you have any input on that matter or other transportation-related topics, you are invited to contact me and/or stay connected with the project's public consultation activities via our project website.

Again, please contact me if you have questions or comments related to this project.

Kind regards,



Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From: Shawn Carey <scarey@thebluemountains.ca>

Sent: July 18, 2021 9:26 AM

To:

Cc: Mike Campbell <mcampbell@thebluemountains.ca>; Adam Fraser <afraser@thebluemountains.ca>; Allan Gibbons <agibbons@thebluemountains.ca>

Subject: RE: Contact Form

Hi

Sorry for the delay – trying to catch up on a number of emails.

I want to assure you that staff continue to assess all potential related impacts. We have received a number of speed related complaints particularly since COVID from a number of residents in a variety of locations. As part of our Transportation Master Plan (TMP) process we are conducting a comprehensive speed limit assessment which will look at a number of options to address both the effective movement of people and goods while maintaining or enhancing safety. I've copied Adam Fraser who is the Town's Project Coordinator for the TMP. Adam can provide information on how to get involved and your voice and concerns heard. The subject of the public meeting last week is intended to address the known safety issues associated with that intersection (Beaver/Louisa/Victoria). We are also working on a proposal to dead end Beaver St. north of Alice which will help in alleviating traffic related issues along that stretch. Part of the proposal is to reconstruct that section of Beaver St and improve the overall condition of the road including active transportation (sidewalks). I've copied Michael Campbell who is our Project Manager for that item. Michael can provide some background on this.

Thanks,

Shawn



Shawn Carey

Director of Operations

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 260 | Fax: 519-599-2474

Email: scarey@thebluemountains.ca | Website: www.thebluemountains.ca

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From: websitecommittee@thebluemountains.ca <websitecommittee@thebluemountains.ca>

Sent: Tuesday, July 13, 2021 12:30 PM

To: Shawn Carey <scarey@thebluemountains.ca>

Subject: Contact Form from

Name:

Email:

Phone:

Message:

Shawn, Just wanted to thank you for your very helpful input during the meeting yesterday about the Beaver St. closure. Recognizing that the meeting was ostensibly about the small section of Beaver St. outside Foodland, it was clear that residents have identified that the closure of Beaver can't be addressed in a vacuum because of the secondary effects on traffic volume and speed that would result on surrounding roads. Several people mentioned speed signs, speed humps, etc. as a way to control speed. None of these initiatives will make a difference if speed violations aren't enforced. Many of us who live in this area (many = at least 7 I'm aware of) have noted that repeated calls to the local OPP about speeders fall on deaf ears. Several have been told to write down license plate numbers - this is not the responsibility of resident tax-payers. It's the responsibility of the police. In my various calls to the OPP, I've been told to identify the vehicles, call my local council member, write a letter to the mayor, and be sympathetic that the OPP doesn't have enough funding to add officers. In the last 5 years, I have not seen any speed control activity by the OPP ... and I work from home. I face Beaver St. and I'm here all the time. My point is that the Town pays the OPP for services, and speed control on the residential streets of Thornbury is not being provided. If this is part of the contract with the OPP, then the Town needs to insist on them providing the service. If it's not, then either the contract should be revised or the town should implement its own speed control program. Thank you for letting me rant about this. I am currently debating selling my home and moving away from Thornbury, and one of the primary reasons is the speeding traffic that flows down Beaver St.

Attachments:

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: TMP Planning Study

From: Adam Fraser <afraser@thebluemountains.ca>

Sent: Wednesday, August 4, 2021 3:54 PM

To:
Cc: ; Shawn Carey
<scarey@thebluemountains.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: TMP Planning Study

Good afternoon :

Town staff have not been informed of or had involvement in any further studies stemming from MTO's 2015 Study recommendations.

An FAQ is provided on the Town's website that speaks to the concerns you have raised:

<https://www.thebluemountains.ca/highway-26-widening.cfm>

Town staff are working to update this page to reflect recent changes such as speed limits on Highway 26 in the Craigeleith area, and some broken links, but the remaining content is still relevant.

Regards,



Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

IMPORTANT INFORMATION

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From:
Sent: August 3, 2021 4:13 PM
To: Adam Fraser <afraser@thebluemountains.ca>
Cc: Shawn Carey
<scarey@thebluemountains.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: TMP Planning Study

Good afternoon Adam,

Thank you for providing the attached MTO Study (the "Study"). My property is on Lakewood Drive. The recommended alternative shown in Figure 60 of the Study suggests the widening Hwy 26 from 2 lanes to 4-5 lanes exactly where my property is. As you may know, Lakewood Drive is a crescent, with entrances to and from Hwy 26 approximately 500 meters apart. In the plan shown at Figure 60 of the Study, it appears that the two entrances to Lakewood perpendicular to Hwy 26 could remain and become dead ends at the water but the portion of Lakewood, including my property, which run parallel to Hwy 26 would presumably need to be expropriated. Alternatively, the properties on the opposite side of Hwy 26 along Woodland Park Road would need to be expropriated.

Obviously this is of considerable concern to me and I presume to my immediate neighbours along both Lakewood as well as my neighbours on Woodland Park who have deeded access to our community beach, on Lakewood, which would also need to be expropriated according to this plan unless their properties, those along Woodland Park, were the ones to be expropriated as the alternative.

This Study was published in 2015. Is the recommendation directly affecting us the recommended alternative? Please advise.

Sincerely,

From: Adam Fraser [<mailto:afraser@thebluemountains.ca>]

Sent: August-03-21 1:14 PM

To:

Cc:

Subject: RE: TMP Planning Study

*** NOTICE: PDF attachment detected. Exercise caution when opening password-protected files or clicking links contained within. Please contact Alpha CT if additional info is required. ***

Good afternoon :

Thank you for your email and interest in the TMP project. The Public Information Centre 1 presentation now available on the project website reflects the current phase of the study (Phase 1 of the Municipal Class EA Process), which is mainly information gathering and collecting input from the community to understand our challenges and opportunities related to transportation infrastructure within the Town. The Highway 26 corridor has been identified as a challenge the Town faces due to a lack of alternative east-west travel corridors and growing travel demands.

It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.

There is more information regarding the various alternate route options that have been identified and recommended for further studies in the MTO report released in 2015 (attached). The alternative nearest your description is Alternative 4-2 described on page 111, but I would encourage you to read the rest of the report for better context.

For more information on the recent regulatory speed limit changes that MTO undertook for Highway 26, we have this Q&A provided by MTO [HERE](#) and a reference map [HERE](#).

Kind regards,



Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From:

Sent: July 29, 2021 2:48 PM

To: Transportation Master Plan <ttmp@thebluemountains.ca>

Cc: Adam Fraser <afraser@thebluemountains.ca>;

Subject: TMP Planning Study

Thank you for forwarding the TMP information website. I note that the presentation was silent on an alternate route which would take traffic off of Hwy 26. My understanding was that there is an over the mountain scenario being considered which would utilize an already existing cleared Hydro right-of-way and/or a combination of Poplar Side Road, CR 2 and CR 13 as alternatives to Hwy 26 in order to re-route traffic and especially encourage truck traffic off of Hwy 26 from south/east of Collingwood to north/west of Thornbury and Meaford in order to preserve and calm traffic along the lakeshore. There was no mention of this alternative in the presentation. Was that by design?

In the meantime, why was the speed limit increased back to 80 km/h through the stretch between Craighleith & Blue Mountain Beach after it was reduced last summer? The 80 km/h speed limit from North Winds beach to Peasemarsch is treacherous, especially for pedestrians & cyclists attempting to cross the highway, not to mention the access & egress to and from all the driveways and side roads along that stretch. That speed limit should be immediately reduced to an enforced maximum of 60 km/h before someone is seriously hurt.

Thank you,

Robinson, Jennifer

From: Heseltine, John
Sent: Tuesday, August 10, 2021 11:51 AM
To: nicknaclayton@gmail.com
Cc: Adam Fraser; Mirhoseini, Arash; Addley, Diana
Subject: Blue Mountains Transportation Master Plan - Intersection of 4th Line and 6th Sideroad

Mr. Clayton,

I am the Project Manager for the ongoing Blue Mountains Transportation Master Plan (TMP) being conducted by Stantec for the Town of the Blue Mountains. Adam Fraser with the Town of the Blue Mountains recently forwarded your request below for my attention.

First, I would like to thank you for your interest in the TMP process and for bringing this issue to our attention. Part of our responsibility through the TMP process is to produce a Traffic Calming Policy for the Town. The intersection of 4th Line and 6th Sideroad that you have identified will be considered in that policy formulation process. The Traffic Calming Policy will provide the Town with a framework to review and select speed management areas and determine what strategies should be applied to address concerns of the type you have raised.

Please continue to monitor the TMP process and share your views and concerns.

John Heseltine, LPP MCIP
Senior Planner

Direct: 902 481-1477
John.Heseltine@stantec.com

Stantec
102-40 Highfield Park Drive
Dartmouth NS B3A 0A3



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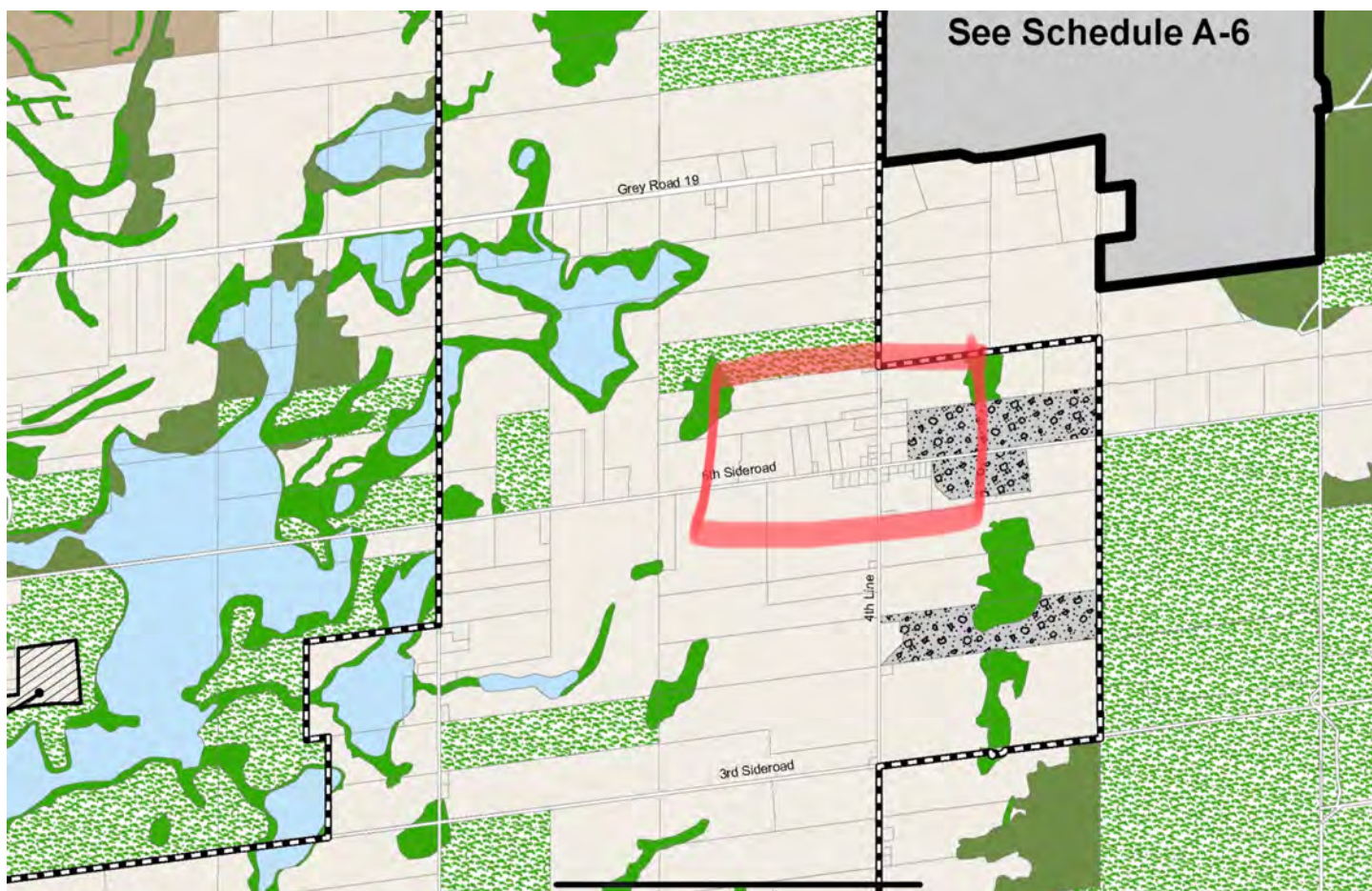
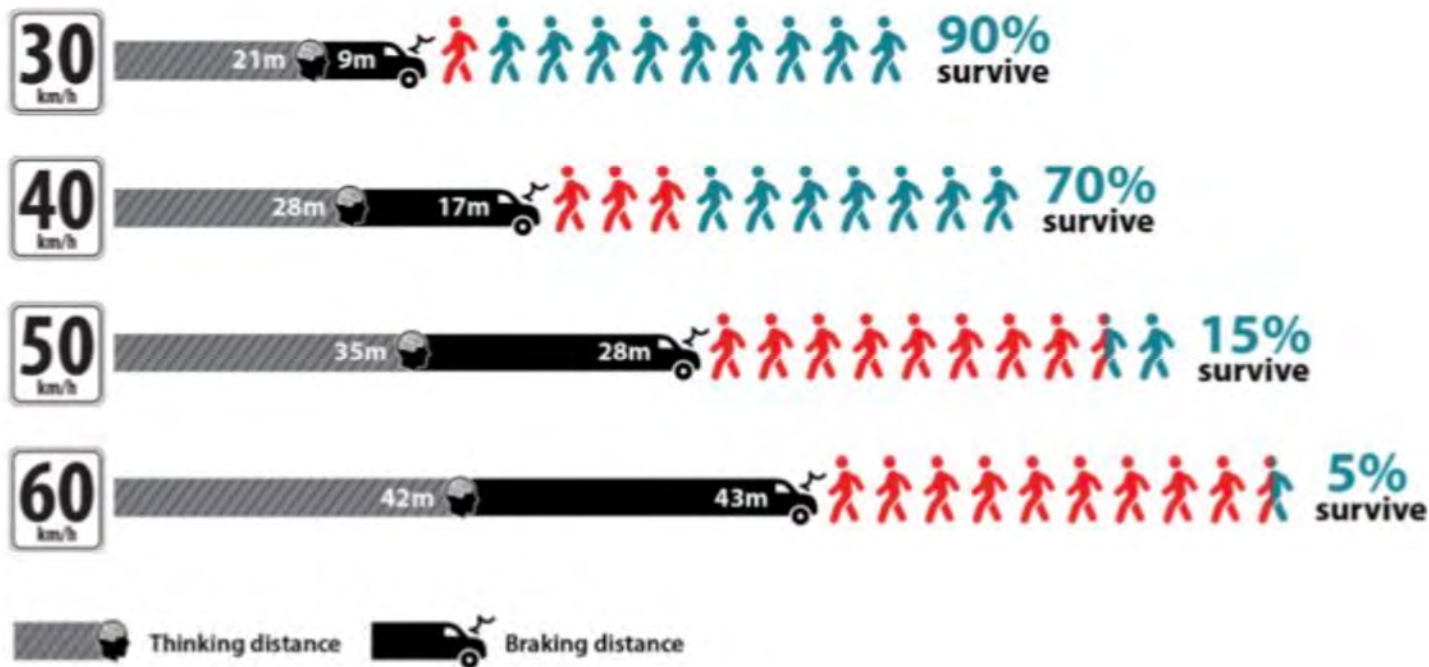
From: Nicholas Clayton <nicknaclayton@gmail.com>

Sent: August 4, 2021 3:09 PM

To: Adam Fraser <afraser@thebluemountains.ca>

Cc: Dax McAllister <dmcallister@thebluemountains.ca>; Jim McCannell <jmccannell@thebluemountains.ca>; Krista Royal <kroyal@thebluemountains.ca>; Shawn Carey <scarey@thebluemountains.ca>; Tammy Davison <tdavison@thebluemountains.ca>

Subject: Re: Contact Form from Nicholas Clayton



On Wed, Aug 4, 2021 at 3:06 PM Nicholas Clayton <nicknaclayton@gmail.com> wrote:
Dear Adam,

Thank you for your response and for taking the time to call regarding our concerns. I have reviewed the PIC, which is very informative, and have submitted my comments there as well.

We are a family of five living in Gibraltar. It is out of concern for our children that I am writing today - especially the safety of our youngest son Liam, who was born with Down Syndrome. I would like to bring to your attention that the speed limit in every direction from the intersection of 4th Line and 6th Sideroad is 50km/h - except West, where our home is located. Despite our best efforts as parents, Liam does not yet fully understand consequences of running out into the road. Slower traffic would provide our family with an extra layer of security, should our current interventions fail us one day. Currently there is no posted speed limit.

It is not only Liam who would benefit from this change. Studies in other municipalities have shown just how effective lowered speed limits are in improving the outcomes for pedestrians in the event of a vehicle collision.

Gibraltar is our home, but most drivers who travel our road are just passing through, and like to do so as quickly as possible. I would like to request that the town consider lowering the speed limit to 30km/h in Gibraltar in all directions from the intersection of 4th Line & 6th Sideroad. This would provide a very necessary calming effect for traffic entering the area. On several occasions I have witnessed drivers coming from the South breeze right through the intersection because they are travelling too quickly to react to the stop sign that is obscured by the hill just before the intersection. I would suspect that changing the sign would be significantly cheaper than regrading the tar and chip road.

Additionally, dump trucks traveling to and from the gravel pit to the East are of an exceptional size, and as such they require the increased reaction time and shorter stopping distances that a 30km/h limit would provide.

As a community, we don't have to accept even the slightest possibility of a single pedestrian or cyclist* casualty in Gibraltar, and this speed limit is a way to achieve that goal.

As this town map indicates, the relative density of homes in highlighted area is more indicative of a residential zoning than rural. The speed limit should reflect this reality.

I look forward to your timely and thoughtful response to my comments and request.

Sincerely,

Nicholas Clayton & Family

* (the number of cyclists riding through town has increased substantially as well since the onset of the pandemic)

Robinson, Jennifer

To: Addley, Diana
Subject: RE: Plan

From: Adam Fraser <afraser@thebluemountains.ca>

Sent: Tuesday, August 10, 2021 9:05 AM

To: Doug Eaton <doug@surgicallycleanair.com>

Cc: Heseltine, John <John.Heseltine@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Addley, Diana <Diana.Addley@stantec.com>; Shawn Carey <scarey@thebluemountains.ca>

Subject: RE: Plan

Good morning Mr. Eaton,

Thank you for your interest in the Transportation Master Plan (TMP) study. Under the Process section on the main page of our website is a figure that shows the general timeline of our public consultation and study phases. Our goal is to bring a final TMP to Town Council for adoption in Summer 2022.

<https://yourview.thebluemountains.ca/admin/projects/transportation-master-plan>

It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate. Further studies will be necessary by the MTO for the Town to have more certainty on future potential changes to Highway 26.

An FAQ is provided on the Town's website that speaks to concerns regarding MTO activity with Highway 26:

<https://www.thebluemountains.ca/highway-26-widening.cfm>

Please contact me or the project team again if you have further comments or questions.

Kind regards,



Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From: Doug Eaton <doug@surgicallycleanair.com>
Sent: August 8, 2021 7:08 AM
To: Transportation Master Plan <tmp@thebluemountains.ca>
Subject: Plan

When do you think you will have a proposal read? I live on Wensley drive and my property backs on to 26. Is there a plan to widen 26 at that point or will it remain 2 lanes?

All my best,

Doug

DOUGLAS EATON - COO
Mobile: 416-716-7260
Office: 877-440-7770 ext 702

Email: doug@surgicallycleanair.com

surgicallycleanair.com
scadental.com
ecoair.net

SURGICALLY CLEAN AIR INC.
1A-6300 Viscount Road
Mississauga, ON L4V 1H3



From: [Gazibara, Nevena](#)
To: [Robinson, Jennifer](#)
Subject: FW: Town of The Blue Mountains Transportation Master Plan (TMP) -Climate Change
Date: Monday, August 16, 2021 3:05:55 PM

From: Heseltine, John <John.Heseltine@stantec.com>
Sent: Monday, August 16, 2021 1:49 PM
To: kimejharris@gmail.com
Cc: Adam Fraser <afraser@thebluemountains.ca>
Subject: Town of The Blue Mountains Transportation Master Plan (TMP) -Climate Change

Ms. Harris,

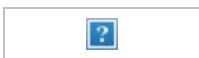
Thank you for your recent note (below) to Adam Fraser concerning the relevance of climate change to the Town of The Blue Mountains Transportation Master Plan (TMP) process. I am the Project Manager for the project and your email was forwarded to me for response. While the focus of the TMP is on traffic concerns in your community, we are very aware of the implications of transportation on the generation of greenhouse gases and other pollutants. Emissions are the side effects of transportation needs and decisions. Specifically, they are correlated with trip distances and mode choices.

This TMP is following Approach # 1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2007, 2011 and 2015). As part of the MCEA, the TMP will consider climate change during the development and assessment of alternative solutions for the TMP. These considerations could include proposed alternatives or recommendations that encourage active transportation modes (i.e., walking, cycling, and other forms of non-motorized travel), developing proposed improvements to the transit network, providing recommendations to the transportation network that reduce trip length and frequencies, and generally promoting climate resilience of the transportation network for the Town of The Blue Mountains. Climate change considerations for TMPs can be both qualitative or quantitative and are typically scaled to a project or master plan's level of environmental effect. Climate change considerations for the TMP will be documented in the final Transportation Master Plan Report.

John Heseltine, LPP MCIP
Senior Planner

Direct: 902 481-1477
John.Heseltine@stantec.com

Stantec
102-40 Highfield Park Drive
Dartmouth NS B3A 0A3



From: Kim Harris <kimejharris@gmail.com>
Sent: August 11, 2021 3:06 PM
To: Transportation Master Plan <tmp@thebluemountains.ca>
Cc: Dlana Dolmer <resiliencetbm@gmail.com>
Subject: Transportation Plan

Greetings Adam,

Hope you are staying safe!

Just a comment on the Transportation Master Plan on the Town's web site.

Now that we know that greenhouse gasses from burning fossil fuels are a catastrophic threat to life as we know it, if we love this planet, our transportation plan needs to be developed through the lens of climate crisis.

I was disappointed that the Overview of the Master Plan did not contain even a mention of the environmental impact of our transportation decisions on the environment. "The Transportation Master Plan will explore options of providing a safer, more efficient, resilient, and reliable transportation system in the Town. This document will develop a vision, define actions and policies, and provide a financial strategy to address the short, medium, and long-term transportation needs of the community."

I hope that going forward you and your team can address this shortcoming in the Transportation Master Plan.

Sincerely,
Kim Harris
CANN (Climate Action Now Network)
148 Matilda St.
Clarksburg ON
N0H 1J0

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Transportation Master Plan (TMP)

-----Original Message-----

From: Heike Reck <heike.reck@rogers.com>
Sent: August 12, 2021 8:46 PM
To: Transportation Master Plan <tmp@thebluemountains.ca>
Cc: Dlana Dolmer <resiliencetbm@gmail.com>
Subject: Transportation Master Plan (TMP)

Hi Adam,

My name is Heike Reck and I am a member of the Climate Action Now Network (CANN) in TBM.

I just reviewed the information on the Virtual Public Information Centre for the TMP. I was disappointed that there was no mention of the potential environmental impact of our transportation choices anywhere in the document.

The recently published report from the IPCC makes it clear that we need to find ways to create strong and sustained reductions in emissions of greenhouse gases if we are to avoid grave consequences due to global warming in excess of 1.5 degrees. The Town of the Blue Mountains declared a Climate Emergency in 2019, yet the Overview of the Master Plan does not even mention any environmental considerations with respect to transportation. I hope that this oversight will be corrected in future documents related to the TMP. I look forward to your response.

Regards,
Heike Reck
CANN (Climate Action Now Network)
122 High Bluff Lane
Thornbury, ON
N0H 2P0

Robinson, Jennifer

To: Gazibara, Nevena
Subject: RE: Contact Form from Jim Oliver

From: Adam Fraser <afraser@thebluemountains.ca>

Sent: Monday, August 16, 2021 2:57 PM

To: oliverjim50@gmail.com

Cc: Heather Drane <hdrane@thebluemountains.ca>; Shawn Carey <scarey@thebluemountains.ca>; Jim McCannell <jmccannell@thebluemountains.ca>; Kyra Dunlop <kdunlop@thebluemountains.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Subject: RE: Contact Form from Jim Oliver

Good afternoon Mr. Oliver:

Thank you for sharing your concerns. In case you are not aware, the Town of The Blue Mountains is undertaking a Transportation Master Plan (TMP) study which will provide a short, medium, and long-term strategy for transportation related needs and issues. Receiving community input is critical to the success of this project. We have a dedicated website set up which offers project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project:
<https://yourview.thebluemountains.ca/transportation-master-plan>.

I have copied our TMP consultants so that your input is captured in the project considerations. Keep in mind that Highway 26 is a Provincial highway which means the Ministry of Transportation would need to support any recommendations of Highway 26 for changes to be implemented.

Currently, our virtual Public information Centre (PIC) 1 is available on the project website until August 27. This PIC focuses on existing conditions, and gathering community input on the Town's challenges and opportunities for the project team to then explore possible solutions.

Please contact me if you have any further comments or questions.

Kind regards,



Adam Fraser

Transportation Master Plan Project Coordinator

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 705-351-2630 | Fax: 519-599-7723

Email: afraser@thebluemountains.ca | Website: www.thebluemountains.ca

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From: Heather Drane <hdrane@thebluemountains.ca>
Sent: August 16, 2021 11:57 AM
To: Adam Fraser <afraser@thebluemountains.ca>
Cc: oliverjim50@gmail.com
Subject: FW: Contact Form from Jim Oliver

Good morning Jim

By copy of this email, I will ask Adam Fraser (Transportation Master Plan Project Coordinator) to address your concerns.

Thank you,



Heather Drane

Clerk Receptionist, Operations Department
Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0
Tel: 519-599-3131 ext.276 | Fax: 519-599-7723 | Toll Free: 888-599-7723
Email: hdrane@thebluemountains.ca | Website: www.thebluemountains.ca

"**TBM Waste Resource**" app available for download from Apple and Android
Also access waste information from www.thebluemountains.ca/solid-waste.cfm

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<https://www.thebluemountains.ca/subscribe-for-updates.cfm>
New to The Blue Mountains see: <https://www.thebluemountains.ca/new-to-the-blue-mountains.cfm>

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

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From: Kyra Dunlop <kdunlop@thebluemountains.ca>
Sent: Monday, August 16, 2021 11:49 AM
To: oliverjim50@gmail.com
Cc: Heather Drane <hdrane@thebluemountains.ca>; Sarah Merrifield <smerrifield@thebluemountains.ca>
Subject: FW: Contact Form from Jim Oliver

Good morning Jim,

Thank you for your email. By way of copy I confirm your inquiry has been forwarded to our Operations Department for review and followup.



Kyra Dunlop

Administrative Assistant Committees of Council

Town of The Blue Mountains, 32 Mill Street, P.O. Box 310, Thornbury, ON N0H 2P0

Tel: 519-599-3131 ext. 307 | Fax: 519-599-7723

Email: kdunlop@thebluemountains.ca | Website: www.thebluemountains.ca

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From: websitecommittee@thebluemountains.ca <websitecommittee@thebluemountains.ca>
Sent: Sunday, August 15, 2021 10:42 PM
To: info@thebluemountains.ca <info@thebluemountains.ca>
Subject: Contact Form from Jim Oliver

Name: Jim Oliver

Email: oliverjim50@gmail.com

Phone: 5194281297

Message:

I share the concern expressed by other neighbours of the Elgin, Wickens, Louisa and Riverside subdivision regarding the hazards faced by pedestrians in crossing Hwy 26 from Elgin St, as well as the challenges faced by drivers trying to cross or enter Hwy 26 from Elgin. The high, and increasing volume of traffic on Hwy 26 will make this problem greater and risk higher as the weeks go by. A traffic light or crosswalk should be considered

From: [Gazibara, Nevena](#)
To:
Cc: [Heseltine, John](#); [Adam Fraser](#)
Subject: FW: Comment re: Town of The Blue Mountains Transportation Master Plan
Date: Wednesday, September 15, 2021 12:09:00 PM

Thank you for your recent email Mr. MacGowan and your interest in the Town of The Blue Mountains Transportation Master Plan (TMP).

Your comments with respect to speeding, traffic and safety on Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 as well as your comments on the potential closure of a portion of Clearview Road 91 have been noted by the study team and will be considered as the TMP is developed.

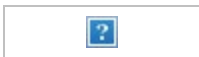
The Town of The Blue Mountains is undertaking this TMP study to develop a short, medium, and long-term strategy to address transportation related needs and opportunities, including recommendations for improvements to the transportation infrastructure network within the Town. The TMP is considering recommendations from other local, regional and provincial transportation plans, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with Grey and Simcoe Counties, the Ministry of Transportation (MTO) and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities including the Municipality of Grey Highlands, counties, MTO and other agencies has been established to help inform and guide the development of the TMP.

Please don't hesitate to contact us if you have any further questions or comments regarding the TMP.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she,her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



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From:
Sent: August 31, 2021 1:01 PM
To: john.heseltine@stantec.com; Transportation Master Plan <tmp@thebluemountains.ca>
Subject: Comment re: Town of The Blue Mountains Transportation Master Plan

Dear Messrs. Adam Fraser and John Heseltine:

I have just seen a notice regarding the "Online Public Information Centre 1" which was apparently accessible to the public from July 29 to August 27, 2021. Given that the PIC is no longer accessible, I thought it best to direct this message to the two of you, as the notice I just saw indicates that you are the appropriate contacts for further information or comments regarding the development of the Town's TMP.

I am not a TBM resident but rather live just east of Rob Roy on Grey Road 31, in The Municipality of Grey Highlands. My address is

My comment relates to the current Clearview Road 91, running east-west between Duntroon and the Simcoe/Grey county line.

I am aware of the current scheduled hearing regarding the development of Clearview Sideroad 26/27 between the Clearview 10th Line and the Simcoe/Grey county line so as to create a substitute for Clearview Road 91 between the Clearview 10th Line and the Simcoe/Grey county line in the event that that portion of Clearview Road 91 is closed.

I understand that The Town of the Blue Mountains has publicly adopted the position that it opposes that proposed closure of a portion of the current Clearview Road 91.

I also understand that the basis of The Town of the Blue Mountain's opposition to the closure of a portion of the current Clearview Road 91 is that the current Clearview Road 91 is considered by The Town of The Blue Mountains to constitute a significant route for traffic travelling between the Stayner area and the Thornbury/Meaford area. Indeed, I have seen Clearview Road 91 described as a "major thoroughfare" for such traffic. My understanding is that The Town of The Blue Mountains is desirous of diverting traffic travelling between the Stayner area and the Thornbury/Meaford area from the traditional Highway 26 route on to the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route.

While I can understand the rationale for The Town of The Blue Mountain's support of that traffic diversion plan, I am concerned about the safety and therefore the viability of Clearview Road 91 as a route to handle traffic diverted from the traditional Highway 26 route. In particular, speeding on Clearview Road 91 is commonplace (and indeed is the norm), and encouraging traffic on Clearview Road 91 as a component of traffic diversion from the traditional Highway 26 route is likely to exacerbate the speeding problem.

I travel on Clearview Road 91 regularly. As you know, the posted speed limit along the entirety of Clearview Road 91 is 60 km/hr. I regularly encounter vehicles travelling at speeds which I would estimate typically range between 90 km/hour and 110 km/hour, particularly for eastbound/downhill traffic. However, speeding by westbound/uphill traffic is also a significant problem. For example, while I was driving westbound at the speed limit recently, even an eighteen wheeler attempted to pass me three times while travelling uphill. This occurred notwithstanding the solid marked "no

passing" line dividing the eastbound and westbound lanes. The incidence of passing by smaller vehicles is high. Dangerous conditions result.

Accordingly, my comment is that in developing its TMP, The Town of The Blue Mountains needs to take into account not just the "as the crow flies" attributes/characteristics of the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route but also the actual "tires on the road" features/conditions of that route. In particular, the proclivity for drivers of all shapes and sizes of vehicles to speed should be taken into account before the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route is proposed or even thought of as a viable alternative to the traditional Highway 26 route.

Thanks for your consideration of this public safety-oriented comment.

Q1 Do you have any comments on the challenges and opportunities identified as part of the Transportation Master Plan? Are there any that you think are missing?

Challenges Significant growth and development Traffic and parking constraints Disconnected/absent active transportation links Highway 26 corridor Seasonal demand fluctuations Winter weather conditions

Opportunities Enhance multimodal accessibility Encourage active transportation and public transit Integrate regional travel demands Improve connectivity for trail users Balance trail user safety and vehicular activity

Answered: 6 Skipped: 0

#	RESPONSES	DATE
1	Designing the Built Environment to all for healthier and more efficient trips in TBM .This challenge actually dovetails with planning and the built environment. I think the built environment (houses, retail, institutional recreational) has to be designed more carefully to reflect the current desirable trend towards more walkable communities. For example shopping in Thornbury at the Foodland or the LCBO encourage and almost require the use of a car. Shoppers going between the two stores will often drive. This is a complete failure. Nobody would ever say "lets bike, drive or walk over to the Foodland or LCBO" to meet up for any activity other than to shop in those two stores. Destinations should involve multi-modal activity options to integrate into the trips people make every day.	8/15/2021 4:38 PM
2	The truck traffic must pass through TBM to get to Bruce Cty and other communities to the north. This causes considerable traffic noise, fumes, congestion through populated areas 24 hours a day. I often wake to excessive truck noise in the middle of the night as Coca-Cola trucks for example pass through to Owen Sound etc. I would like to see this traffic removed from the populated, residential , tourist and recreational areas.	8/11/2021 12:31 PM
3	Opportunity: to address the environmental impacts of transportation within the region, i.e. electrify public transportation, encourage use of electric cars, improve access to charging stations, etc.	8/11/2021 11:25 AM
4	Opportunity to slow traffic on hwy 26 with addition of roundabouts at junction of 26 and grey rd 2 as well as 26 and grey rd 21. Both are currently dangerous when making left hand turns.	8/3/2021 1:35 PM
5	Environmental impact of Hwy 26 on water quality 1) Winter Road Solutions e.g. salts, beet juices 2) Oil and Rubber particulates from cars	7/29/2021 3:19 PM
6	Test	7/22/2021 9:09 AM

Q1 Do you have any comments on the preliminary evaluation criteria developed as part of this Transportation Master Plan? Are there any criteria that you think are missing?

Preliminary Evaluation Criteria

- Increase the number of shared ride trips
- Improve traffic safety (reduce the number of collisions and severity of collisions)
- Provide more sidewalks and trails
- Increase the number of new cycling facilities on road corridors
- Increase connectivity of road network
- Decrease travel time
- Increase the number of low-carbon vehicle amenities
- Increase percentage of accessible intersections
- Provide more accessible and equitable transit options
- More frequent transit routes and stops
- Decrease average travel time by transit
- Increase cycling and trail connectivity to key destinations

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Are these to be ranked? Most desirable? I think the various modes should be separated and more separation the safer they are. Cycling facilities on roads should be reduced unless shoulders with barriers are considered. Separation of truck traffic from residential and recreational opportunities should be paramount. Connectivity of transit routes would be helpful - transfer from one to another for same fare. Multi person transit for travelers to/ from GTA, airport or Barrie should be created.	8/20/2021 3:09 PM
2	Provide right-of-ways for future by-passes.	8/6/2021 8:50 PM
3	Explore an alternative route around Thornbury to decrease traffic congestion at the choke point of the 2 lane bridge and traffic lights in Thornbury. Map out a hierarchy of cycling routes roads and add paved shoulders on specific "collector" North/south and east/west corridors. Possible examples are add paved shoulders on the 10th Line as a North/south spine and SR33 as an east/west spine in the north of the municipality. GR119 is already a great east/west spine with paved shoulders in the middle of the municipality.	7/31/2021 8:28 AM
4	Protect waters of georgian bay	7/29/2021 3:42 PM
5	Test	7/22/2021 9:09 AM

Q1 Do you have any comments on the draft Vision Statement developed for the Transportation Master Plan? Vision Statement: As the Town of The Blue Mountains continues to grow, the TMP will provide a blueprint to enhance connections between neighbourhoods, jobs, services, local businesses, recreation and tourism opportunities, balancing all modes of transportation to become a more livable and healthy community.

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	TMP should not be abbreviated. What is the goal to "enhance connections"? It should be to make connections safer, easier, sustainable while considering the environment. What is a healthy community? People are healthy - a community is sustainable or pleasing.	8/20/2021 3:03 PM
2	I would add 'sustainable' alongside livable and healthy community. Transportation is a significant part of GHG emissions especially with visitors, so safe and useful alternative modes and choices are important to reduce our emissions.	8/11/2021 1:37 PM
3	There is no mention of the environmental impact of transportation. Considering the dire state of the Canadian and world-wide climate, I think this should be one of our top priorities to consider!	8/11/2021 11:43 AM
4	While I am not a member of the agricultural community in the Town, I think they would appreciate a mention in the vision statement.	8/6/2021 8:46 PM
5	Test	7/22/2021 9:14 AM

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, July 22, 2021 9:14:52 AM
Last Modified: Thursday, July 22, 2021 9:14:55 AM
Time Spent: 00:00:02
IP Address: 216.208.255.194

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Q1

Do you have any other comments, questions or concerns?

test

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, July 29, 2021 3:42:33 PM
Last Modified:	Thursday, July 29, 2021 3:44:55 PM
Time Spent:	00:02:21
IP Address:	142.126.182.177

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Q1

Do you have any other comments, questions or concerns?

- 1) ORVs should not be allowed on rds
 - 2) It looks like a lot of traffic is from Toronto to Village of Blue Mountains. Get people there.
 - 3) Turn hwy into a local rd and protect the waterfront
-

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 04, 2021 2:55:19 PM
Last Modified: Wednesday, August 04, 2021 3:01:20 PM
Time Spent: 00:06:00
IP Address: 24.114.48.11

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Q1

Do you have any other comments, questions or concerns?

We are a family of five living in Gibraltar. It is out of concern for our children that I am writing today - especially the safety of our youngest son Liam, who was born with Down Syndrome. I would like to bring to your attention that the speed limit in every direction from the intersection of 4th Line and 6th Sideroad is 50km/h - except West, where our home is located. Despite our best efforts as parents, Liam does not yet fully understand consequences of running out into the road. Slower traffic would provide our family with an extra layer of security, should our current interventions fail us one day. Currently there is no posted speed limit.

It is not only Liam who would benefit from this change. Studies in other municipalities have shown just how effective lowered speed limits are in improving the outcomes for pedestrians in the event of a vehicle collision.

Gibraltar is our home, but most drivers who travel our road are just passing through, and like to do so as quickly as possible. I would like to request that the town consider lowering the speed limit to 30km/h in Gibraltar in all directions from the intersection of 4th Line & 6th Sideroad. This would provide a very necessary calming effect for traffic entering the area. On several occasions I have witnessed drivers coming from the South breeze right through the intersection because they are travelling too quickly to react to the stop sign that is obscured by the hill just before the intersection. I would suspect that changing the sign would be significantly cheaper than regrading the tar and chip road.

Additionally, dump trucks traveling to and from the gravel pit to the East are of an exceptional size, and as such they require the increased reaction time and shorter stopping distances that a 30km/h limit would provide.

As a community, we don't have to accept even the slightest possibility of a single pedestrian or cyclist* casualty in Gibraltar, and this speed limit is a way to achieve that goal.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, August 18, 2021 5:03:02 PM
Last Modified: Wednesday, August 18, 2021 5:04:20 PM
Time Spent: 00:01:18
IP Address: 99.249.107.208

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Q1

Do you have any other comments, questions or concerns?

Yes please lower the speed limits of 26. Re route traffic around the mountain and do not widen the highway. It needs to be a quieter road with bike accessibility

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, August 19, 2021 9:48:26 PM
Last Modified: Thursday, August 19, 2021 10:00:58 PM
Time Spent: 00:12:31
IP Address: 52.60.49.217

Page 1

Q1

Do you have any other comments, questions or concerns?

Thank you for this informative presentation. My comments are:

- The online survey results (safety and improvements, and transportations issues) are a great summary of the kinds of issues residents are discussing every day. Please take these very seriously in the next steps of the process.
 - Our transportation infrastructure is woefully inadequate to handle the kind of growth that is envisioned by County and local planners. My concern is the that OP review will be completed before the Transportation Master Plan, and TBM will continue to approve developments with no significant infrastructure improvements.
-

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, August 20, 2021 3:09:13 PM
Last Modified: Friday, August 20, 2021 3:12:26 PM
Time Spent: 00:03:13
IP Address: 99.249.146.165

Page 1

Q1

Do you have any other comments, questions or concerns?

There was little reference to the original idea of a by-pass or alternate Hwy 26 outside of Collingwood and Thornbury. Hwy 26 inadequately serves truck traffic, interferes with Northwinds, GT, Beaches, conservation areas and residential neighbourhoods. If 1000's of people and trucks come though for the proposed Hydro project north of Meaford our community with not be livable, healthy and might die.

Regional implications of all this in the TMP must be considered and coordinated.
