

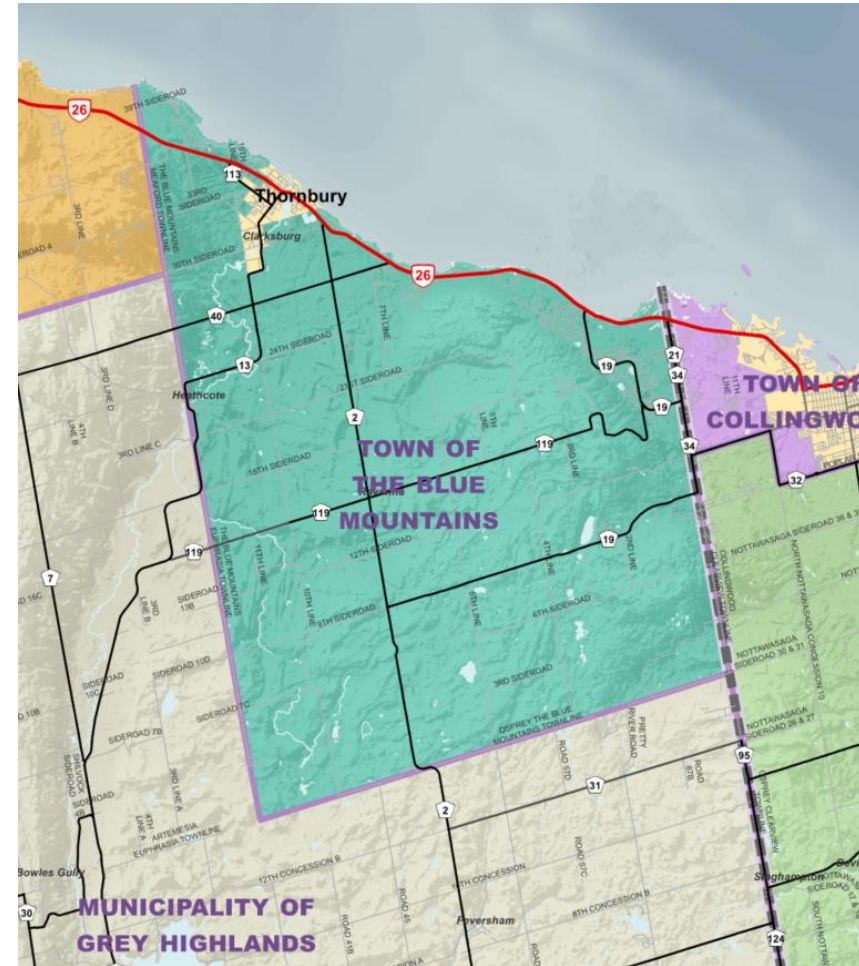


# **Town of The Blue Mountains Transportation Master Plan**

## **Online Public Information Centre 2**

# Transportation Master Plan Revised Objectives & Study Area

1. **Improve connectivity and travel choices** by providing reliable, equitable and accessible options
2. **Improve the safety of transportation systems for all users**
3. Plan the transportation network to **support seasonal tourism fluxes and efficient development within the municipality**
4. **Encourage active transportation and transit modes**
5. **Plan transportation infrastructure that assists in reducing greenhouse gas emissions**
6. Align with the transportation goals of Simcoe and Grey Counties and **improve regional transportation and transit connectivity**
7. Support the **movement of goods and services throughout the region**



The Final TMP will identify strategic short, medium, and long-term actions, strategies or policies for the Town to achieve the TMP objectives. It is a roadmap for a future, sustainable transportation system.



# 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 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

## Stage 1

- Data Collection/ Existing Conditions
- Community Engagement
- Identify Problems and Opportunities

## Stage 2

- Technical Analysis
- Identify Alternative Solutions
- Evaluate Alternative Solutions
- Develop Implementation Strategies

## Stage 3

- Finalize Network Maps
- Finalize Implementation Strategies
- Finalize Master Plan

Ongoing Consultation

Notice of Study  
Commencement (May 2021)

Online Survey  
(June 23 to July 16, 2021)

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

**Online Public Information Centre 2  
(April 18 to May 6, 2022)**

Online Public Information Centre 3  
(August 2022)

Notice of Study Completion  
(September 2022)





# What We've Heard: Growth and Demand



"Although traffic is tolerable now, the timeframe to deal with future issues is long and needs to be addressed in anticipation of future growth that is closing in on us.

I believe the bulk of the traffic issues are created by TBM residents and visitors. Through traffic is not a key issue."

"We need an effective regional transportation plan to accommodate proposed residential growth right now that would not discourage visitors from reaching their final destinations in a timely way."

"Congestion during tourist seasons overwhelms current infrastructure. Considerations should be made for peak use. The local population is impacted negatively."

"The dramatic growth in residential developments across TBM will put ever increasing strain on our roads and trails, and it is not clear to me that we have a plan to address it."

Based on the 2021 Census, the town's population has grown 33.7% since 2016 from 7,025 to 9,390. From 2011 to 2016, population in TBM grew by 1.7% annually (comparatively, Ontario grew by 0.9%). Based on the 2021 Census, the town's population of 9,390 accounts for 9.3% of 100,905 Grey County residents.

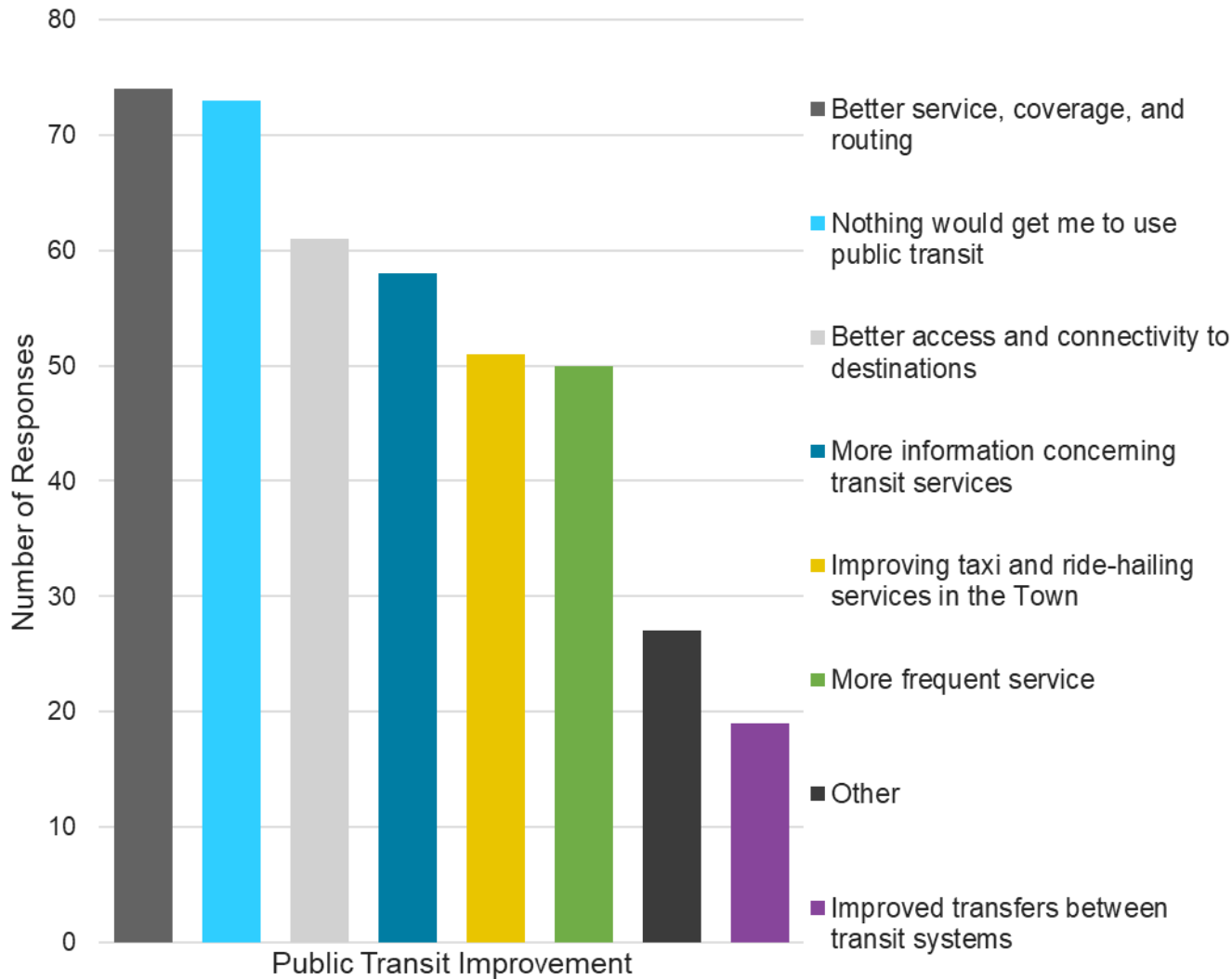
Traffic volumes and congestion were identified as two of the top three transportation issues in the TMP Online Survey.



# What We've Heard: Transit



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



"There should be regular buses from Thornbury, Meaford to the Village and Collingwood for work and services."

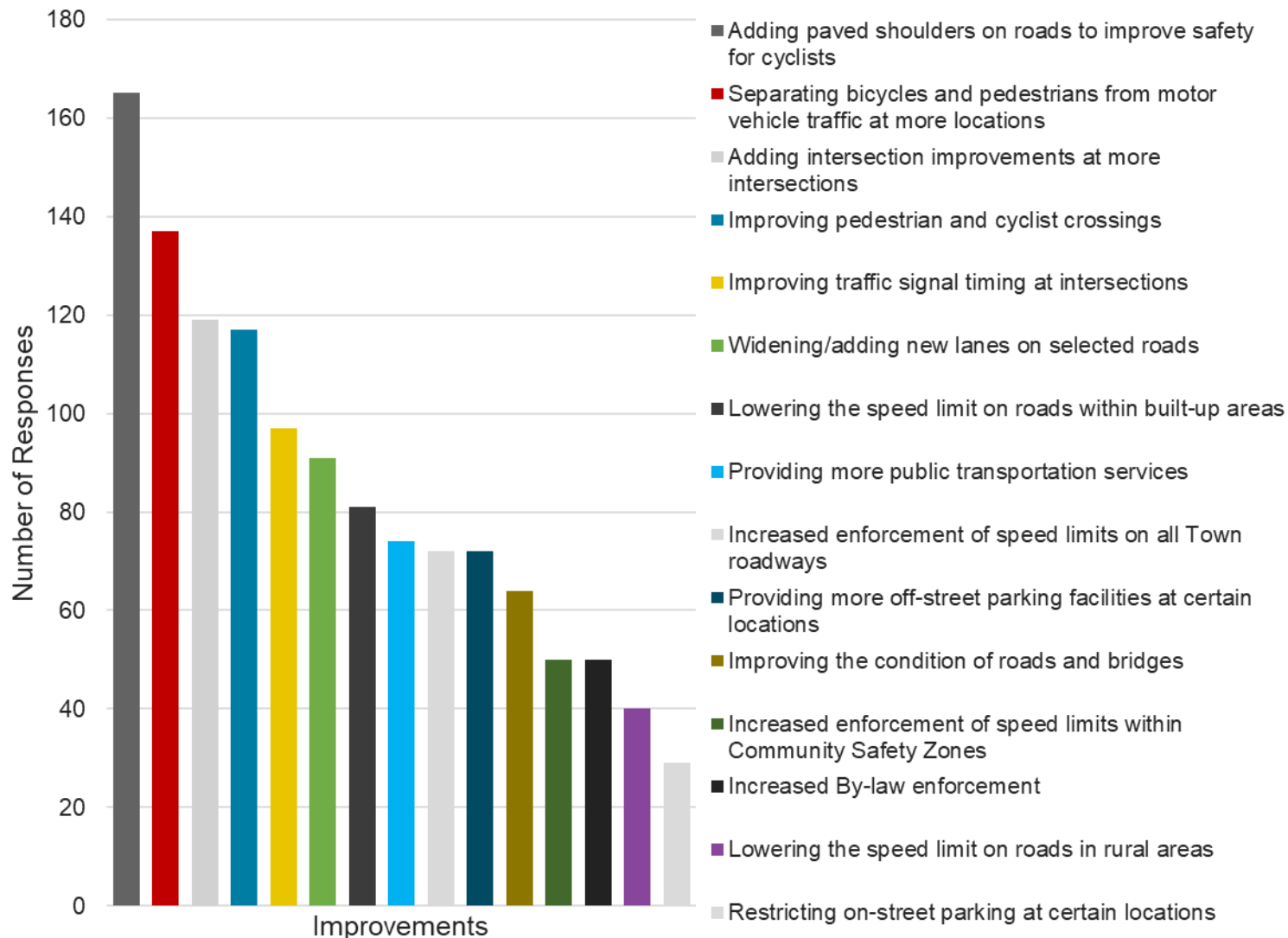
"An electric mini van trolley would help tourists and residents more easily access the town, from the Thornbury harbour to Clarksburg."

"Please make sure that ALL public transit is electrified."



# What We've Heard: Active Transportation & Complete Streets

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



"Georgian Trail should have a safer way of crossing Hwy 26."

"We are a cycling destination. Drivers need to be more careful around cyclists. Need more education of driver/cycling courtesies."

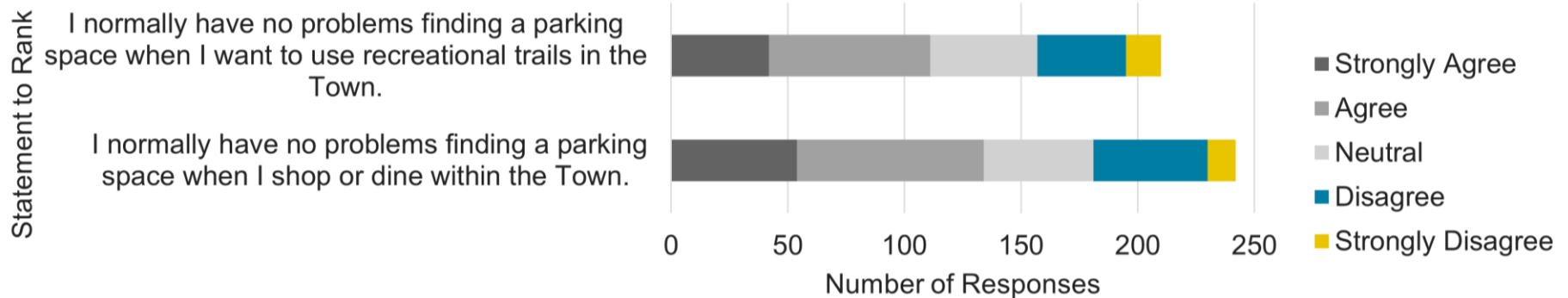
"TBM has to make it policy to pave shoulders whenever TBM is rebuilding or resurfacing roads. Bicycling is the growth industry in TBM, the Town has to better support this industry."



# What We've Heard: Parking



To better understand Town priorities for transportation infrastructure and policies as well as to share considerations with other road authorities such as Grey County (examples: Grey Road 40, Grey Road 19) and the Ministry of Transportation (Highway 26)



"It is difficult, if not impossible to get parking at many of the parks and trails on weekends, even with the Resident Parking Pass."

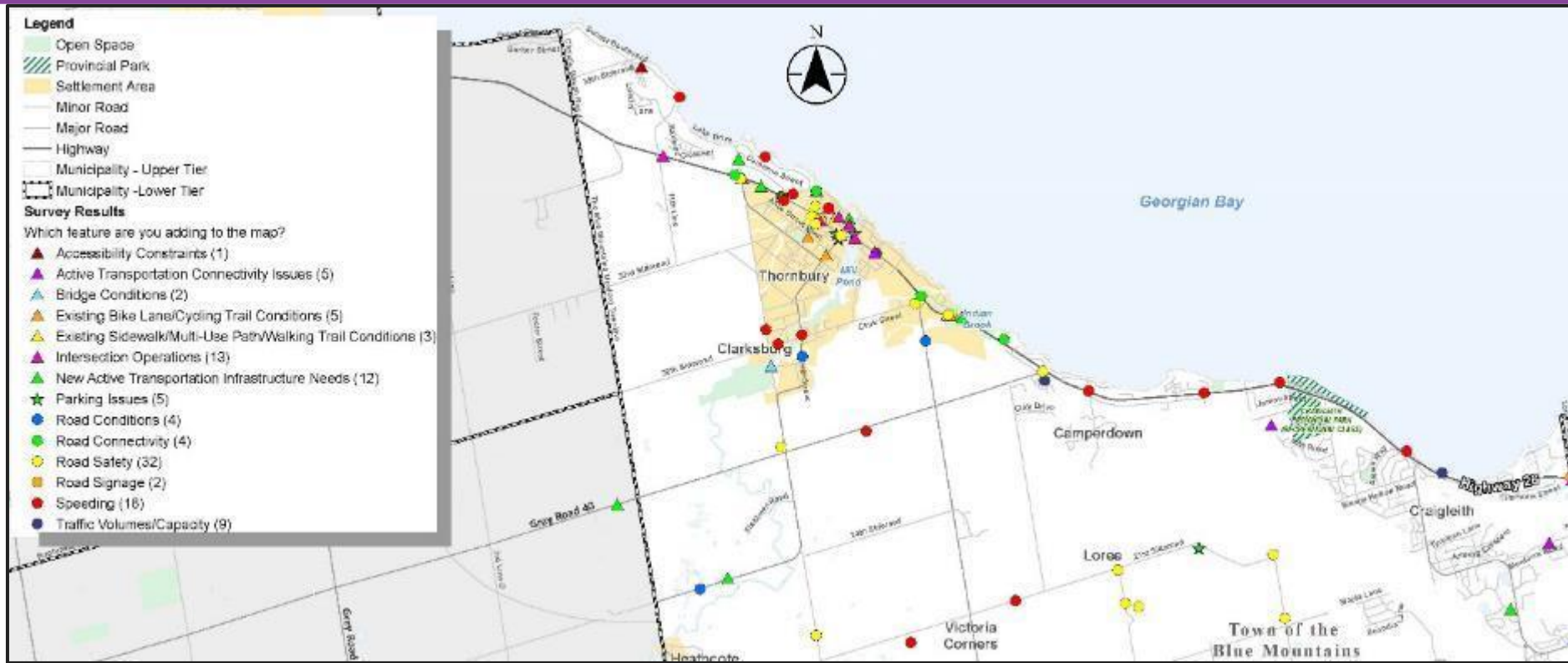
"I strongly believe that all these day trippers from the south should not be able to park wherever they want and take up all the side road area and make it dangerous to get in and out of driveways and blocking everything because they feel they have all the rights. Plus leave all their garbage behind! Once certain parking lots fill up with tourists, they should be directed to go to a different town because they are causing a lot of major concerns."

"With the influx of new people visiting our town I think we need (as always) better parking and signage for parking."





# What We've Heard: Intersection Improvements & Goods Movement



"Highway 26 must have a bypass and no heavy trucks should be permitted in the town core."

"Change the turning lane at Bruce St / Hwy 26 to allow straight through and right turn in the same righthand lane for east bound traffic."

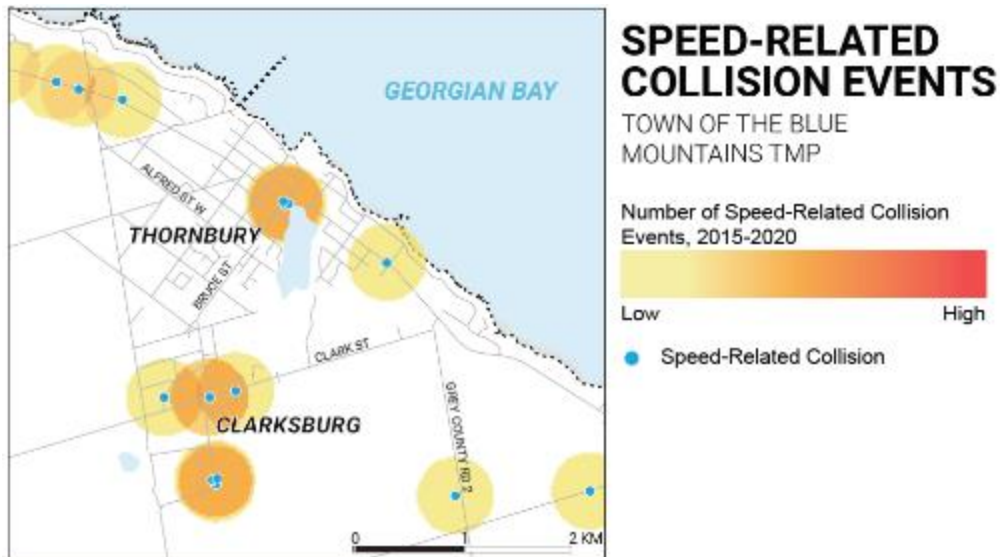
"You need a speed reduction and lights or a crossing at goldsmiths Hwy 26/ 10th line/ and 113."

"Widen Mountain Road, Widen 26 in Craileith to Thornbury. Bicycle lane BM Village to Collingwood."

"Lights or Roundabout at # 26 and Grey Road # 21."

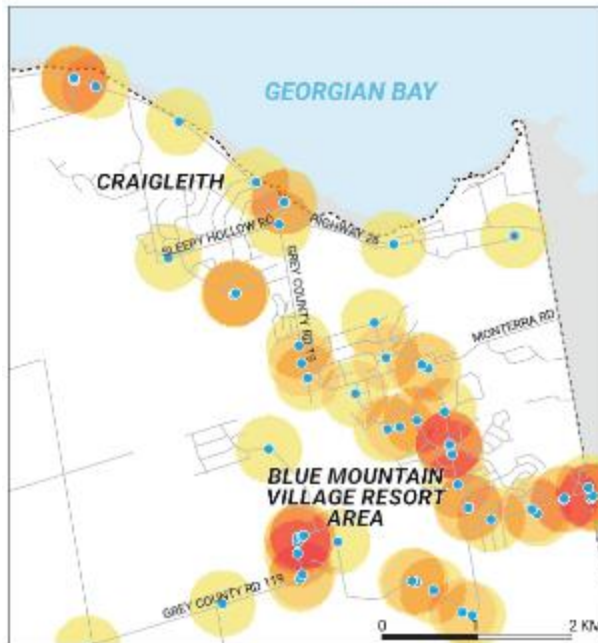


# What We've Heard: Speed Management



“Sunset Blvd from the Lora Bay roundabout to 39th Sideroad could benefit from a 40 k/h speed limit.”

“More enforcement of speed limits and reduce speed on 21st side road, there is an increase in traffic on a road with no shoulder and no line markings.”



“Introduce a Town-wide by-law for speed reduction on all existing residential streets to 40km/hr or even 30km/hr.”



# TMP Revised Vision Statement

The Town has **revised** the TMP vision statement based on public feedback received as part of Public Information Centre 1:

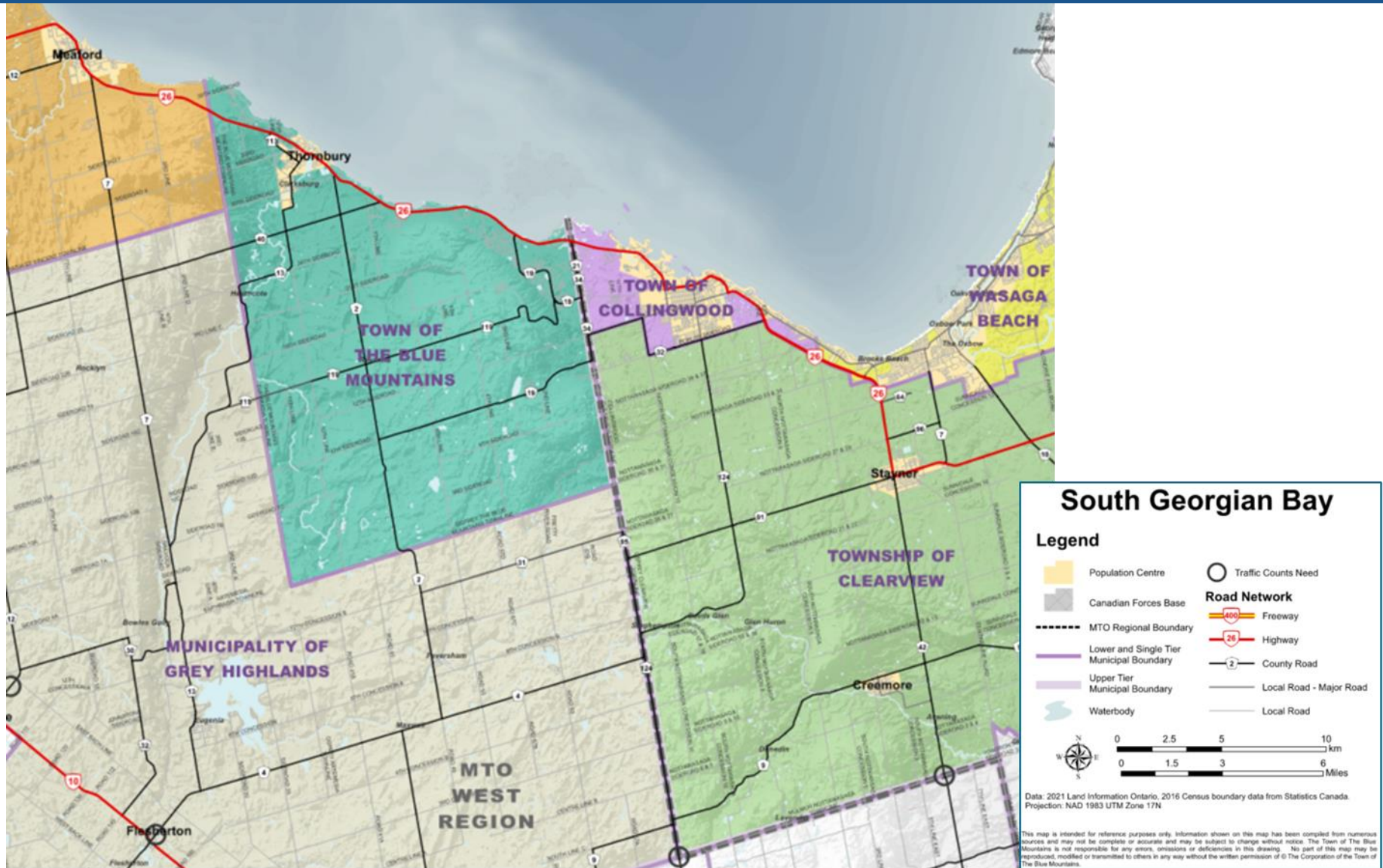
*As the Town of The Blue Mountains continues to grow, the TMP will provide a blueprint to improve connections between neighbourhoods, jobs, services, local businesses, recreation and tourism opportunities, balancing all modes of transportation to become a more livable and sustainable community.*



# Existing Transportation Network



# Regional Context – South Georgian Bay





# Existing Road Classifications



This map shows the road network classifications both within the Town of Blue Mountains study area and major and local roads outside the study boundary

- Provincial Highways
- County Roads
- Major Collector Roads
- Minor Collector Roads
- Local Roads
- Local Heritage Roads
- Private Roads
- Local Unassumed Roads
- Provincial Highways (external)
- County Roads (external)
- Arterial Roads (external)
- Local Roads (external)

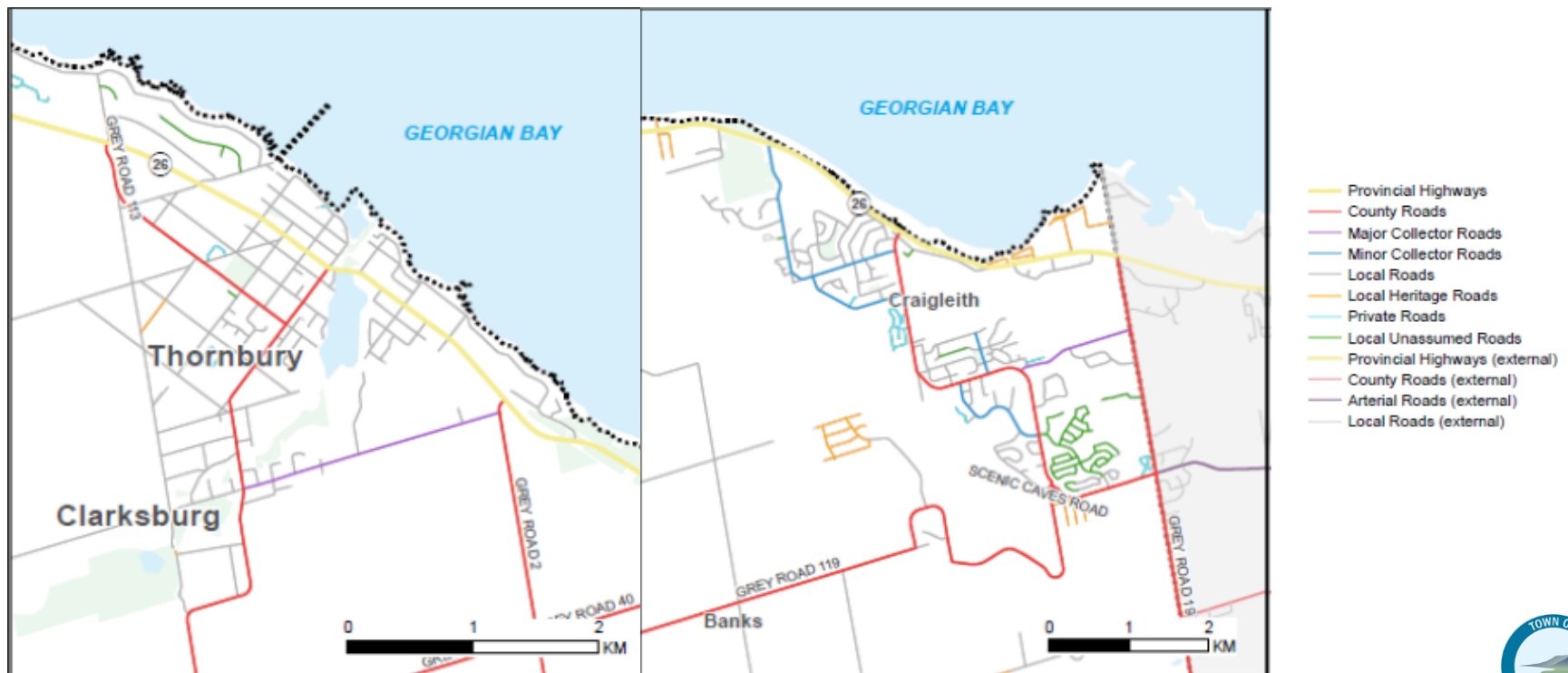
## Notes

Coordinate System: NAD 1983 UTM Zone 17N  
Data Source: Town of the Blue Mountains, Grey County, Open Government License - Simcoe County & Government of Ontario.  
By Stantec Consulting Inc



# Existing Road Classifications

- The transportation network consists of different road types that are intended to serve and meet different objectives. The Town's road classification system is shown below.
- Understanding the characteristics (surface, width, speed) of these roads is critical to the development of the bikeway network, complete streets strategy and speed management strategy. These characteristics have been organized into a set of guidelines shown later in this presentation.



## Notes

Coordinate System: NAD 1983 UTM Zone 17N  
Data Source: Town of the Blue Mountains, Grey County, Open  
Government License - Simcoe County & Government of Ontario.  
By Stantec Consulting Inc

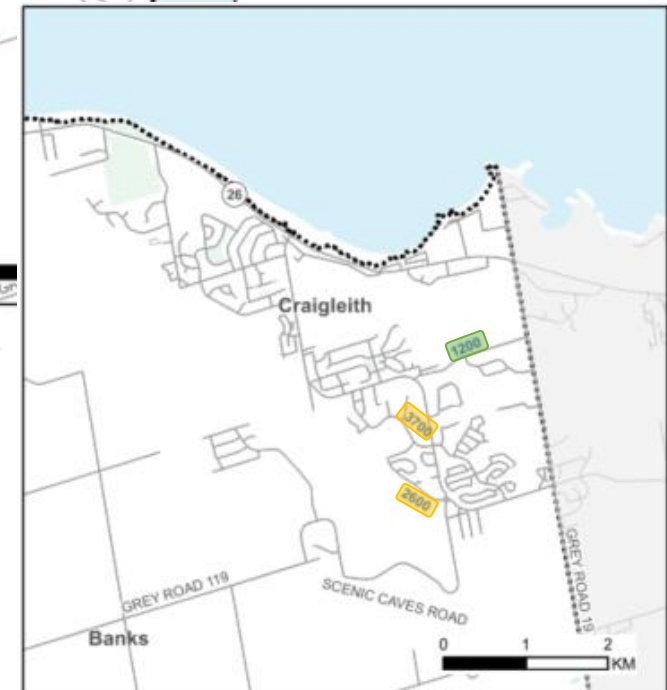


# Existing Traffic Volumes (2018 AADT)

- AADT is Average Annual Daily Traffic and represents the average daily traffic on a roadway throughout the year. It does not represent the peak daily traffic which could be much higher
- The highest AADT is situated in Thornbury at the Mill Pond bridge (Aurthur St/Hwy 26)
- Jozo Wieder Blvd & Gord Canning Dr at Blue Mountain Resort have AADT between 2,500 and 4,000 vehicles per day
- All other roads in the study area have low traffic volumes under 1,500 vehicles per day



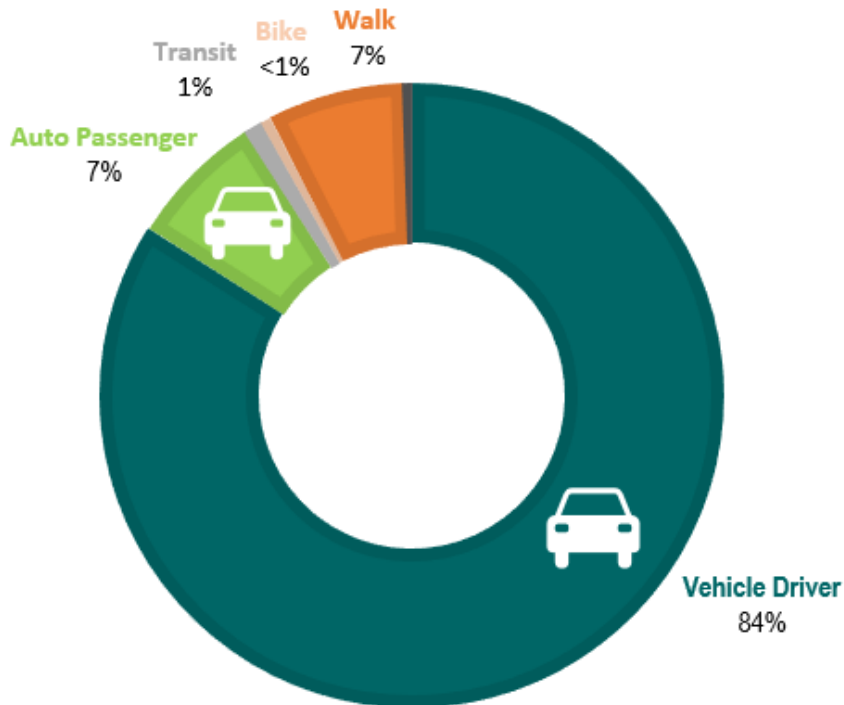
**Notes**  
 Coordinate System: NAD 1983 UTM Zone 17N  
 Data Source: Town of the Blue Mountains, Grey County & Government of Ontario.  
 By Stantec Consulting Inc



# Growth and Demand

# Existing Mode Share

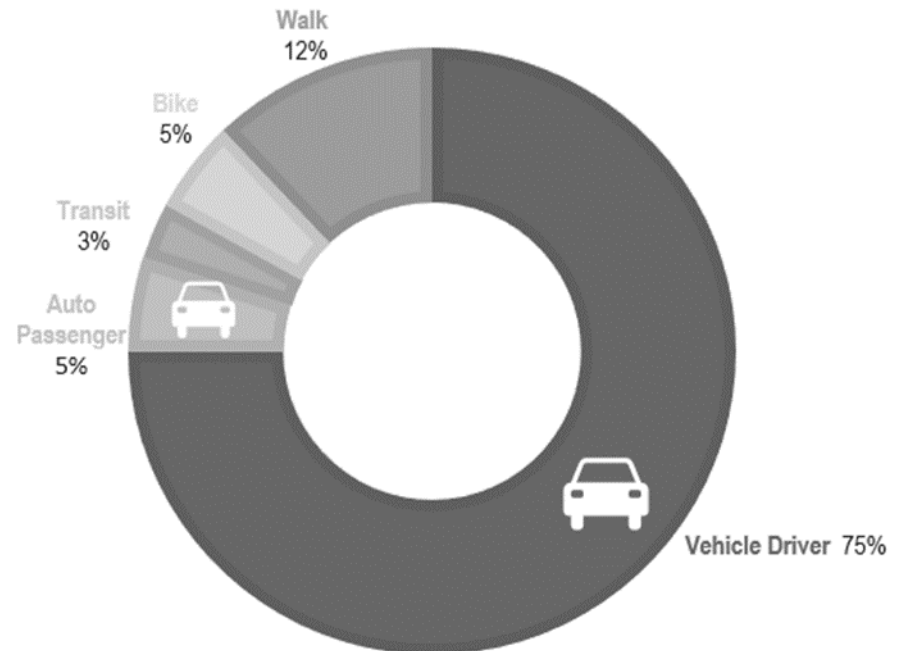
**EXISTING MODE SHARE  
(ALL TRIPS)**



Source: Statistics Canada, 2016 Census of Population

This graphic is based on 2016 census data and is the mode share by mode for all trips within the study area.

**EXISTING MODE SHARE  
(URBAN TRIPS <15MIN - ESTIMATED)**



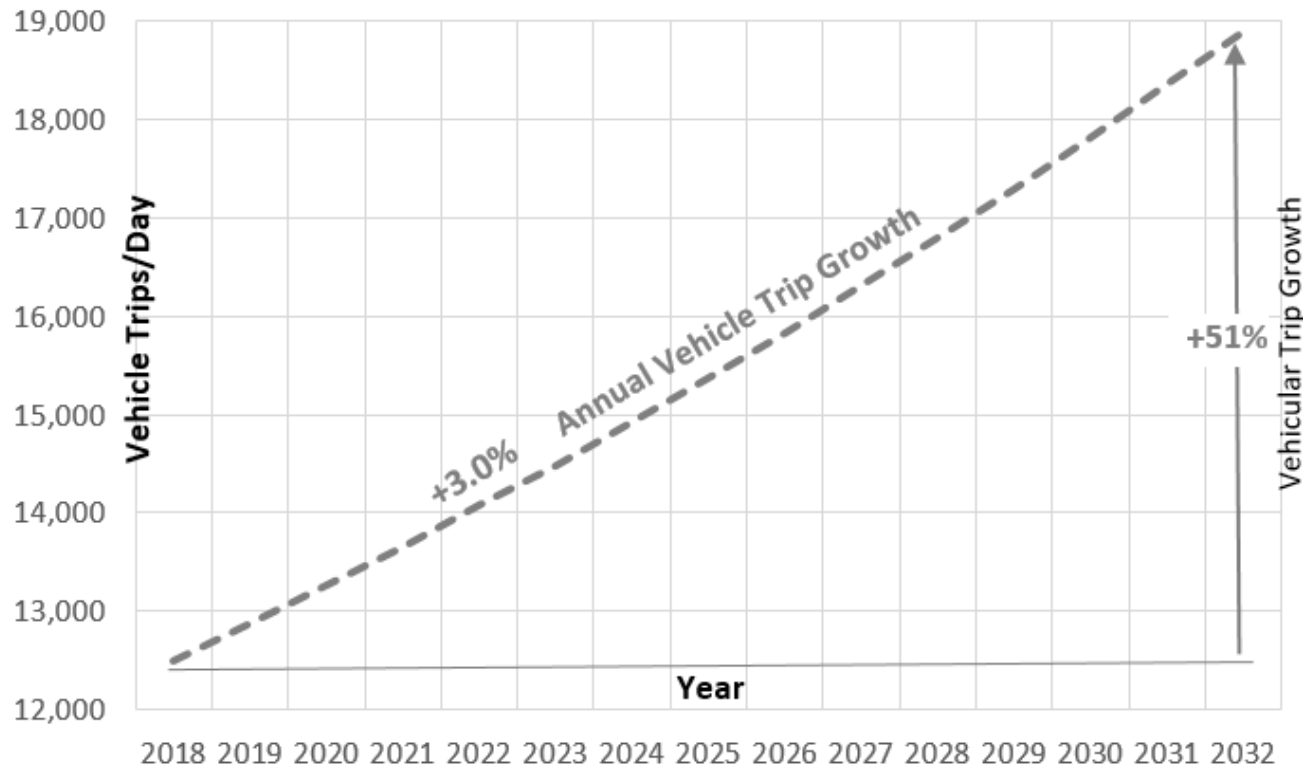
This graphic is an estimate derived from the 2016 census data. It shows that a larger proportion of trips in an urban centre (ie. Thornbury) have more non-auto trips. This is a result of short trip length and infrastructure.





# Traffic Growth to 2032 (Current Network)

## Estimated Growth in Vehicle Trips



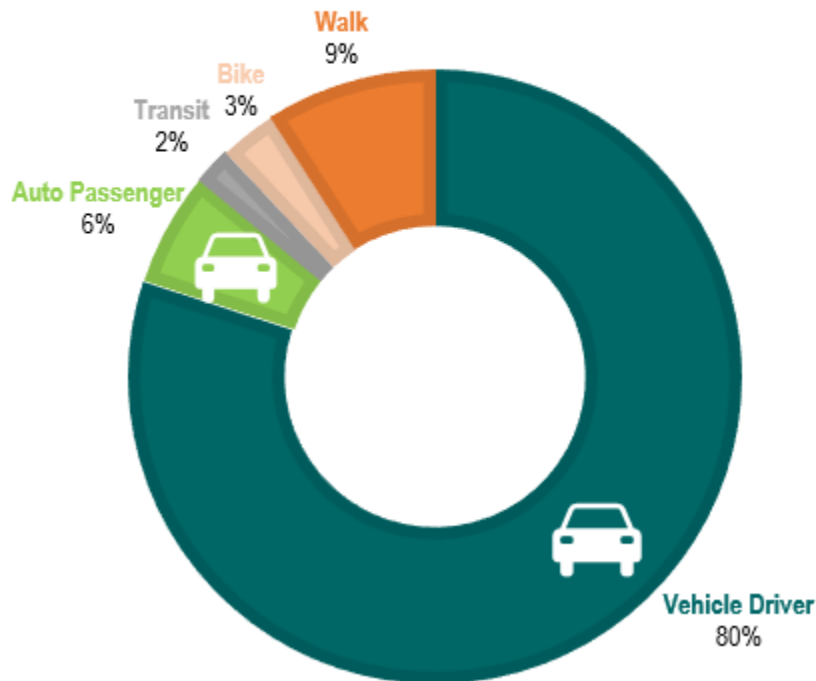
**LOCATION: King Street – Thornbury Bridge**

- Based on an estimated 12,500 vehicle trips
- Assumes 3% annual traffic growth (which accounts for developments such as the Long-Term Care facility in Thornbury)
- By 2032, there will be an estimated growth to 18,900 trips, an increase of 51%
- This will have noticeable impacts at congested locations like Thornbury Bridge



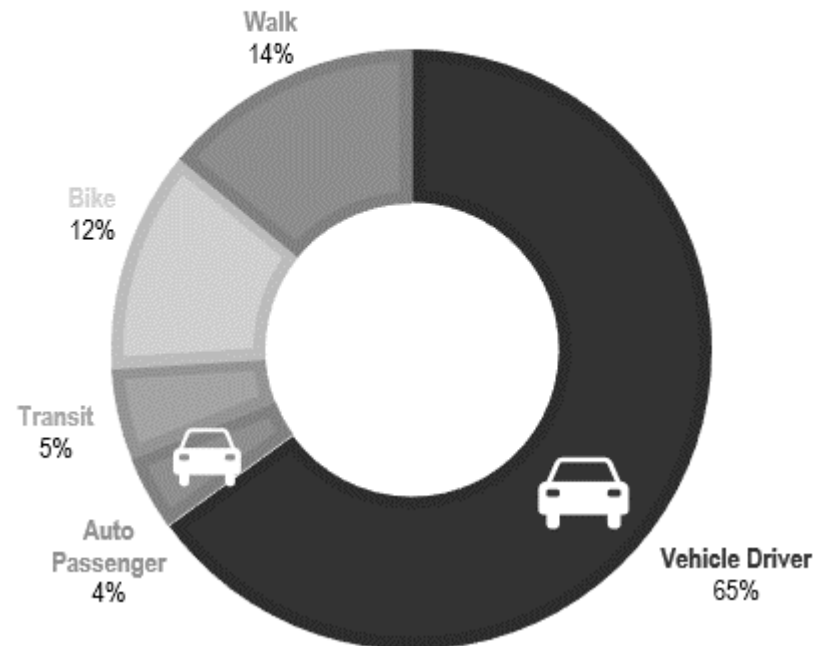
# Target Mode Split

**TARGET MODE SHARE  
(ALL TRIPS)**



TBM is a large rural area with its boundaries over 20 km part. Though impacting mode share at this scale is challenging, it is still possible to shift 5% of all trips away from vehicles.

**TARGET MODE SHARE  
(URBAN TRIPS <15MIN ESTIMATED)**

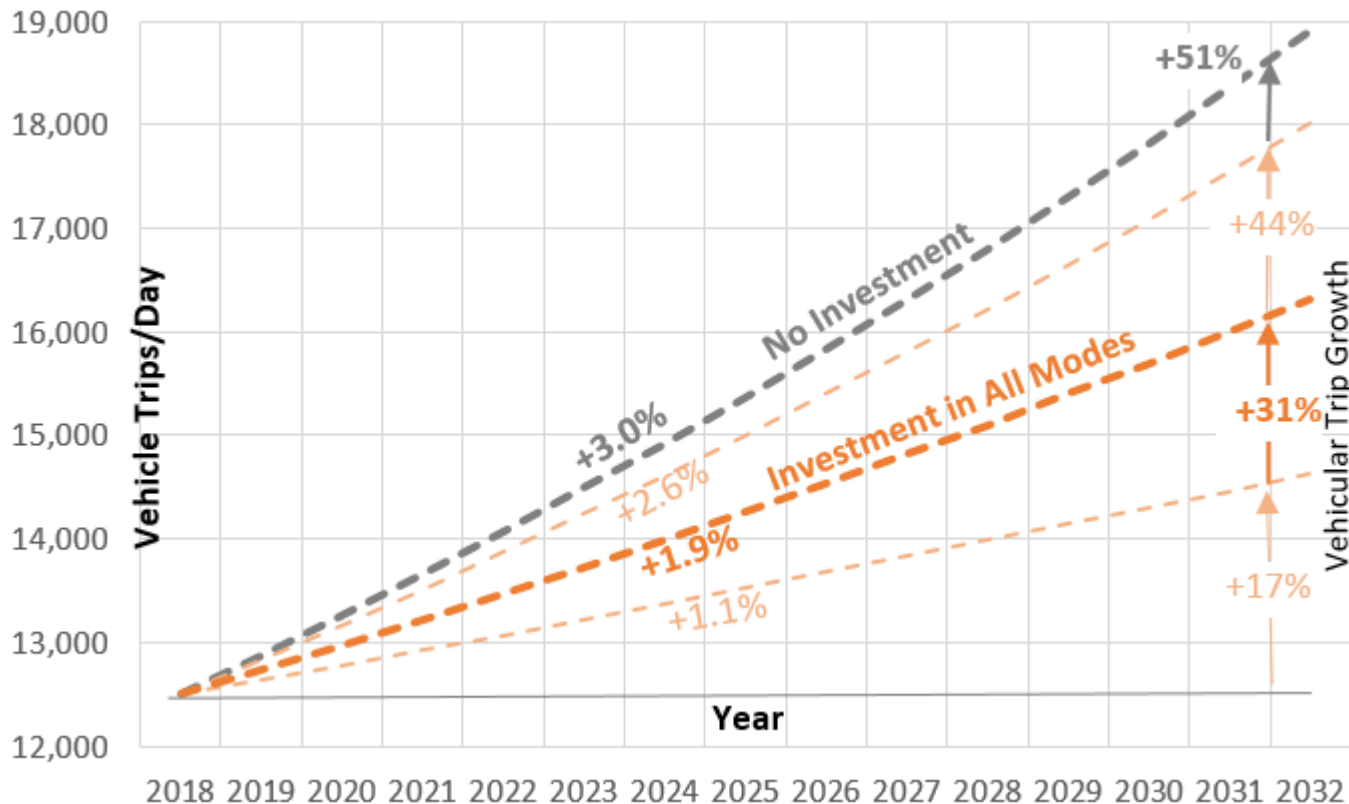


The largest shift in mode share is at the urban level (11%). With more investment in pedestrian, cyclists, and transit, distances are short enough that residents can choose these ways of getting around and enjoy the health and environmental benefits that come from it.



# Traffic Growth to 2032 (Multi-modal network)

## Comparison Between No Investment & Investment in All Modes



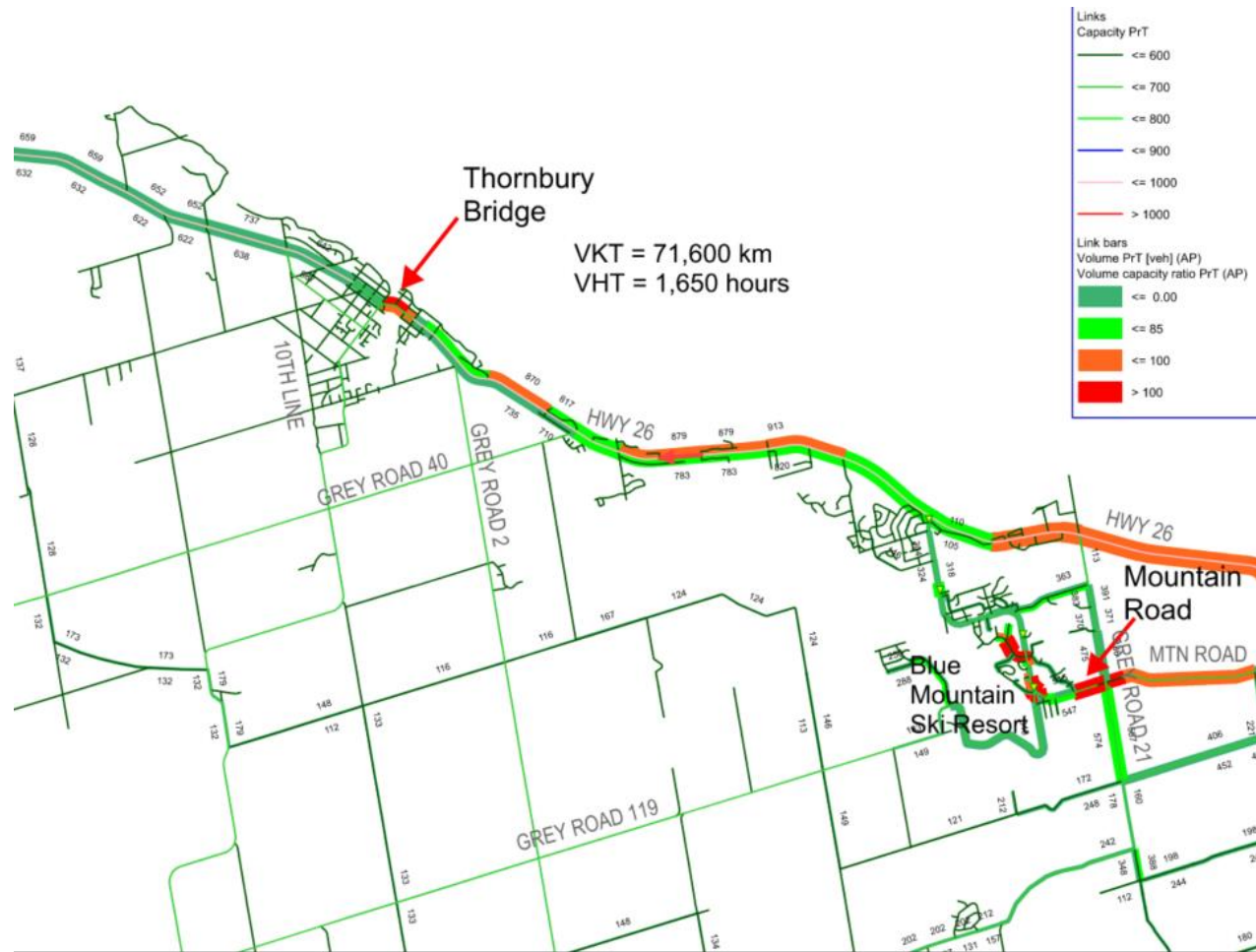
- By investing in active transportation and transit infrastructure, we can suppress the growth in vehicle trips
- If modal targets are met (orange line), we can reduce the growth in vehicle demand by 20% (equivalent to 2,600 vehicles per day)
- This is the equivalent of lowering the overall growth rate in vehicle trips from 3.0% to 1.9%.

LOCATION: King Street – Thornbury Bridge



# Travel Demand Model – Existing Conditions (Winter Saturday 2019)

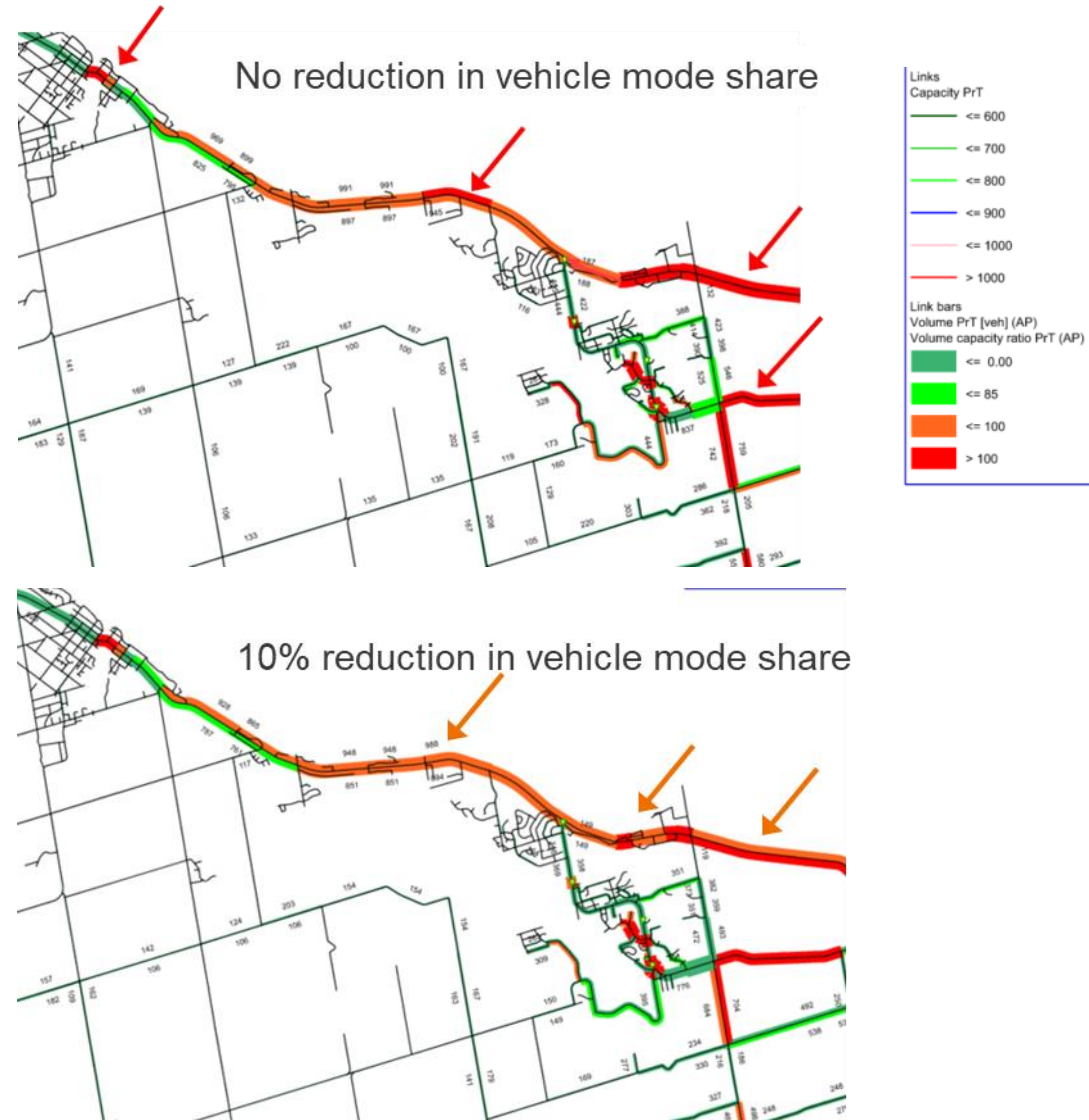
- This represents the peak network demand for Blue Mountain Ski Resort (a summer Saturday is being developed)
- Red indicates that road is at (or over) capacity
- Congestion points:
  - Mountain Road
  - Internal Resort Roads
  - Thornbury Bridge
- VKT/VHT are model outputs. Vehicle kilometers travelled and vehicle hours travelled in one day in the TBM study area



# Travel Demand Model – Future Conditions (Winter Saturday 2032)



- This represents the peak network demand for Blue Mountain Ski Resort in 2032 (a summer Saturday is being developed)
- Red indicates that road is at (or over) capacity
- Congestion points (shown with red arrow)
  - Mountain Road
  - Hwy 26 near GR21
  - Grey Rd 21
  - Thornbury Bridge
- With a 10% reduction in vehicle mode share, some congestion relief can be anticipated along sections of Highway 26 (shown with orange arrow)

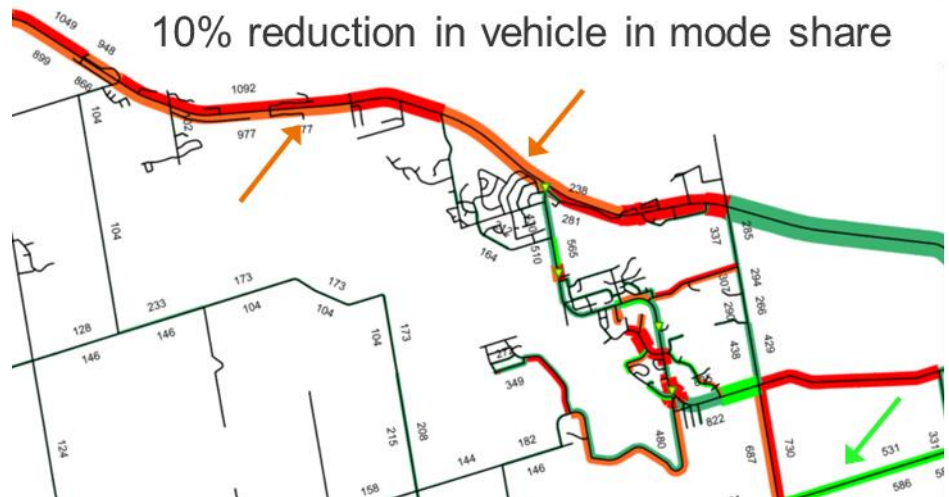
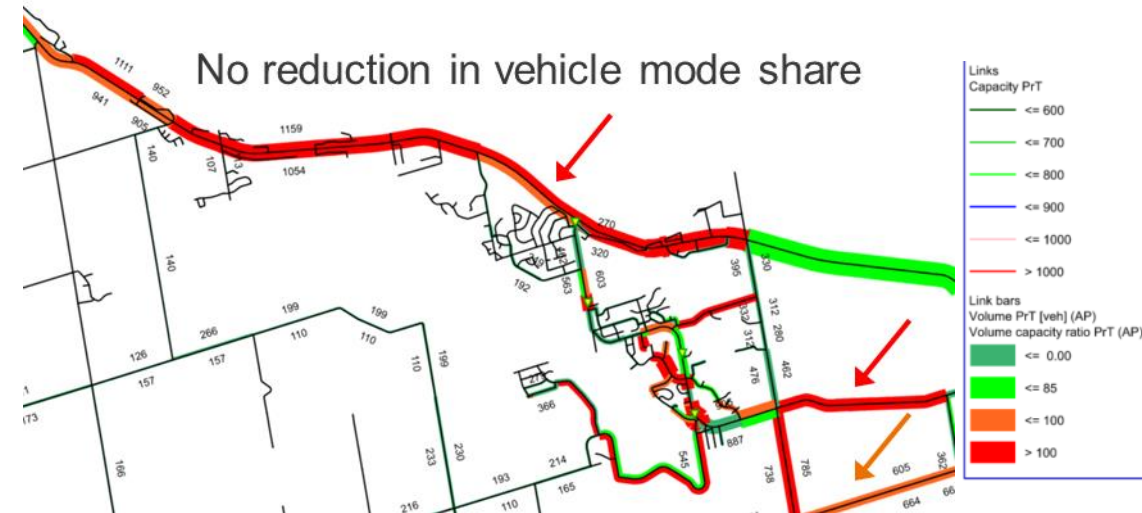




# Travel Demand Model – Future Conditions (Winter Saturday 2042)



- This represents the peak network demand for Blue Mountain Ski Resort in 2042 (summer 2042 is being developed)
- Red indicates that road is at (or over) capacity
- Congestion points (shown with red arrow)
  - Large sections of Hwy 26 (both directions)
  - Mountain Road
  - Blue Mountain Ski Resort
- With a 10% reduction in vehicle mode share, some congestion relief can be anticipated along sections of Highway 26 (shown with orange arrow)



# Travel Demand Model – Results Summary

- This table is a summary of all the scenario outputs for the peak Winter day of the week – Saturday.
- The peak Summer day of the week is also Saturday. These travel demand results will be provided prior to the release of PIC 2.

Horizon /Scenario	Winter Saturday		Summer Saturday	
	VKT	VHT	VKT	VHT
Existing (2019)	71,600	1,650	*tbd	*tbd
Future (2032)	93,300	2,280	*tbd	*tbd
% Change	30%	38%		
Future (2032) with 10% mode shift	82,600	1,950	*tbd	*tbd
% Change	15%	18%		
Future (2042)	114,800	3,030	*tbd	*tbd
% Change	60%	84%		
Future (2042) with 10% mode shift	101,800	2560	*tbd	*tbd
% Change	42%	55%		

**VKT** = Vehicle Kilometers Travelled (per day)

**VHT** = Vehicle Hours Travelled (per day)

\*to be determined - results will be ready prior to PIC2 release

# Travel Demand Model – Peak Summer Results

- Summary of results will be explained here once modelling completed, and summary table updated.

Horizon /Scenario	Summer Saturday	
	VKT	VHT
Existing (2019)	*tbd	*tbd
Future (2032)	*tbd	*tbd
% Change		
Future (2032) with 10% mode shift	*tbd	*tbd
% Change		
Future (2042)	*tbd	*tbd
% Change		
Future (2042) with 10% mode shift	*tbd	*tbd
% Change		

**VKT** = Vehicle Kilometers Travelled (per day)

**VHT** = Vehicle Hours Travelled (per day)

# Transit

# Transit – Existing Service

## Collingwood Public Transit (CollTrans)

### Collingwood/Blue Mountain Link



### Blue Mountain Link

- Hourly, 7am-9pm, 7 days/week
- 30,000 trips annually typically
- 52,000 trips annually in 2019

## Grey Transit Route (GTR)

### Route 4



### Grey Transit Route (GTR) Route 4

- AM & PM Peaks, Wed-Sun
- Less ridership success

### Stakeholder Engagement Takeaways:

- Transit expansion a high priority
- Emphasis on cyclist, pedestrian safety (first/last-mile focus)
- Better service, coverage, and routing
- Improved transfers between transit systems.

### StreetLight Data Takeaways:

- Winter Saturdays, then Summer Saturdays have highest demand
- Most trips to/from Collingwood
- Most trips under 10km in length
- Trips clustered around Hwy 26

# Draft Transit Long-Term Objectives

1. **Connect** major residential and employment centres
2. **Seek** a balance in service options to address coverage needs and ridership targets.
3. **Provide** options for members of the community with accessibility needs.
4. **Support** integration with active modes of transportation
5. **Contribute** to transportation demand management and parking issues
6. **Seek** efficiencies in operations and management costs by fostering relationships with municipal and private industry partners
7. **Establish** sustainable funding sources to maintain service delivery in the long term



Source: <https://seanmarshall.ca/tag/grey-county>

## Share Your Feedback:

### Question #1

Tell us what you think about these Long-Term Transit Objectives:

**Comment**





# Draft Transit Recommendations

1. **Review and update Town transit mission statement**
2. **Continue to monitor and evaluate the performance** of the Blue Mountain Link and GTR Route 4 coming out of the pandemic
3. **Build on relationship with existing transit providers and stakeholders** to consider:
  - Pilot 30-minutes headway of Blue Mountain Link
  - Pilot on-demand or other flexible service model for Craigleith/Blue Mountain Village area
  - **Explore improved transit service linking Thornbury & Clarksburg to Craigleith/Blue Mountain Village Area with County's GTR Route 4 or expanded partnership with Colltrans**
4. **Identify sustainable funding sources** if pilot projects are determined to be successful.
5. **Explore paratransit services options** for persons with accessibility needs.
6. **Develop key performance indicators** that are aligned with the mission, goals, and objectives of transit, and develop a contractor monitoring, evaluation, and performance management plan.
7. **Hold transit-tailored public consultation** when service changes are being proposed to refine how the services will meet community and stakeholder needs.



## [Share Your Feedback:](#) [Question #2](#)

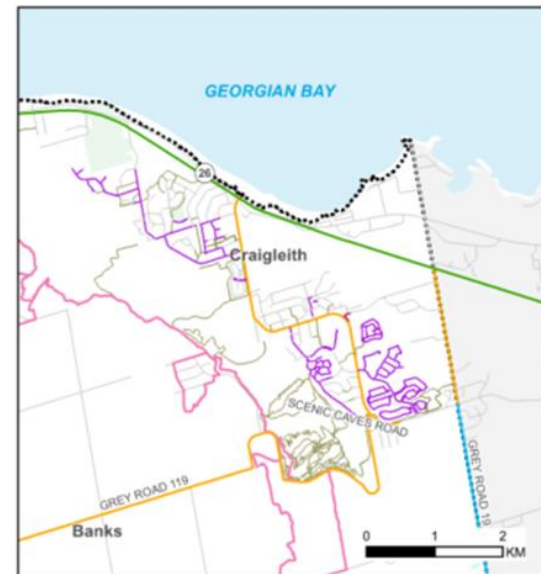
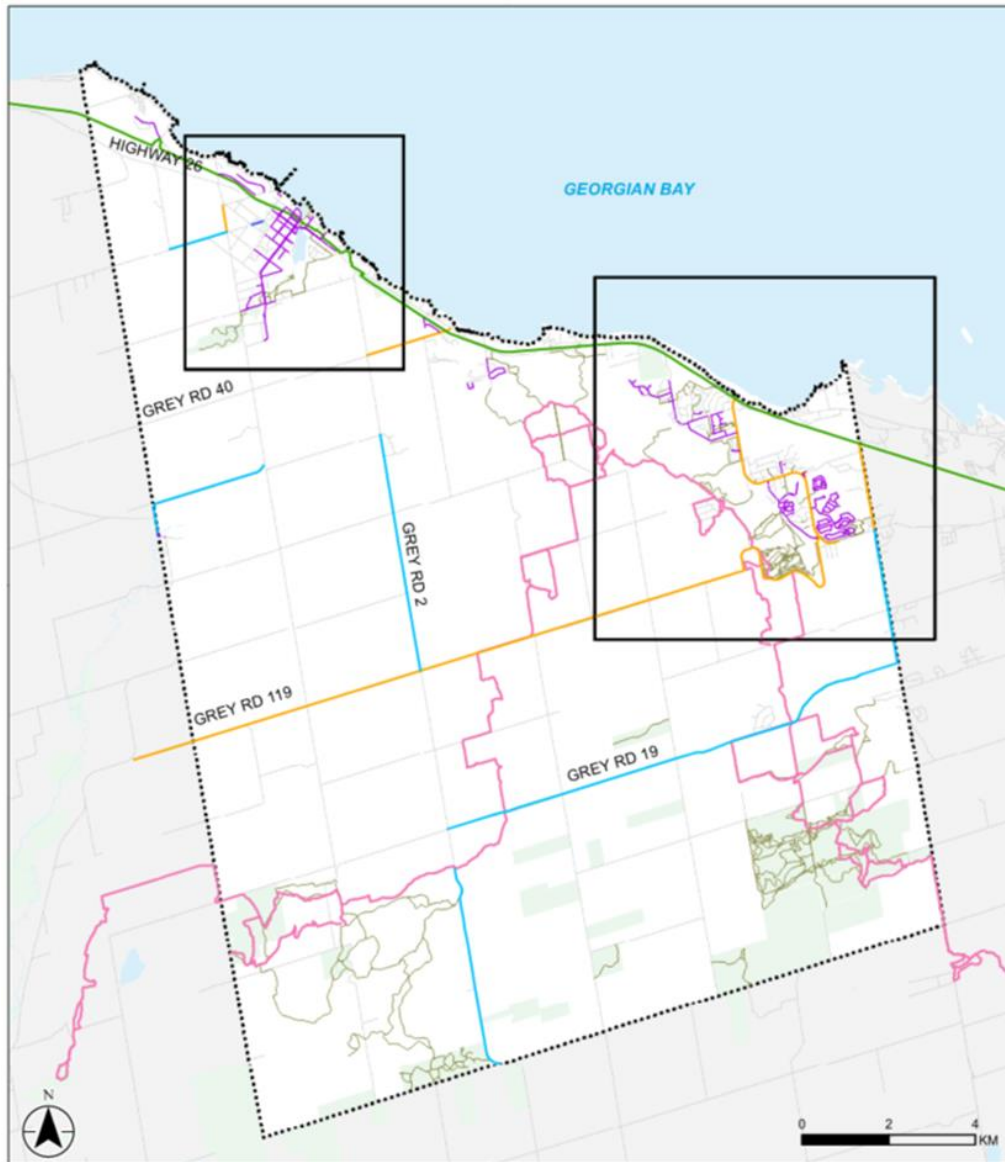
Tell us what you think about these Transit Recommendations:

[\*\*Comment\*\*](#)



# Active Transportation

# 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



Stantec

# Existing Active Transportation Network

## Highlights of the Existing Network:

### Sidewalks

- Sidewalks are of mixed quality and standards. Several areas in the communities lack sidewalks.

### Georgian Trail

- Provides a highly traveled high quality corridor connecting the area with frequent access to communities and recreation. This provides a strong core connection with few necessary infrastructure improvements.

### Bruce Trail

- Recreational trail, with both significant tourism value and local value. The type of trail does not facilitate

### Other Off-Road Trails

- Largely tied to the recreational hills / resorts.

### Paved / partially paved shoulders

- mixture of user experiences using this facility, provides an acceptable solution in rural areas.



Georgian Trail

# Who are we designing for?

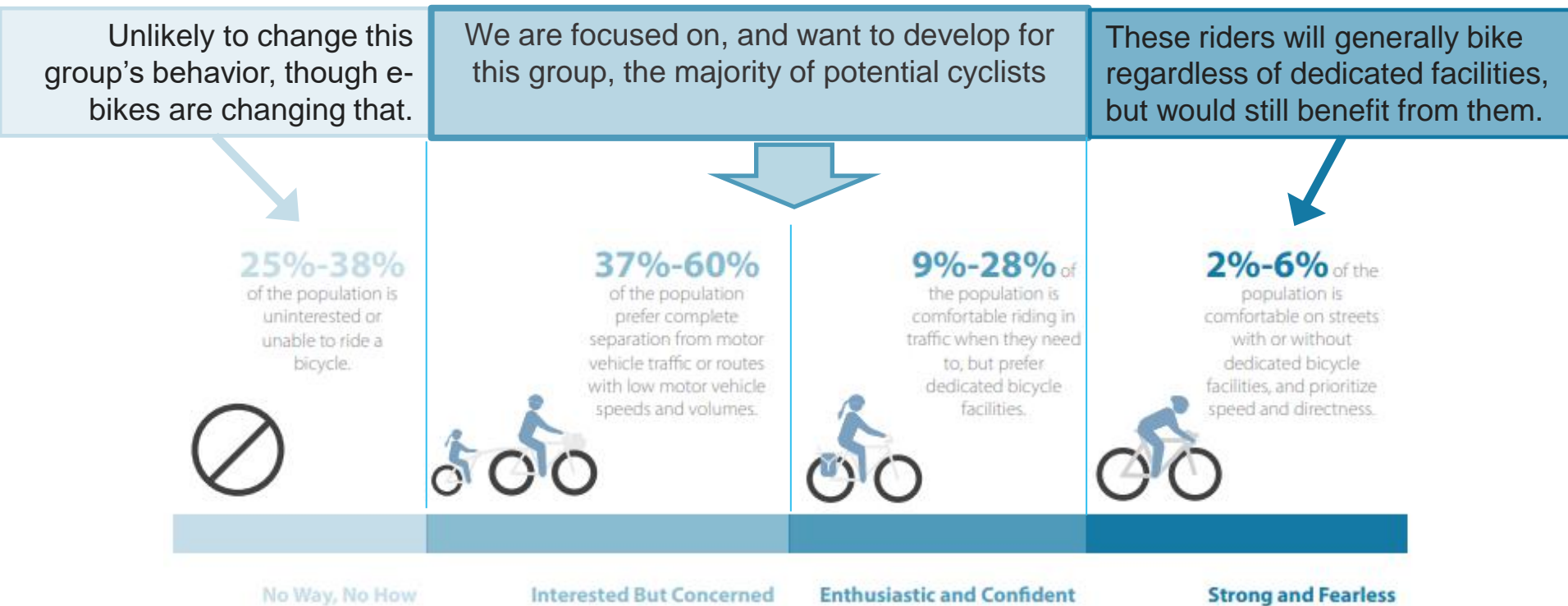


FIGURE B-4 // BICYCLE RIDER SPECTRUM

Source: British Columbia Active Transportation Guide, Ministry of Transportation and Infrastructure, 2019





# Proposed Active Transportation Network

**General Approach:** Gaps in the existing network were identified to create a complete and interconnected cycling and walking network. Focus is on community connectivity and recreational network.

## Approach to walking:

→ Focus on improving the walking environment where it opens the communities and residents and connects well to transit stops.

## Approach to Cycling:

→ Focus on providing key *transportation corridors* that achieve AAA design standards supplemented by a secondary network.

→ Ensure *secondary corridors*, those that support the primary network, provide opportunity for travel, understanding the standard may not be AAA.

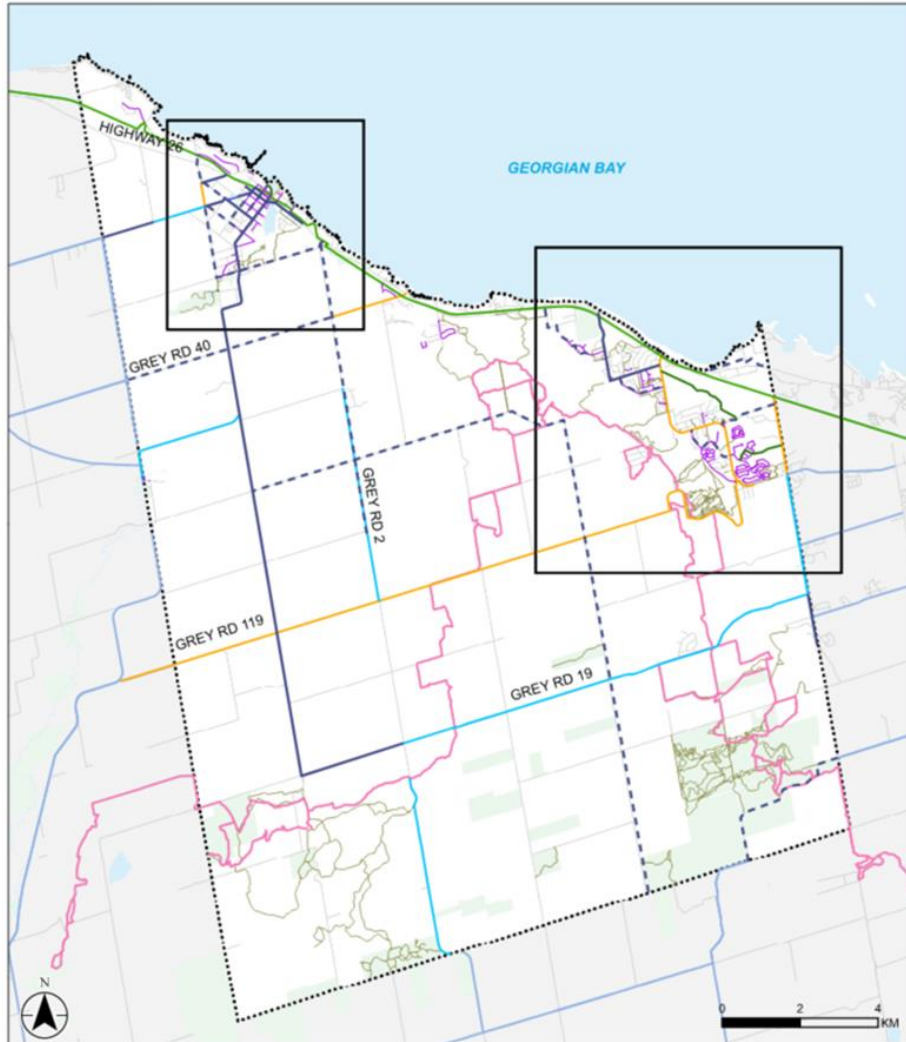
Candidate routes were selected based on the following criteria:

- Population Density
- Access to Major Destinations
- Network Connectivity
- Network Importance
- Crossing Barriers (eg. Incline)

For Cycling Facility types → see Complete Streets Strategy



# Proposed Active Transportation Network



- All routes are intended for cyclists and/or pedestrians
- This represents a core AAA network
- Secondary routes may not be adequate to meet design standards without capital investment

## Legend

### Proposed

- Recreation
- Transportation
- - - Transportation - Secondary

### Existing

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

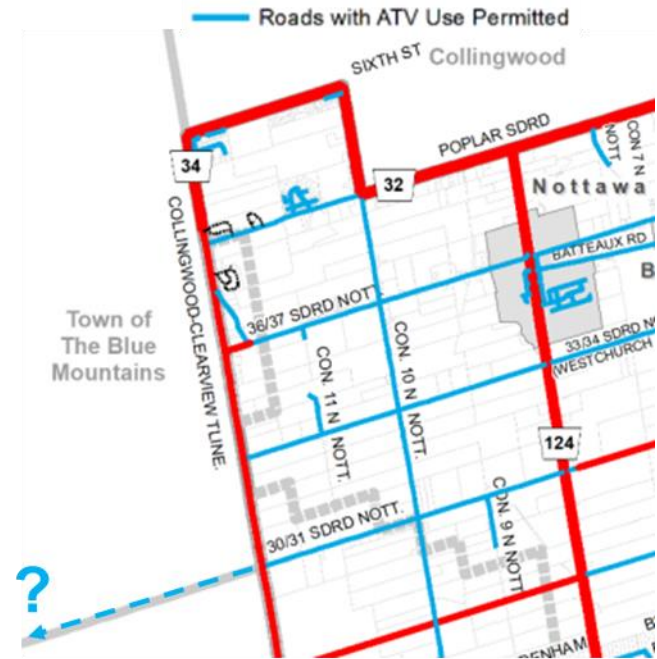
## [Share Your Feedback: Question #3](#)

Are there additional connections you would like to see?

[Comment](#)

# Off-Road Vehicle (ORV) Permitted Use

- In reviewing neighboring municipalities' ORV bylaws, there's a mix of approaches. The more rural municipalities have more permissive bylaws. Two approaches are being explored: permissive (all roads except for), and restrictive (no roads except for).
- There appear to be some designated ORV routes in Collingwood that meet TBM's western (and other) boundaries
- TBM may consider designating routes at a time when interested parties come to the town with a request/plan
- Preliminary criteria for designating a route is under development



Source: Township of Clearview ATV Use Map

## Share Your Feedback:

### Question #4

If The Blue Mountains permitted ORVs on certain Town Roads, what criteria should be considered?

**Comment**



Source: Google Streetview Designated ATV route in Clearview Township

# Rural Road Design Examples (for cycling)



Sources:

TCAT Rural Complete Streets Backgrounder

TCAT Active Transportation Planning (Beyond the Greenbelt)

# Complete Streets



# Complete Streets Principles

## Urban Context



Source: [complete-streets-608x304.png \(608x304\) \(njbwc.org\)](#)

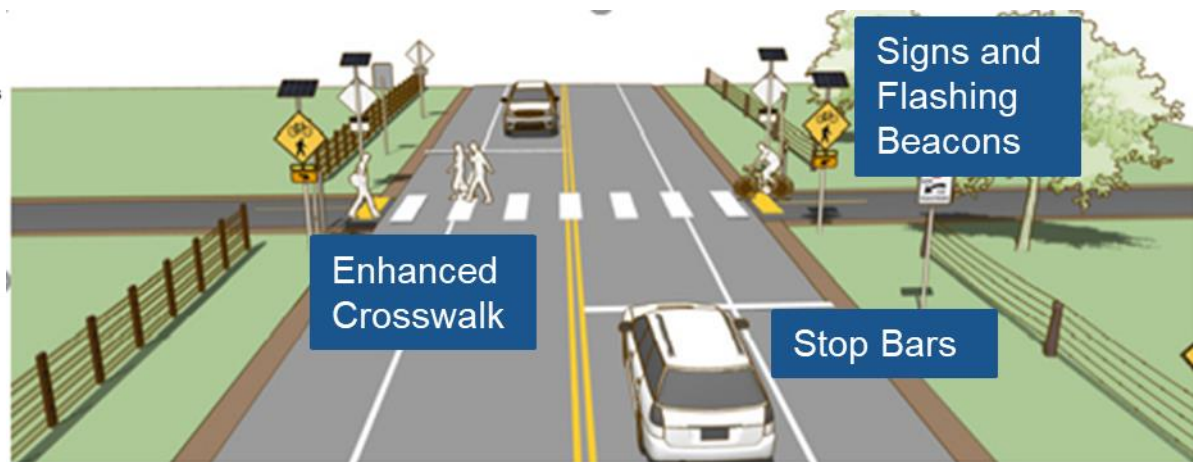
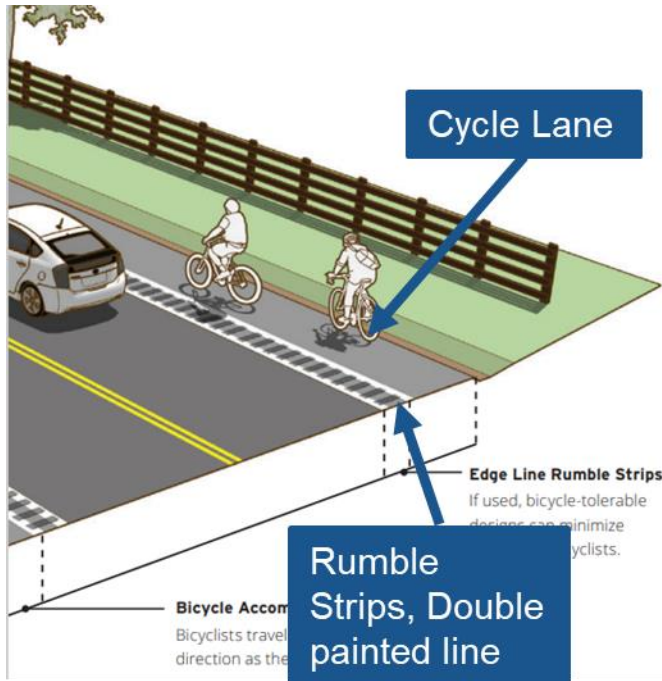
- Consider all users (pedestrians, cyclists, transit, vehicles)
- Dedicated bicycle facilities on busier roads
- Accessible design (wheelchair users)
- Street trees
- Safety! (geometric design that slows traffic)

Dedicated Bicycle Facilities



# Complete Streets Principles

## Rural Context



Source: Small Town and Rural Multimodal Networks, Federal Highway Administration, UDOT





# Provincial Highway (Urban Area)



- ✓ Opportunity for raised bike paths, protected from vehicular traffic.

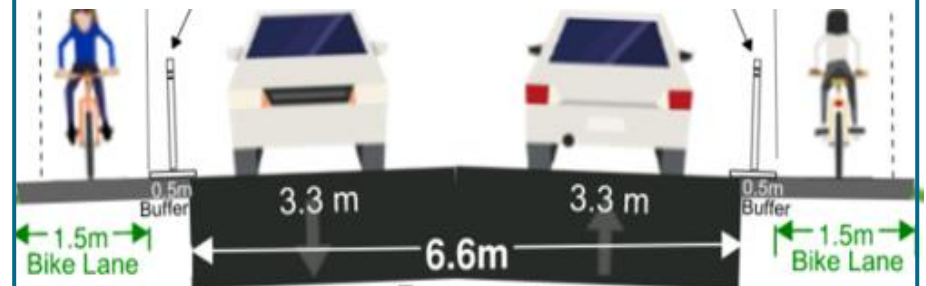


- Corridor upgrade of Arthur/King Street has been identified as a Town need
- Large hardscaped boulevard space is a good opportunity for raised bike path
- Existing curb could remain
- Highway 26 alternate route will support the desired multi-modal function of this corridor

# Country Road (Rural Area)



- ✓ Opportunity for bicycle space on paved shoulders with adequate treatment to buffer from traffic



# County Road (Urban Area)

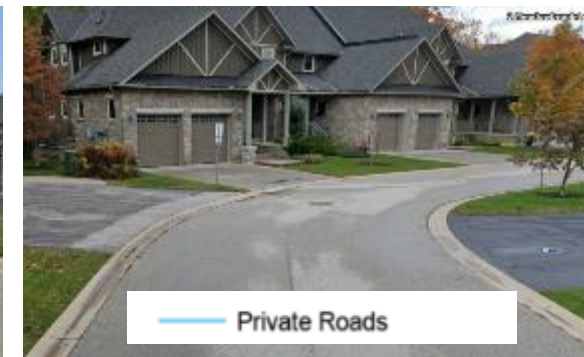
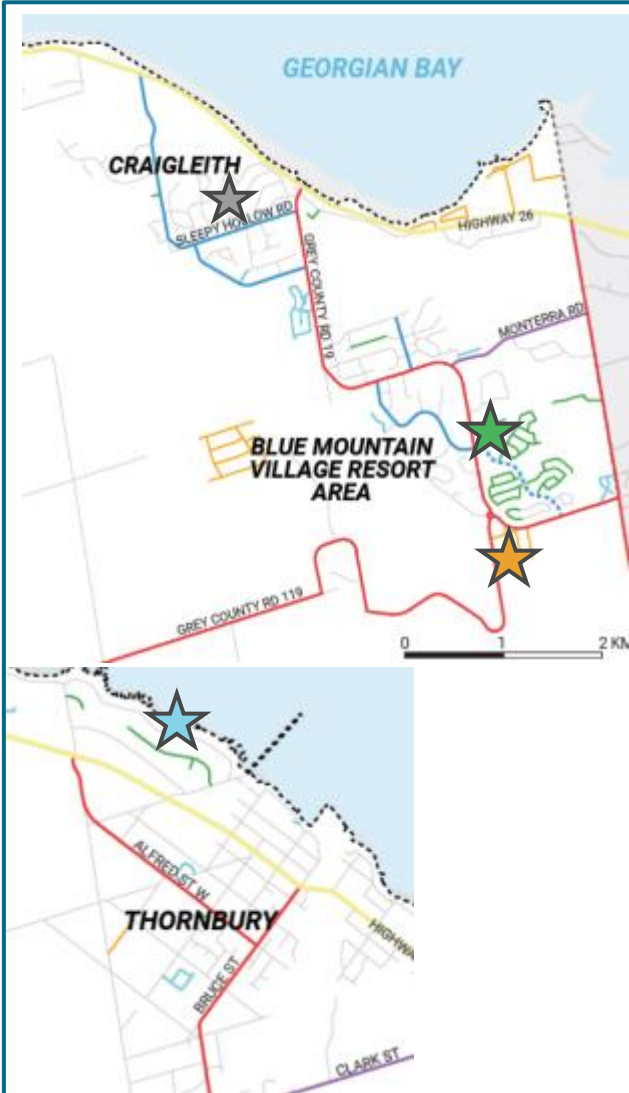


- ✓ Opportunity for designated bicycle plan with pavement markings and signage





# Local & Private Roads



- ✓ All local and private roads, proposed to be posted at 30 km/hr
- ✓ No special bicycle facilities are required at this low speed, and low volume.

# Road Classification Guidelines

Road Classification	Function	Posted Speed	Volume Range	Road Width	Surface Type	Service Level	Requirements for Bicycle Facilities
<b>Highway</b>	Higher speed, higher volume. Goods movement.	70 km/hr or higher	>5,000 vpd	2-4 lane w/paved shoulders	Paved	2-3	Not recommended for Bicycle Facilities unless separated multi-use trail (e.g. Georgian Trail)
<b>County Road</b>	Higher speed, higher volume, Goods movement.	60-80 km/hr (some 50 km/hr)	<5,000 vpd	2 lane w/paved shoulders	Paved	2-3	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Recommend reflective flexible posts & rumble strips. (*at 60km/hr)
<b>Major Collector</b>	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	<5,000 vpd	2 lane w/narrow paved shoulder or c&g	Paved	3-5	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Recommend reflective flexible posts (*at 50 km/hr)
<b>Minor Collector</b>	Low speed, low volume. Cyclists	40-50 km/hr	<2,500 vpd	2 lane paved with c&g	Paved	3-5	Painted bike lanes. Minimum 1.5m width. (*at 40 km/hr)
<b>Local (Urban)</b>	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians on sidewalks.	30-50 km/hr	<1,000 vpd	2 lane w/no shoulder or c&g	Paved or gravel	4-6	1.2m minimum paved shoulder (both sides) or minimum 2.4m multi-use paved shoulder (*at 40 km/hr)
<b>Local (Rural)</b>	Higher speeds, low volume. No cyclist, pedestrian accommodations.	60-80 km/hr	<1,000 vpd	2 lane w/gravel or not shoulders	Paved or gravel	4-6	Not recommended unless opportunity for paved shoulders and lower speed limits.



Highway &  
County Road

Major Collector &  
Minor Collector

Local

Driveway/Access

# Speed Management

# Proposed Speed Limit Changes

Road Classification	Function	Existing Posted Speed	Proposed Posted Speed
<b>Highway</b>	Higher speed, higher volume. Regional transit. Goods movement.	70 km/hr or higher	Urban: 50 km/hr Rural: max 80 km/hr
<b>County Road</b>	Higher speed, higher volume. Regional transit. Goods movement.	60-80 km/hr (some 50 km/hr)	Urban: 50 km/hr Rural: max 70 km/hr
<b>Major Collector</b>	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	Urban: 50 km/hr Rural: 60 km/hr
<b>Minor Collector</b>	Low speed, low volume. Cyclists	40-50 km/hr	40 km/hr
<b>Local (Urban)</b>	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians on sidewalks.	40-50 km/hr	30 km/hr
<b>Local (Rural)</b>	Higher speeds, low volume. No cyclist, pedestrian accommodations.	60-80 km/hr	60 km/hr



## Share Your Feedback: Question #5

Tell us what you think about the proposed speed limit changes:

**Comment**





# Traffic Calming Measures

- Physical traffic calming measures have been shown to be much more effective at slowing vehicular speeds than speed limit changes alone
- To ensure that the most effective measure is implemented, that there is community support, and in effort to fairly prioritize more requests than a municipality can administer, a **Traffic Calming Policy is recommended for the Town of The Blue Mountains**
- A vital component of a traffic calming policy is a prescriptive multi-step process to ensure that requests are treated equitably (e.g. data driven, consistent, fair, contextual)
- A traffic calming policy allows for speed management measures and approach to evolve over time as communities grow..



## [Share Your Feedback:](#) [Question #6](#)

What do you think should be included in a traffic calming policy?

**Comment**





# Parking

# Public Parking Locations, Restrictions

- Approximately 1,400 public lot parking stalls.
- On-street public parking inventory not yet quantified

- Municipal Parking
- A - Any Time
- - - A - Time Limitation Hours
- B - Any Time
- - - B - Time Limitation Hours
- C - Any Time
- - - C - Time Limitation Seasonal
- E - Any Time
- - - E - Time Limitation Seasonal
- F - Anytime
- - - F - Time Limitation Hours



# Parking Strategy

Thornbury/Clarksburg, Blue Mountain Ski Resort, and rural recreational areas are three distinctive areas in TBM with unique parking demands and contexts. As such, a successful parking strategy will require strategies that are appropriate for each area. Here are potential strategies currently being examined:

## Thornbury/Clarksburg

- Optimize existing parking availability (oversupply can lead to induced demand)
- Consider improved wayfinding to encourage parking in underutilized areas
- Identify short-term and long-term parking areas

## Blue Mountain Ski Resort

- Encourage resort to invest in parking availability technology to optimize utilization
- Suggest to BMR/Village to introduce paid parking for their most immediate proximity to village/slope access for high demand times



## Rural Recreational Areas

- Identify new parking supply in locations that have fewer road safety issues
- Consider paid parking options, favouring by donation rather than fixed price
- Implement wayfinding signage for alternative parking locations, where applicable

[Share Your Feedback: Question #7](#)

What do you think about the parking strategies under review?

**Comment**

# Goods Movement Strategy

# Goods Movement Strategy

## Preliminary Strategies

- Consider the needs of the agricultural industry and potential conflict with other road users
- Consider locations for truck and trailer parking in future road improvements
- Protect area identified by MTO for alternate route (Highway 26) for Thornbury
- Continue working with MTO to fulfill identified highway access management projects (complete and incomplete EAs)
- Continue working with MTO to determine future Highway 26 corridor needs.
- Consider options to support private industry, including Blue Mountain Village for loading areas and delivery needs in future expansions/growth.





# Alternatives Evaluation

[Share Your Feedback: Question #8](#)  
What do you think about the alternatives?  
[Comment](#)

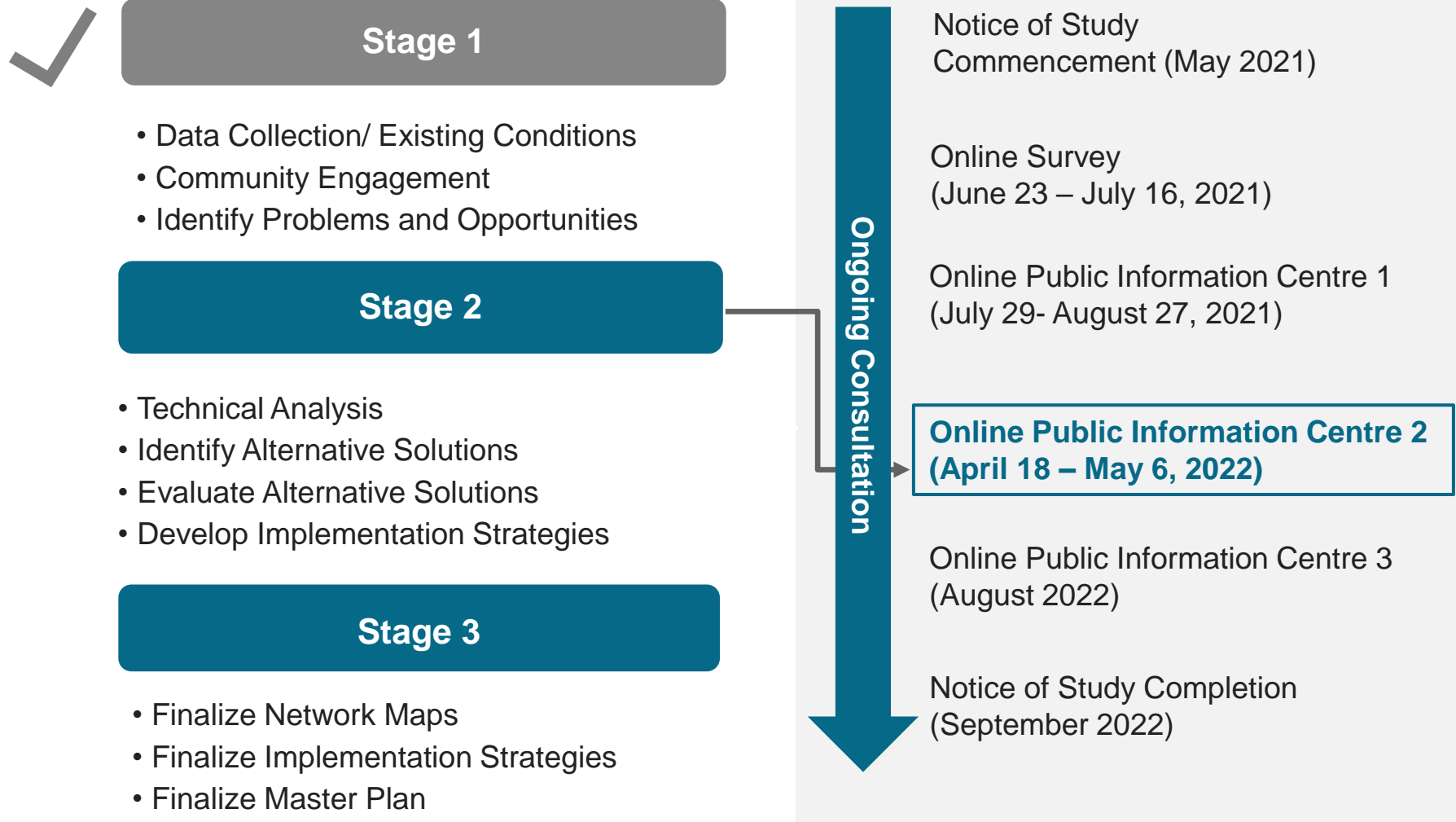


Evaluation Criteria	Alternative 1 Maintain Existing Infrastructure	Alternative 2 Invest in Active Transportation & Transit	Alternative 3 Hwy 26 Alternate & Investment in AT & Transit
1. Alternative improves capacity in the transportation network	Low	Med	High
2. Alternative enables for the safe movement of all users in the transportation network	Low	High	High
3. Alternative enables efficient movement of goods and agricultural equipment	Med	Med	High
4. Alternative improves active transportation and public transit modes of travel	Low	High	High
5. Alternative improves socio-economic and environmental outcomes	Low	High	Med



Alternative has a low probability of meeting criteria over time  
Alternative has a medium probability of meeting from criteria over time  
Alternative has a high probability of meeting criteria over time

# Next Steps



# Thank you For Participating!

Please share your thoughts and ideas!



Email the study team: [tmp@thebluemountains.ca](mailto:tmp@thebluemountains.ca)



Complete the [Comment Form](#)



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**Please provide your feedback by May 6, 2022**