



Staff Report

Operations

Report To: Committee of the Whole Meeting
Meeting Date: March 29, 2022
Report Number: CSOPS.22.031
Title: Transportation Master Plan Public Information Centre 2
Prepared by: Adam Fraser, Transportation Master Plan Project Coordinator

A. Recommendations

THAT Council receive Staff Report CSOPS.22.031, entitled "Transportation Master Plan Public Information Centre 2";

AND THAT Council direct staff to proceed with the Transportation Master Plan Public Information Centre 2.

B. Overview

This Staff Report provides Council with the materials and information intended for the virtual Public Information Centre (PIC) 2 for the Transportation Master Plan (TMP).

C. Background

The Town of The Blue Mountains (The Town) retained Stantec Inc. in 2021 as the engineering consultants to bring the TMP study through Approach #1 of the Master Planning Process as outlined in Appendix 4 of the Municipal Class Environmental Assessment (Class EA) manual, which covers Phase 1 and 2 of the Class EA process.

The Master Planning Process is designed to be flexible and adapt to the unique needs and circumstances of municipalities. Approach #1 of the Master Plan Process is done at a broad level of assessment, thereby requiring more detailed investigations at the project-specific level identified in the final study report. This TMP study when completed will therefore become the basis for, and be used in support of, future investigations for the specific Schedule B and C projects identified within it. The Master Planning Process also allows for strategic guidance and policy recommendations that may not be related to specific infrastructure.

The number of PICs can vary from one study to another in the Master Planning Process, and the content of PICs are dependent on each study's unique scope and scale. This TMP study has been planned to have three PICs, which is above the minimum requirement of two.

Below summarizes the major milestones completed to-date:

- May 2021 - The Notice of Study Commencement was initiated and distributed as well as invitations to form technical and stakeholder advisory groups;
- Mid-June 2021 - The Town launched a public survey for the TMP;
- August 2021 - PIC 1 was hosted virtually for a four-week period; and
- November 2021 - [Staff Report CSOPS.21.084 Transportation Master Plan Stage 1 Report](#) provided Council with results of the public survey, public consultation, and background review to complete Stage 1 of the TMP study.

D. Analysis

Stage 1 of the TMP (completed in November, 2021) focused on collecting and analyzing data on the Town's existing conditions, challenges, and opportunities regarding all modes of transportation. This also included understanding how the Town's transportation network relates to municipal neighbours in the south Georgian Bay region.

PIC 2 is the first major milestone in Stage 2 of the TMP study. Stage 2 begins to consider how the Town can strategically plan its transportation network for the future. Building on feedback received to-date, PIC 2 is intended to introduce further analysis and potential strategies to address the identified transportation challenges and opportunities found in Stage 1 of the TMP study.

The objectives of PIC 2 include, but are not limited to:

- Demonstrate how results from Stage 1 have been considered within PIC 2;
- Collect community feedback on further analysis and potential strategies within PIC 2;
- Continue exploring community needs;
- Better understand impacts of potential strategies presented within PIC 2;
- Further community awareness of the TMP study; and
- Inform the development of the Draft TMP document.

The PIC 2 presentation material in Attachment 2 is organized into these key themes:

- Review of Community Input from Stage 1 (what we have heard so far)
- Growth & Demand
- Public Transit
- Active Transportation
- Complete Streets
- Speed Management
- Parking
- Goods Movement

As with the TMP PIC 1 and other Town project consultations through the COVID-19 pandemic, TMP PIC 2 is planned to take place virtually, however the addition of in-person opportunities

are being considered due to the loosening of public health restrictions in recent months. Staff intend to, at minimum, proceed with a virtual format as it is consistent with PIC 1, and materials have been prepared for a virtual meeting environment. PIC 2 will offer a voiceover presentation that will be available for three weeks on the Town's TMP study website. If in-person opportunities are feasible, all Notice and promotional material will be updated to reflect the additional opportunities. It is anticipated that an update on potential in person options can be provided when this report is presented to Committee of the Whole on March 29, 2022.

Staff have attended four Committees of Council meetings in addition to the Transportation Committee in early March 2022 to provide an overview of the purpose and format of the proposed PIC 2.

To further encourage participation and awareness with PIC 2, staff have actively worked with the Communications Division to develop a comprehensive promotional plan using a mix of communication tools. The intent is to direct participants to the virtual PIC 2 webpage, which will feature the presentation and embedded questionnaire content. This approach is ideal for the study team to provide consistent messaging and receive content-specific public input. PIC 2 is planned to be open and available for public review and comment from April 18 to May 6, 2022.

Pending Council endorsement, the next step will be to provide Notice of PIC 2 and proceed with public consultation as outlined in section I of this staff report. The Notice of PIC 2 included as Attachment 1 to this report is both a community-wide broadcast in print and digital media, and also addressed to any stakeholder or member of the public that requested to be contacted with TMP study updates. The Notice includes information such as the purpose of PIC 2, location and timing details, and who can be contacted for further information. Meetings with the TMP study's Stakeholder Advisory Group and Technical Advisory Group will also be arranged.

Staff continue the commitment of seeking out and making time to meet and discuss with anyone interested in the TMP study.

Reaching the study milestone of PIC 2 has taken longer than anticipated, which has caused some delay in overall timelines. However, the study team has found efficiencies in future tasks to mitigate further risk of delays while also protecting opportunities for the public to engage with the study. Supporting staff's recommendation to proceed with PIC 2 at this time will allow the TMP study to move smoothly toward development of the Draft TMP document.

After completion of PIC 2, the next step will involve the study team developing a Draft TMP document in Stage 3.

E. Strategic Priorities

1. Communication and Engagement

We will enhance communications and engagement between Town Staff, Town residents and stakeholders

3. Community

We will protect and enhance the community feel and the character of the Town, while ensuring the responsible use of resources and restoration of nature.

4. Quality of Life

We will foster a high quality of life for full-time and part-time residents of all ages and stages, while welcoming visitors.

F. Environmental Impacts

The TMP is intended to provide policy recommendations and a framework for transportation infrastructure improvement planning over the long term. While no detailed environmental investigations, including archaeological assessments, are being undertaken as part of the TMP, more detailed studies with potential environmental impacts may be initiated under the Ontario Environmental Assessment Act in the future to complete the planning for some of the recommended infrastructure improvements identified in the final TMP.

G. Financial Impacts

An implementation strategy is included as part of the TMP scope of work which is expected to provide priority timeframes and the estimated funding needs associated with TMP recommendations. Following the Phase 1 and 2 of the Class EA process will streamline future projects to implement the TMP and inform future Town plans and studies. For example, the TMP will play a meaningful role in the Development Changes Background Study and Public Transit Service Plan. The final TMP recommendations are anticipated to be considerations in the 2023 budget formation.

H. In Consultation With

Shawn Everitt, Chief Administrative Officer

Shawn Postma, Senior Policy Planner, Planning & Development Services

Tim Hendry, Manager, Communications & Economic Development

Sam Dinsmore, Deputy Treasurer/ Manager of Accounting & Budgets, Finance & IT Services

I. Public Engagement

The topic of this Staff Report will be the subject of a Public Meeting and/or a Public Information Centre in accordance with the following schedule:

- March 9, 2022 - Sustainability Committee TMP Update deputation;
- March 10, 2022 – Communications Committee TMP Update deputation;
- March 10, 2022 - Transportation Committee preliminary Draft PIC 2 consultation;

- March 10, 2022 - Agricultural Committee TMP Update deputation;
- March 11, 2022 - Economic Development Advisory Committee TMP Update deputation;
- March 29, 2022 Committee of the Whole – Staff Report CSOPS.22.031 Transportation Master Plan Public Information Centre 2 with recommendation to proceed to public consultation;
- April 11, 2022 Council – Recommendations from March 29, 2022 Committee of the Whole Considered by Council;
- April 14, 2022 - Notice of PIC 2 published in Blue Mountains Review; and Collingwood Connection (1);
- April, 2022 (date to be determined) - Technical Advisory Group meeting;
- April, 2022 (date to be determined) - Stakeholder Advisory Committee meeting;
- April 18, 2022 - Virtual PIC 2 Launch;
- April 21, 2022 - Notice of PIC 2 published in Blue Mountains Review and Collingwood Connection (2);
- May 6, 2022 - Virtual PIC 2 closes; and
- May, 2022 (dates to be determined) - Consideration for in-person consultation opportunities.

Any comments regarding this report should be submitted to Adam Fraser, Transportation Master Plan Project Coordinator tmp@thebluemountains.ca.

J. Attached

1. Draft Notice of PIC 2
2. Draft PIC 2 Presentation Material

Respectfully submitted,

Adam Fraser
Transportation Master Plan Project Coordinator

Shawn Carey
Director of Operations

For more information, please contact:
Adam Fraser
Transportation Master Plan Project Coordinator
tmp@thebluemountains.ca
705-351-2630

Report Approval Details

Document Title:	CSOPS.22.031 Transportation Master Plan Public Information Centre 2.docx
Attachments:	- Attachment 1 Notice of PIC 2.pdf - Attachment 2 PIC 2 Presentation.pdf
Final Approval Date:	Mar 17, 2022

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

Shawn Carey - Mar 11, 2022 - 10:47 PM

No Signature found

Shawn Everitt - Mar 17, 2022 - 4:36 PM

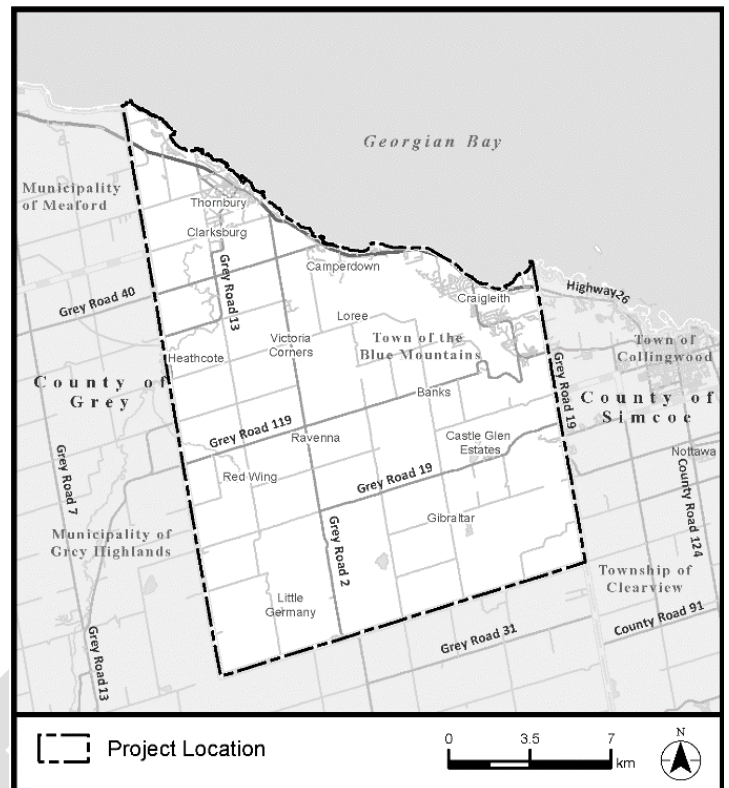


Notice of Online Public Information Centre 2

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

The Town of The Blue Mountains (Town) is facing significant growth pressure 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 second virtual **Public Information Centre (PIC)** is being planned to present and gather feedback on proposed travel mode targets (i.e., via transit, active transportation, and cars), identified deficiencies in the transportation network, proposed improvements to the transportation network, preliminary policy recommendations, and next steps in the TMP process. 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. The presentation will also include links to comment pages to gather feedback and input on the PIC 2 materials. Participants are invited to contact the project team for questions or comments. This PIC can be accessed from **April 18 - May 6, 2022** at the following link: <https://www.thebluemountains.ca/planning-building-construction/current-projects/strategic-projects-initiatives/transportation>

In addition, two in-person PIC sessions will be held on:

DATE, TIME and DATE, TIME at LOCATION

At these in-person sessions you will have an opportunity to view the PIC displays in person and discuss the project with Town staff and project team members.

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 **DATE** via email and will be posted on **DATE**.

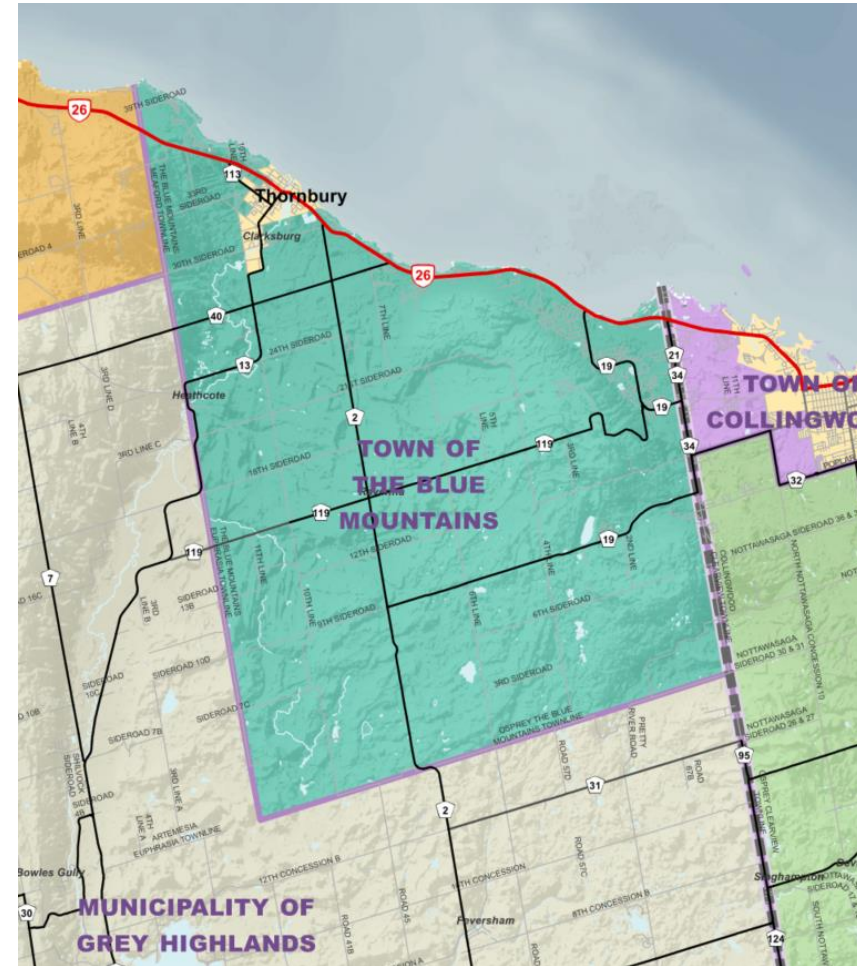


Town of The Blue Mountains Transportation Master Plan

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.

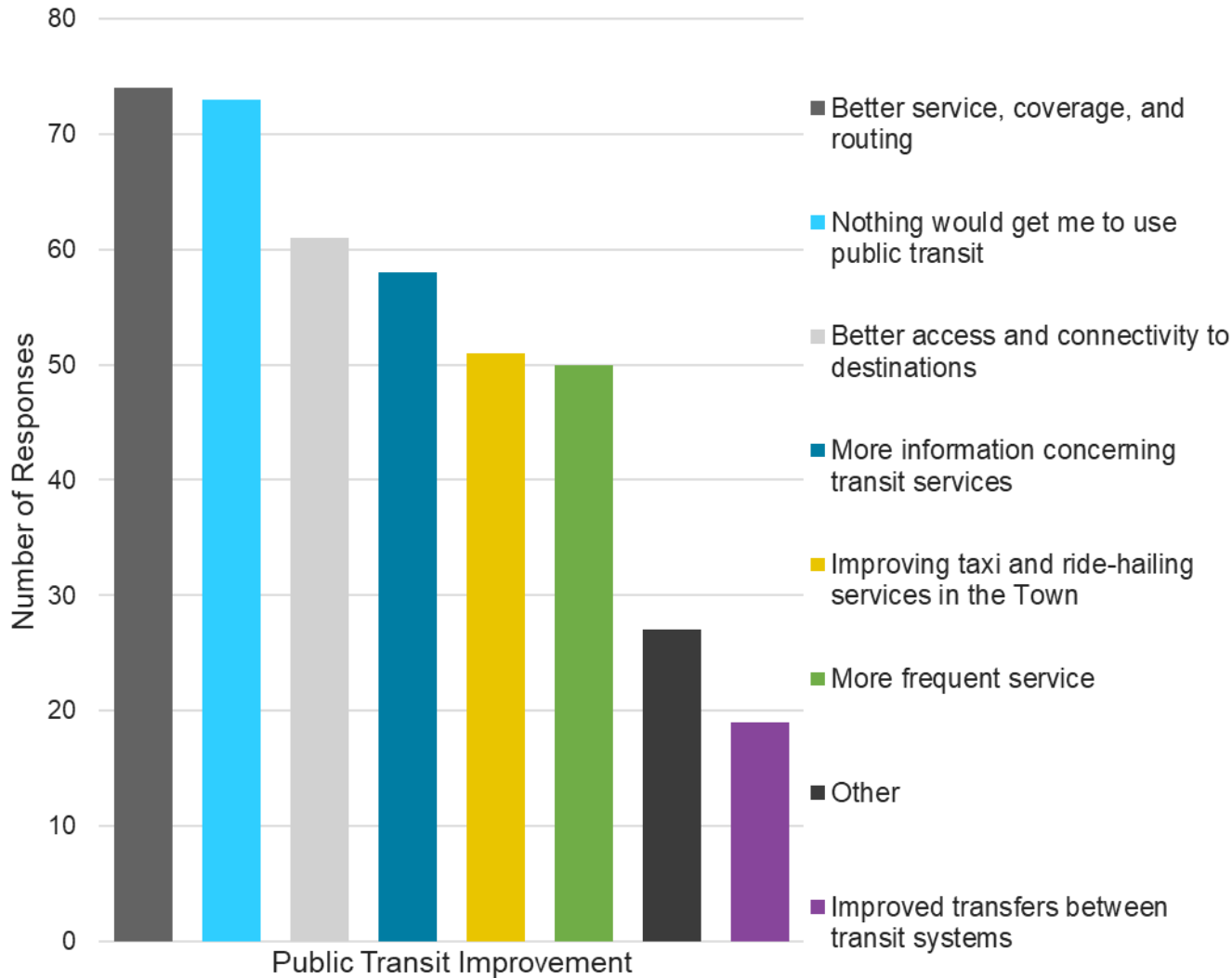
Traffic volumes and congestion were identified as two of the top three transportation issues in the TMP Online Survey.



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."

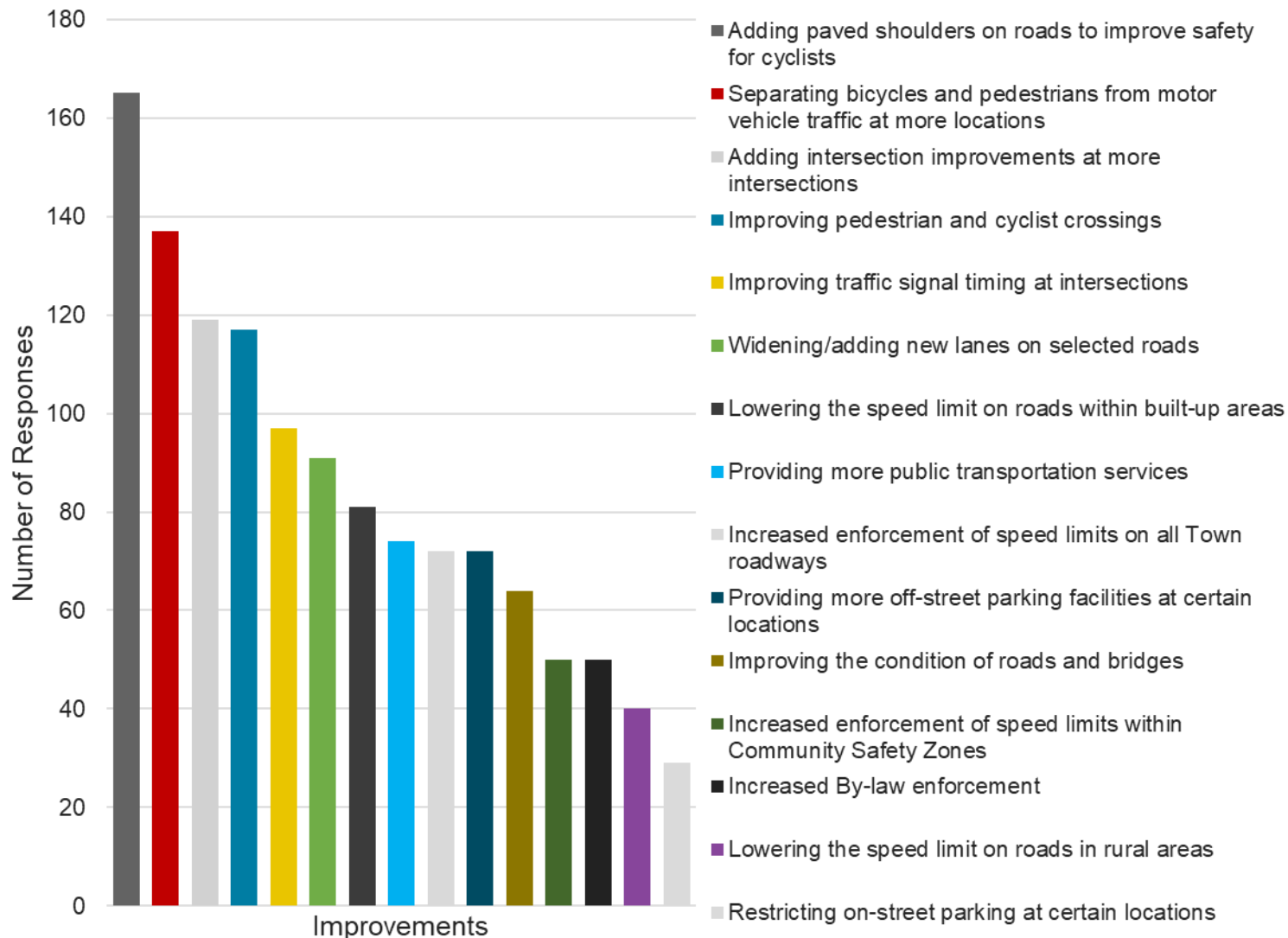
"An electric mini van trolley would help tourists and residents more easily access the town, from the Thornbury harbour to Clarksburg."

"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."

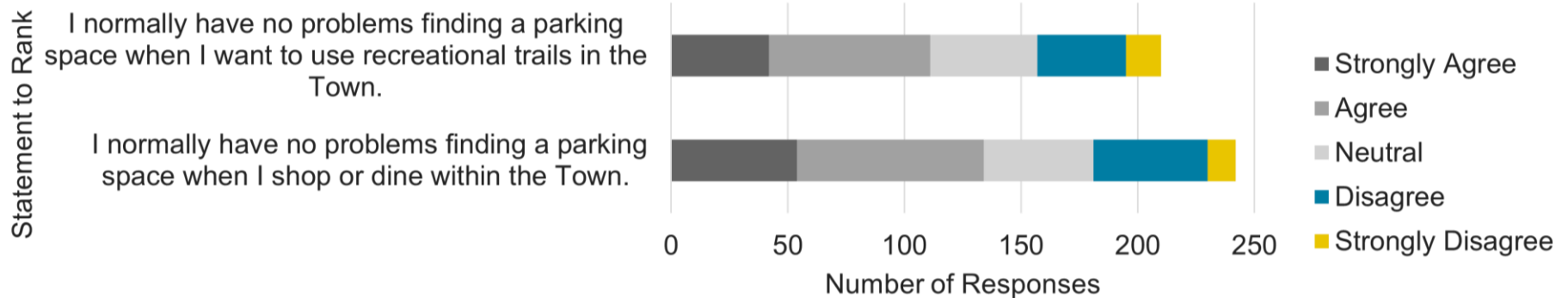
"TBM has to make it policy to pave shoulders whenever TBM is rebuilding or resurfacing roads. Bicycling is the growth industry in TBM, the Town has to better support this industry."



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."

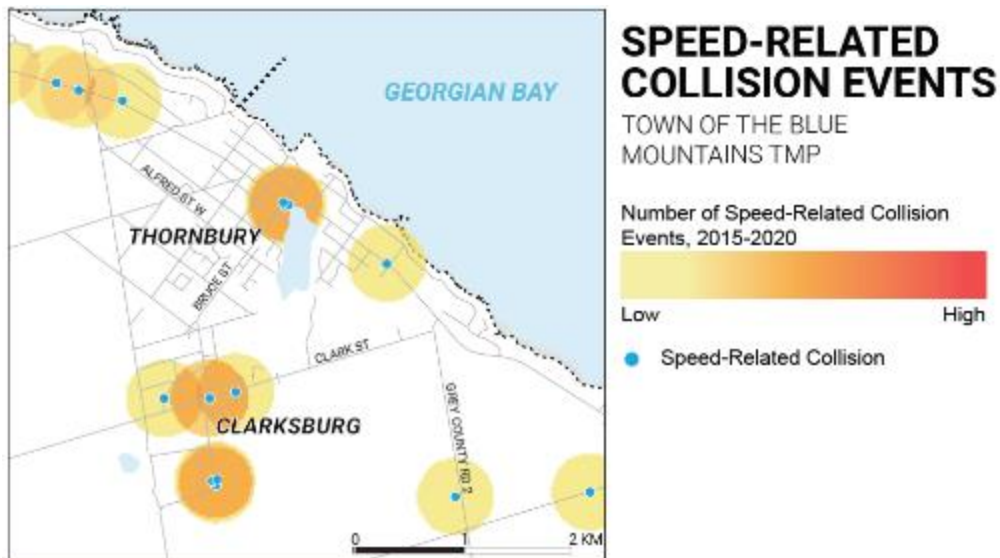
"You need a speed reduction and lights or a crossing at goldsmiths Hwy 26/ 10th line/ and 113."

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

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

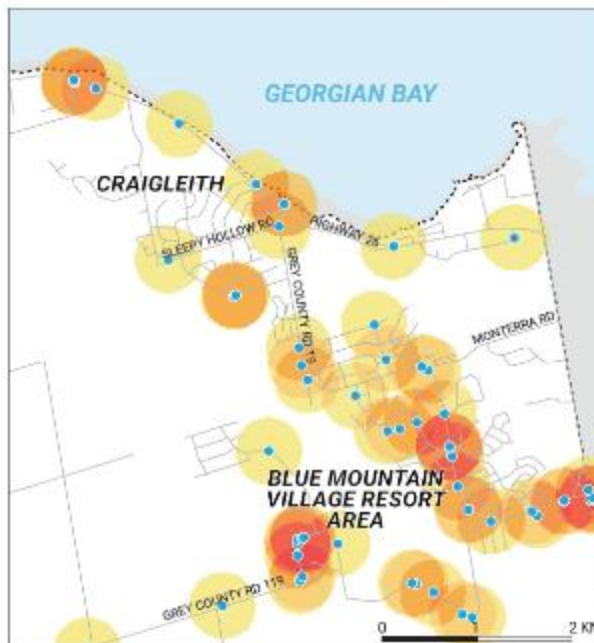


What We've Heard: Speed Management



“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

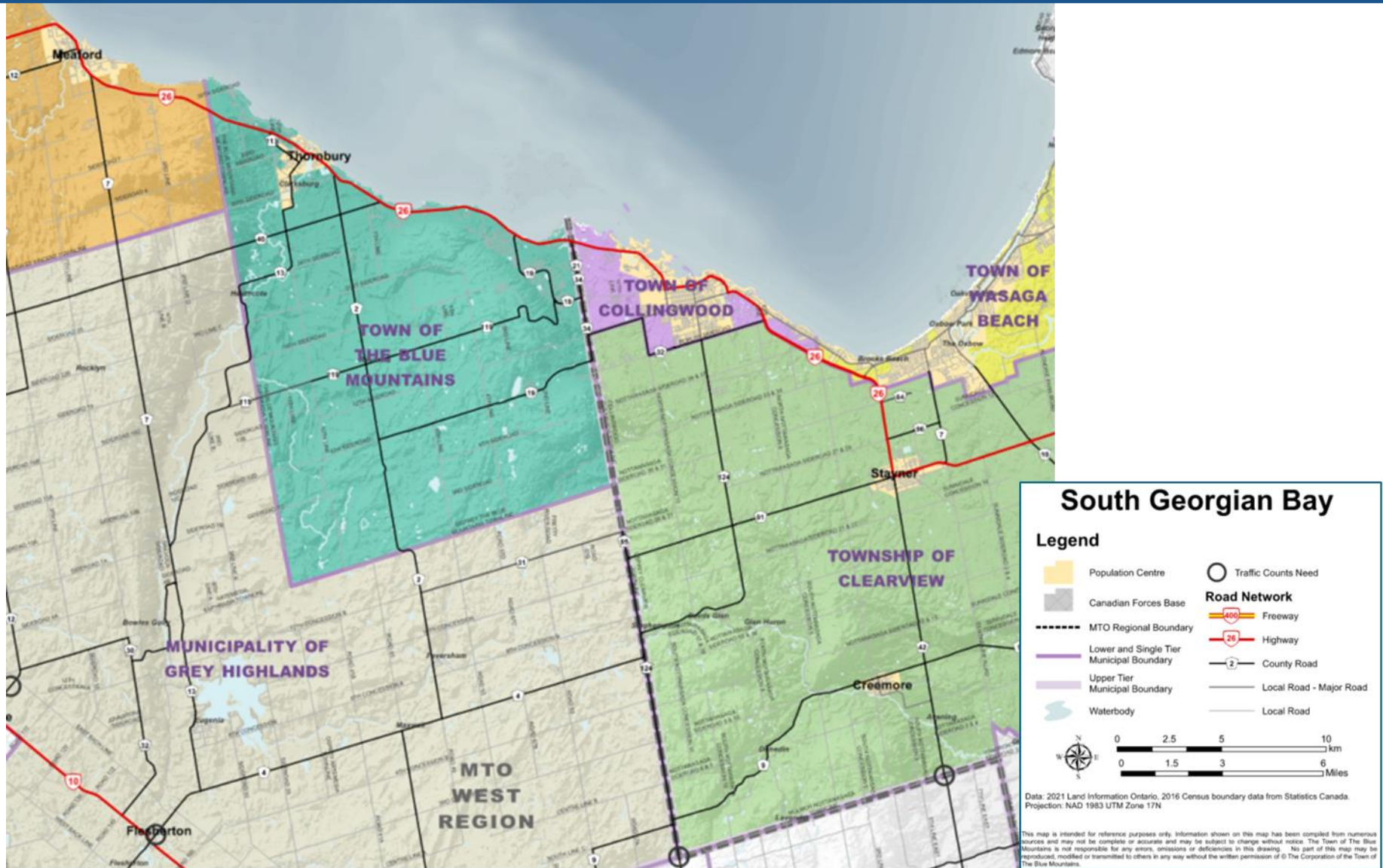
The Town has **revised** the TMP vision statement based on public feedback received as part of Public Information Centre 1:

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)

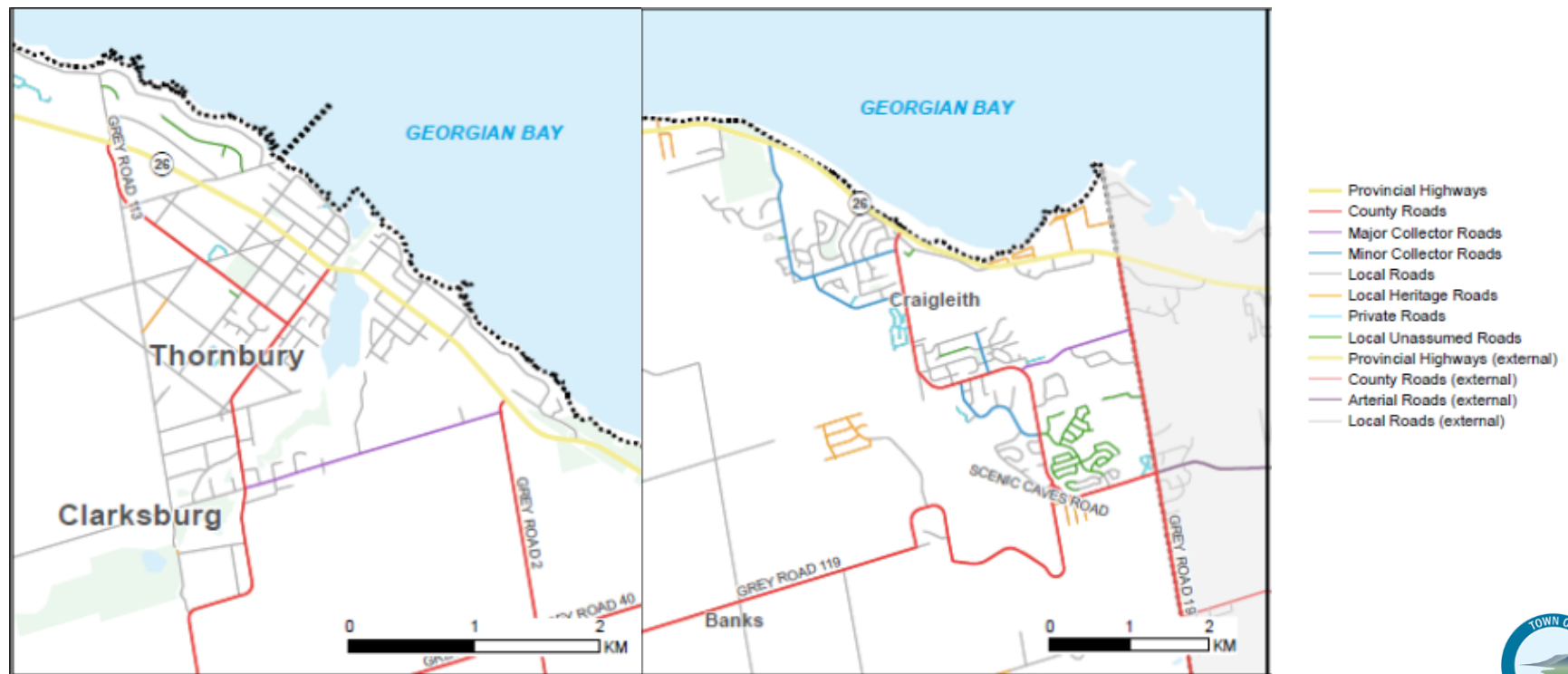
Notes

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

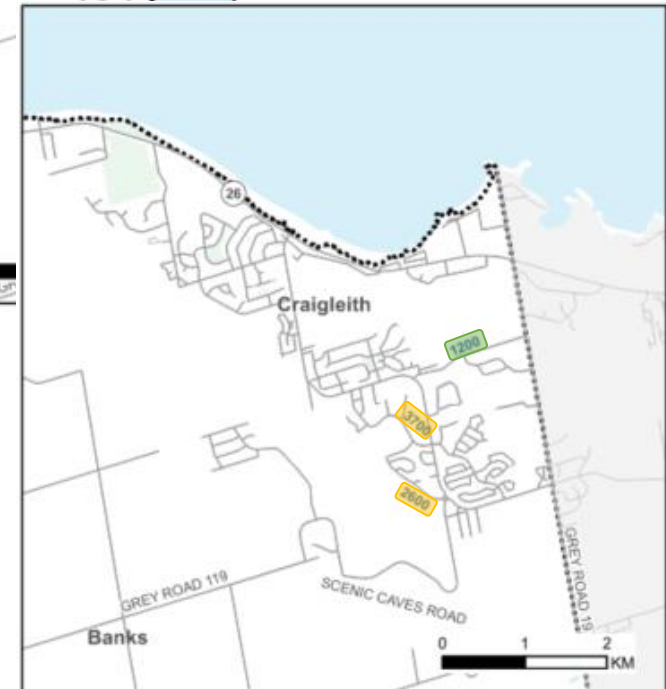


Existing Traffic Volumes (2018 AADT)

- 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



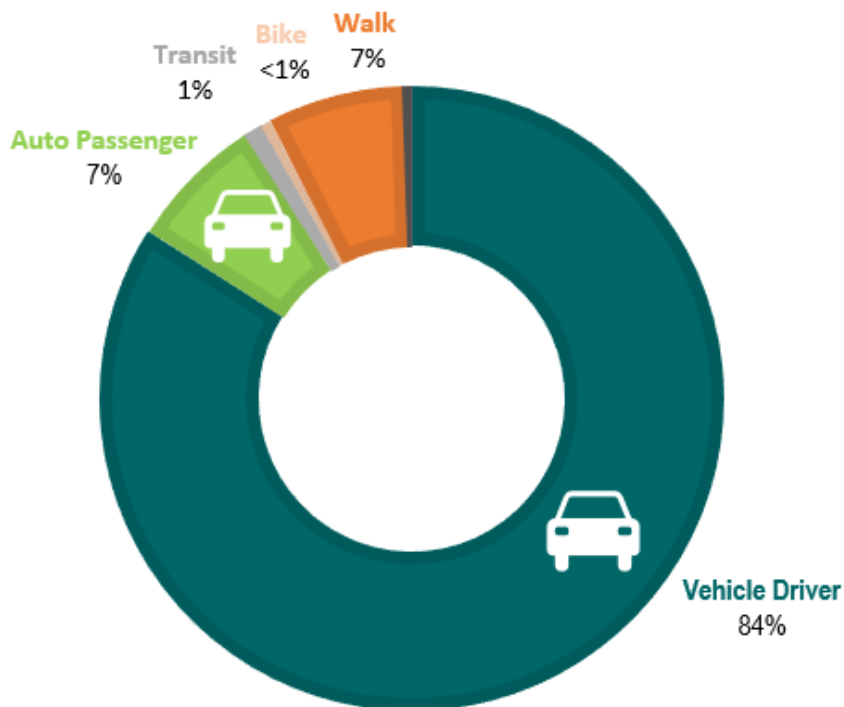
Notes
 Coordinate System: NAD 1983 UTM Zone 17N
 Data Source: Town of the Blue Mountains, Grey County & Government of Ontario.
 By Stantec Consulting Inc



Growth and Demand

Existing Mode Share

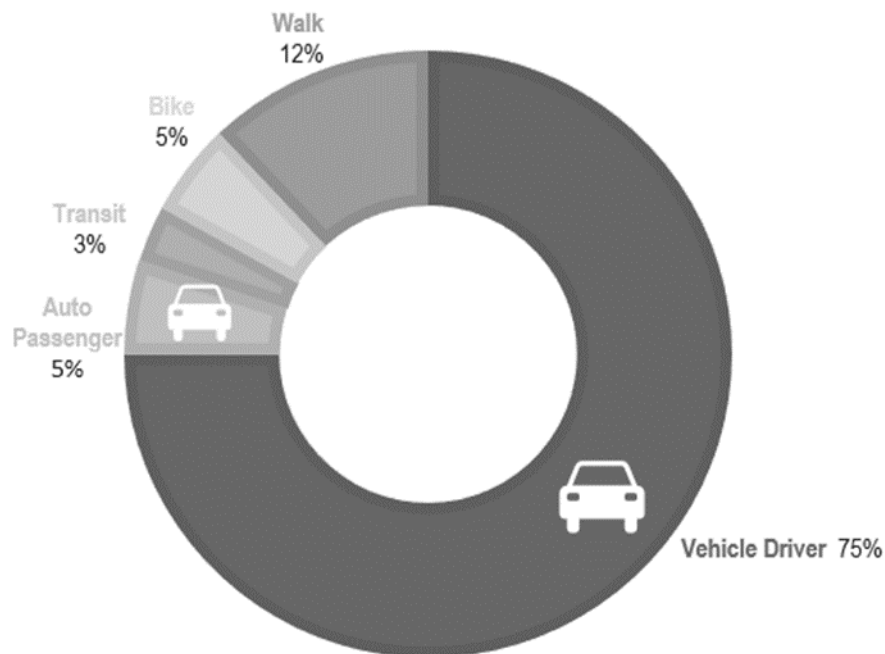
**EXISTING MODE SHARE
(ALL TRIPS)**



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)**

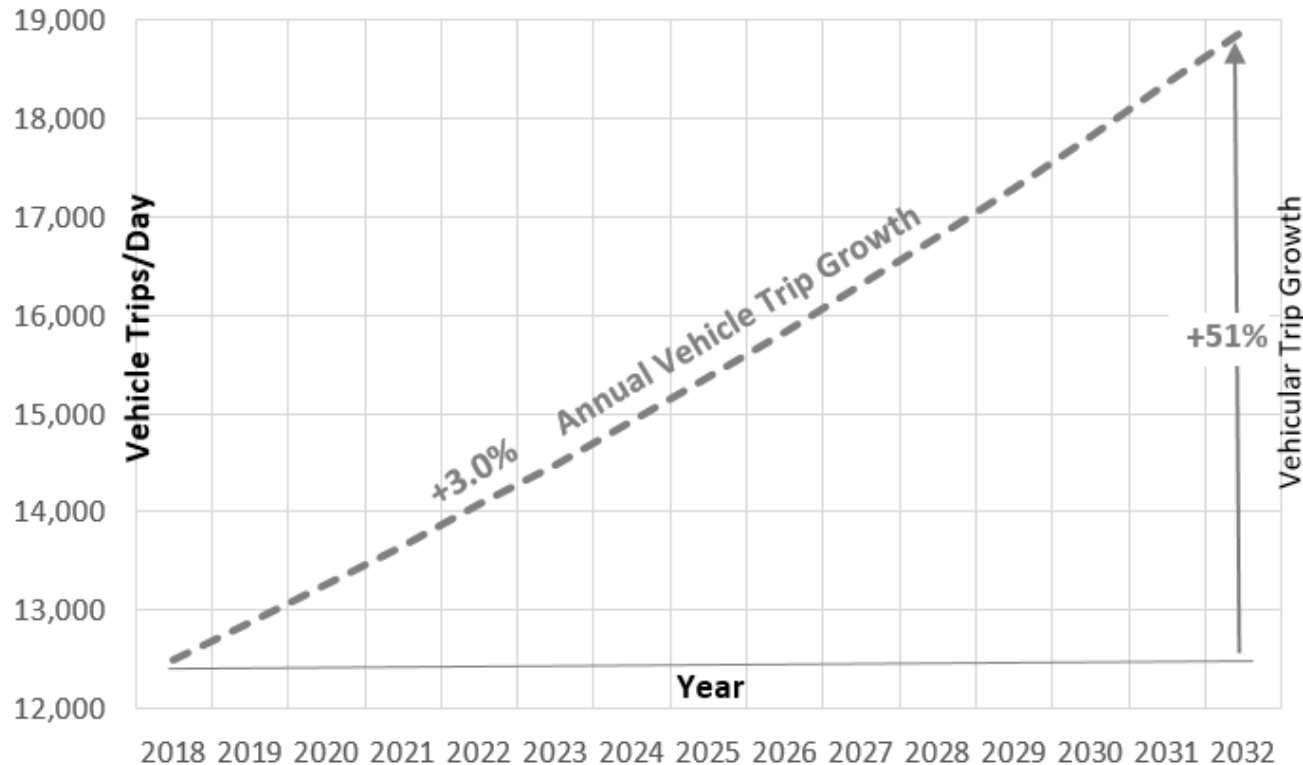


This graphic is an estimate derived from the 2016 census data. It shows that a larger proportion of trips in an urban centre (ie. Thornbury) have more non-auto trips. This is a result of short trip length and infrastructure.



Traffic Growth to 2032 (Current Network)

Estimated Growth in Vehicle Trips



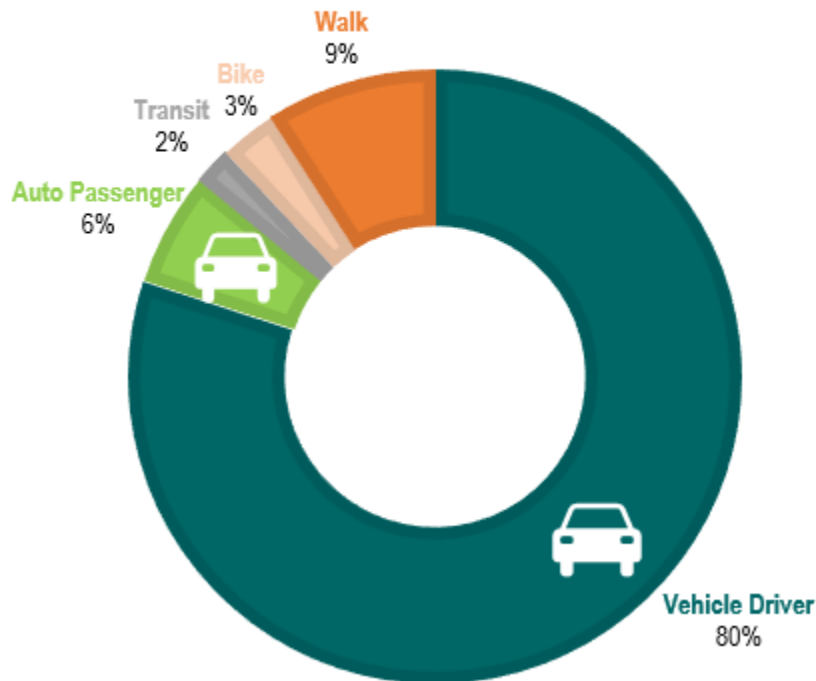
LOCATION: King Street – Thornbury Bridge

- 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



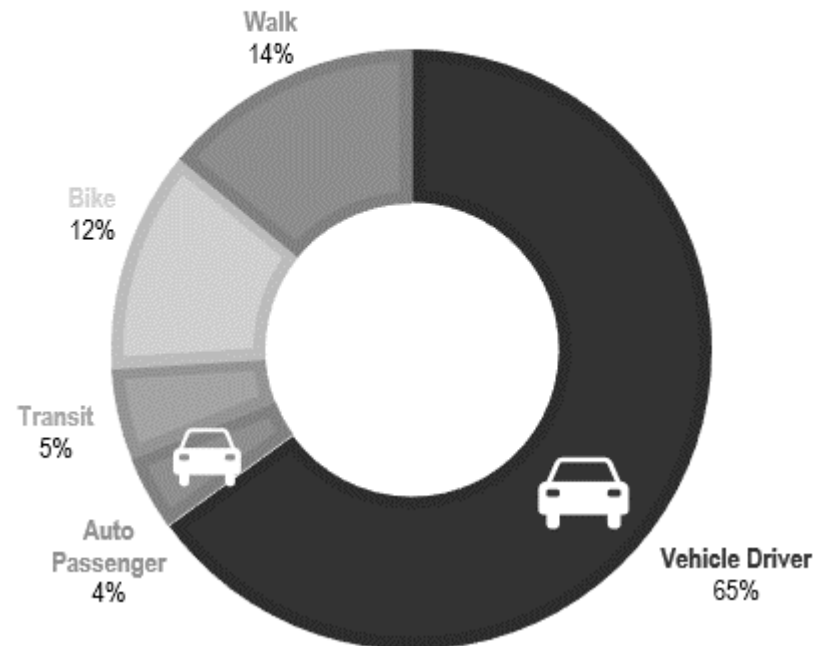
Target Mode Split

**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)**

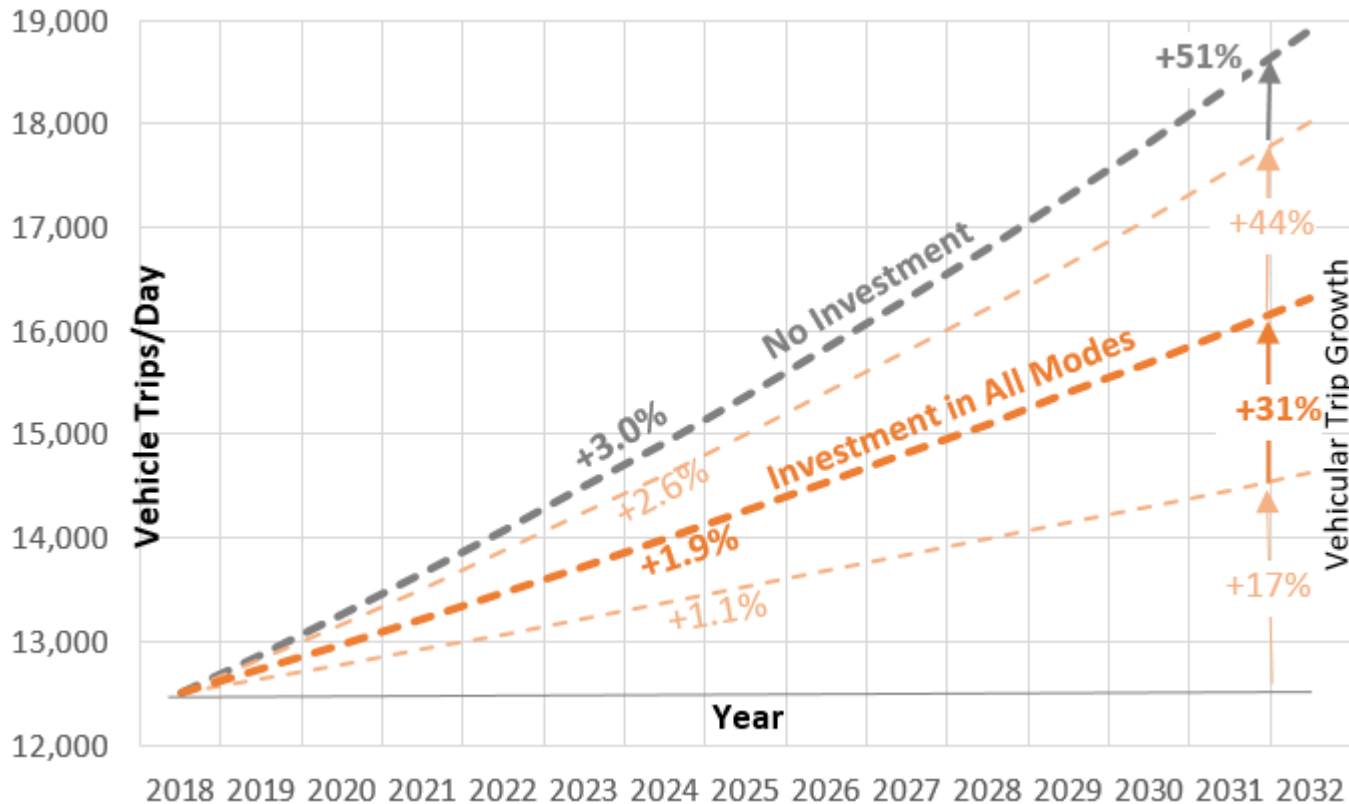


The largest shift in mode share is at the urban level (11%). With more investment in pedestrian, cyclists, and transit, distances are short enough that residents can choose these ways of getting around and enjoy the health and environmental benefits that come from it.



Traffic Growth to 2032 (Multi-modal network)

Comparison Between No Investment & Investment in All Modes



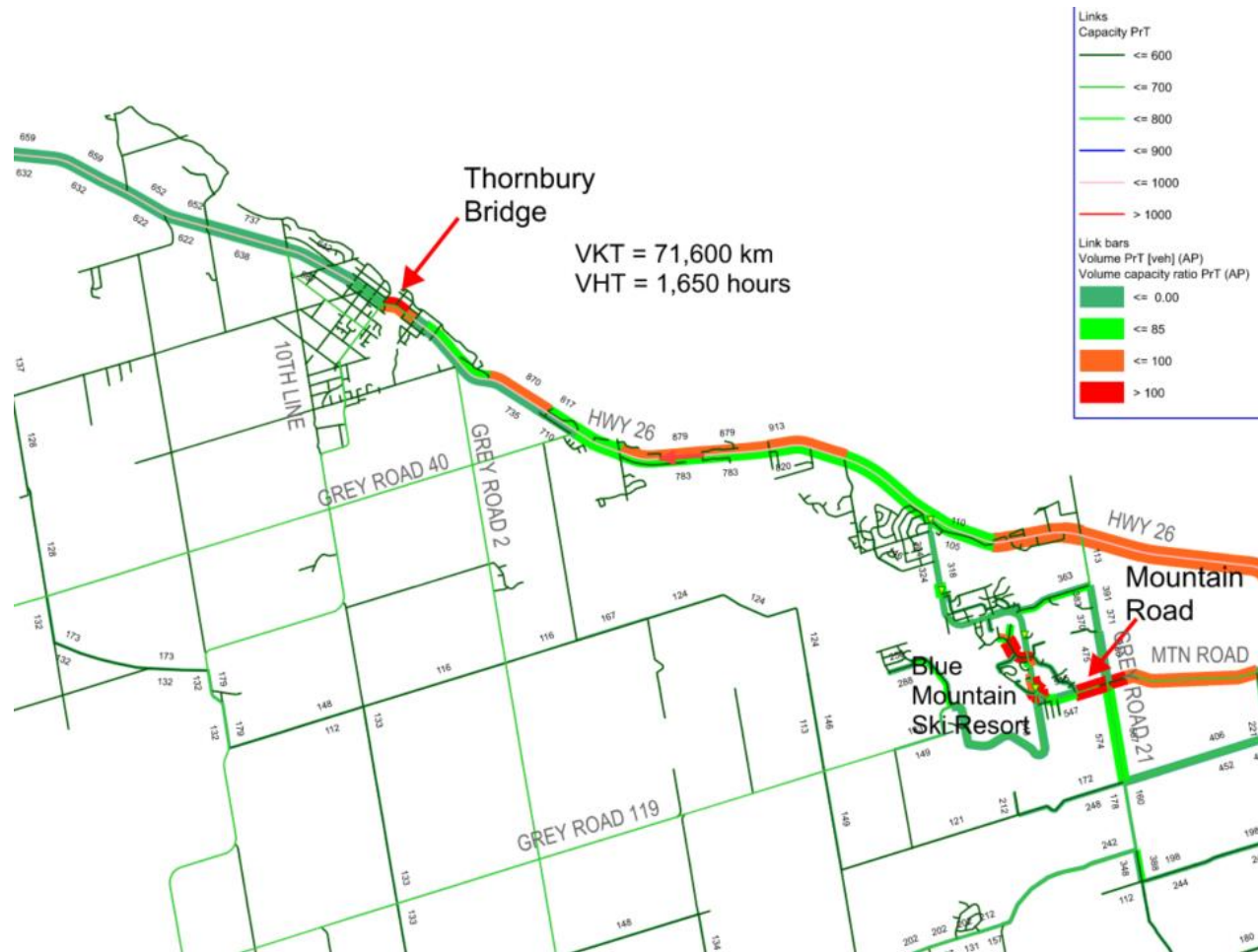
- By investing in active transportation and transit infrastructure, we can suppress the growth in vehicle trips
- If modal targets are met (orange line), we can reduce the growth in vehicle demand by 20% (equivalent to 2,600 vehicles per day)
- This is the equivalent of lowering the overall growth rate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

LOCATION: King Street – Thornbury Bridge



Travel Demand Model – Existing Conditions (Winter Saturday 2019)

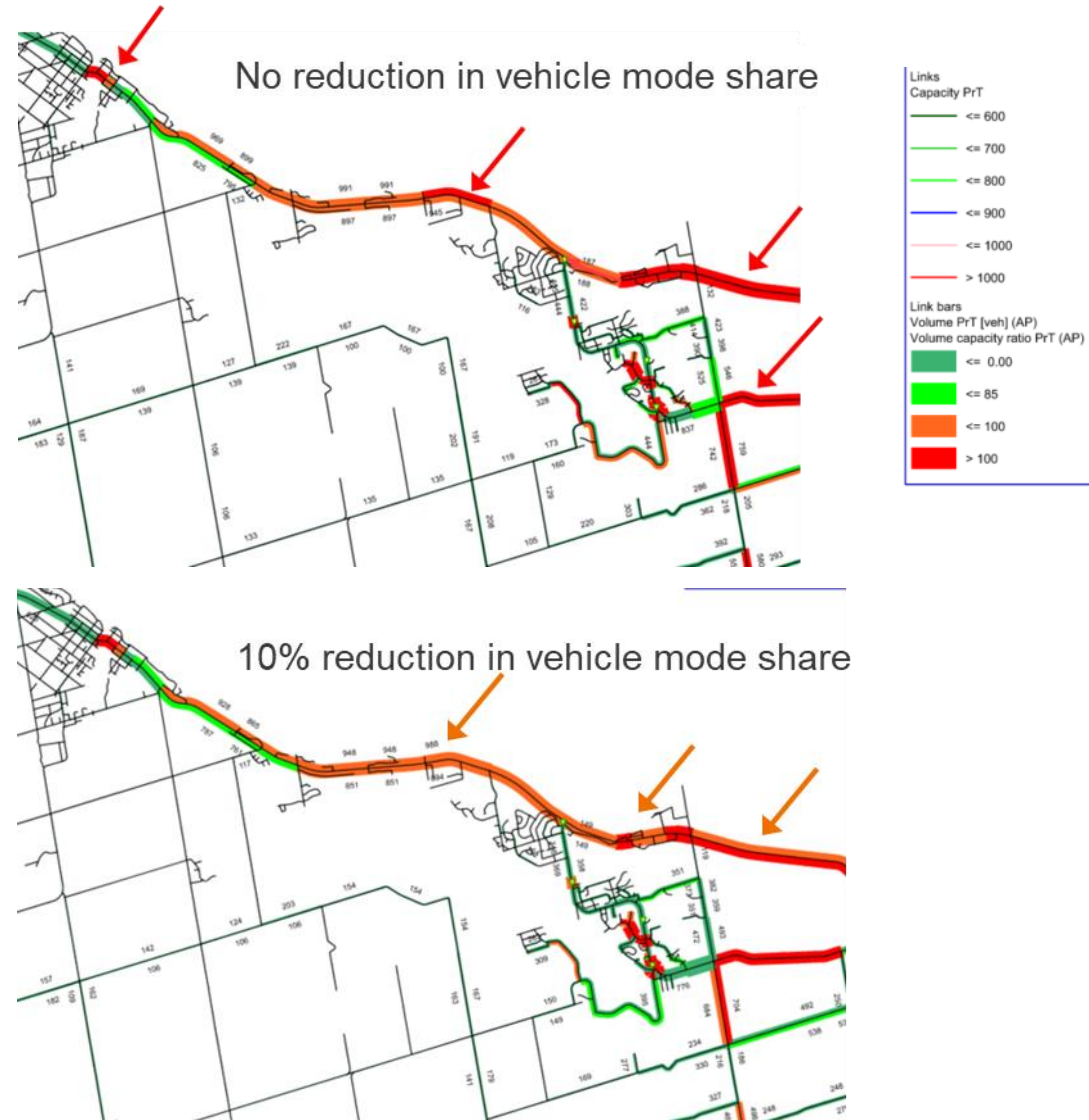
- This represents the peak network demand for Blue Mountain Ski Resort (a summer Saturday is being developed)
- Red indicates that road is at (or over) capacity
- Congestion points:
 - Mountain Road
 - Internal Resort Roads
 - Thornbury Bridge
- VKT/VHT are model outputs. Vehicle kilometers travelled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



Travel Demand Model – Future Conditions (Winter Saturday 2032)



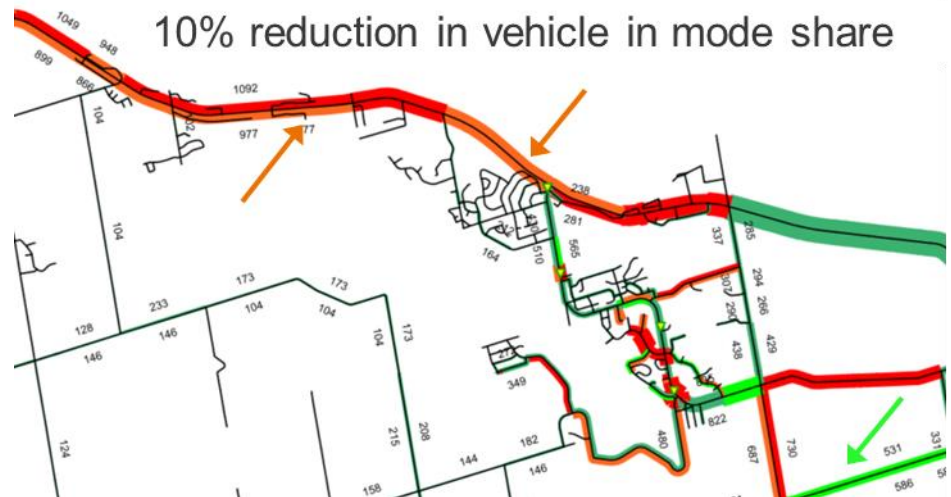
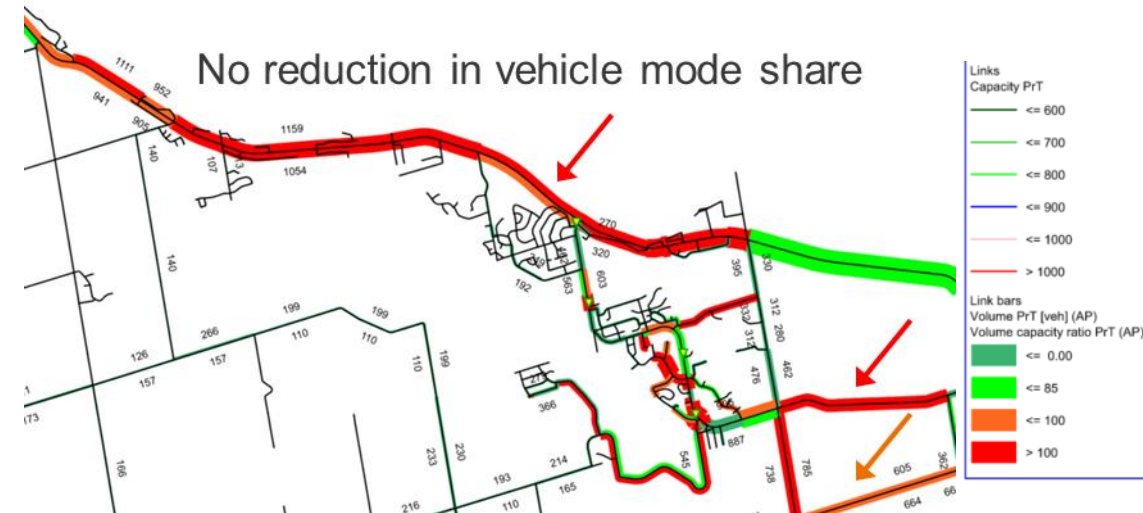
- This represents the peak network demand for Blue Mountain Ski Resort in 2032 (a summer Saturday is being developed)
- Red indicates that road is at (or over) capacity
- Congestion points (shown with red arrow)
 - Mountain Road
 - Hwy 26 near GR21
 - Grey Rd 21
 - Thornbury Bridge
- With a 10% reduction 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](#)

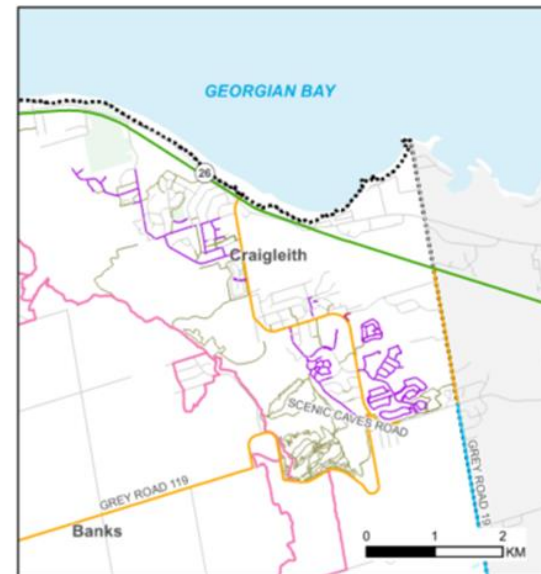
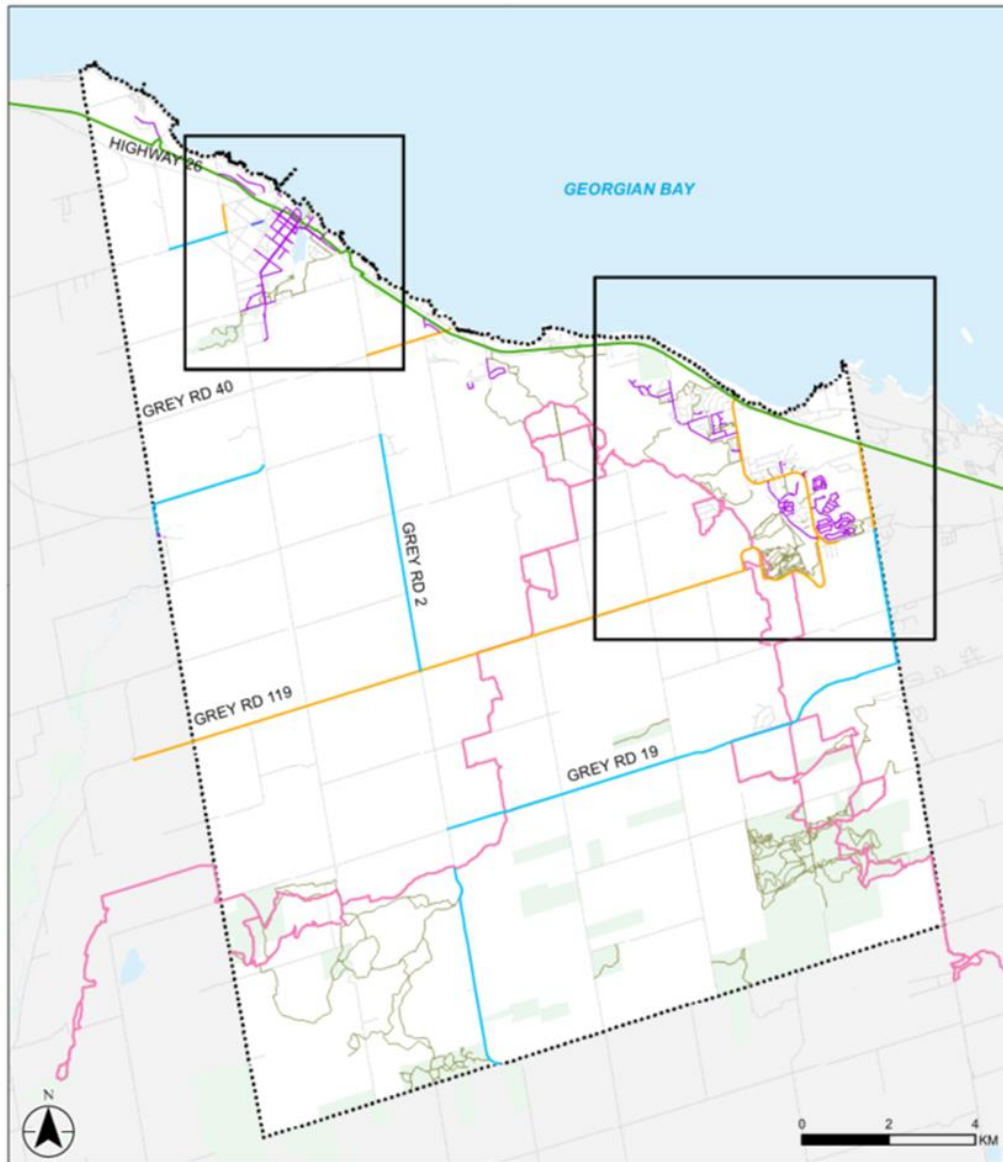
Tell us what you think about these Transit Recommendations:

[**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.



Who are we designing for?

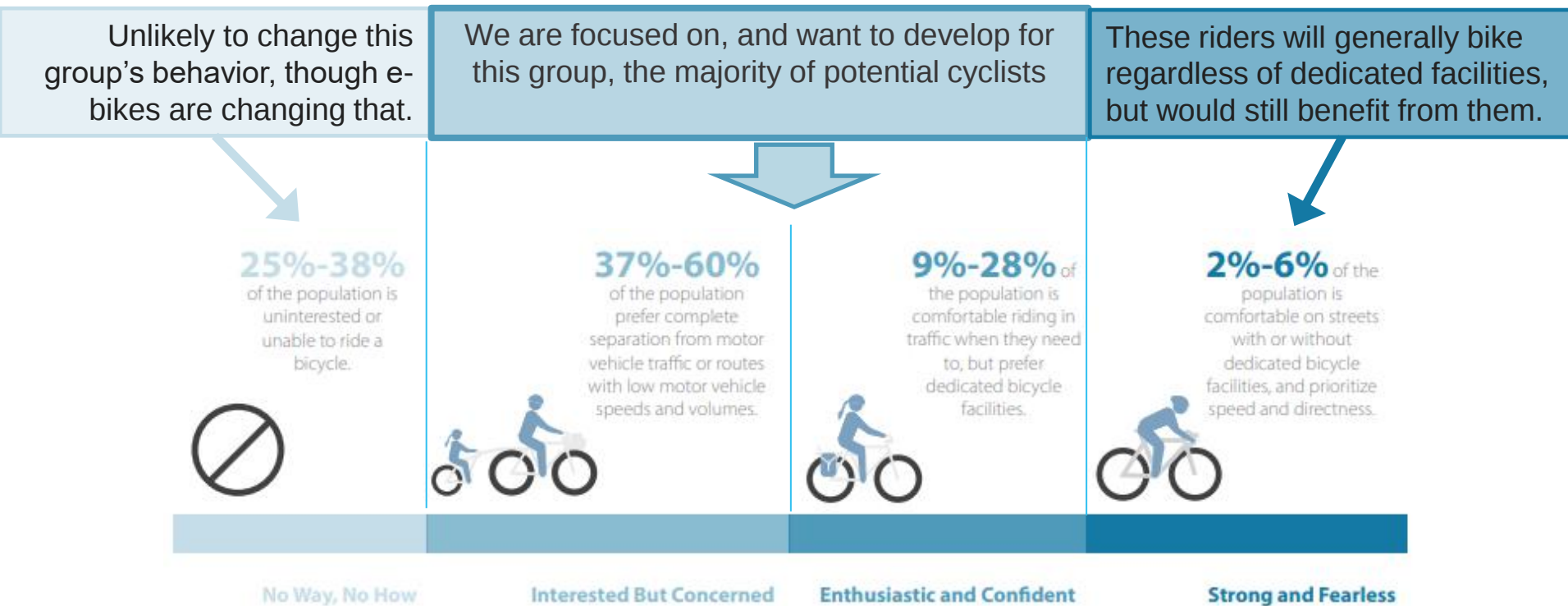


FIGURE B-4 // BICYCLE RIDER SPECTRUM

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.

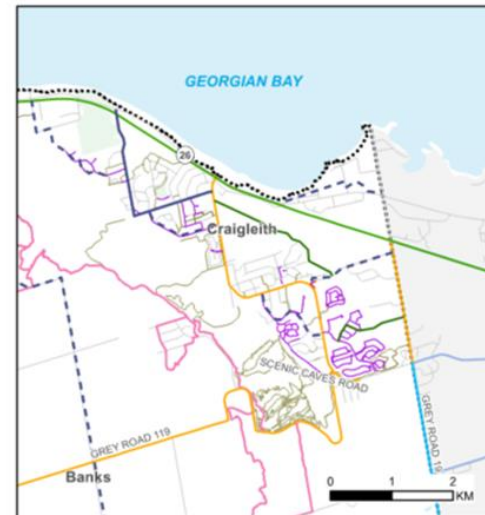
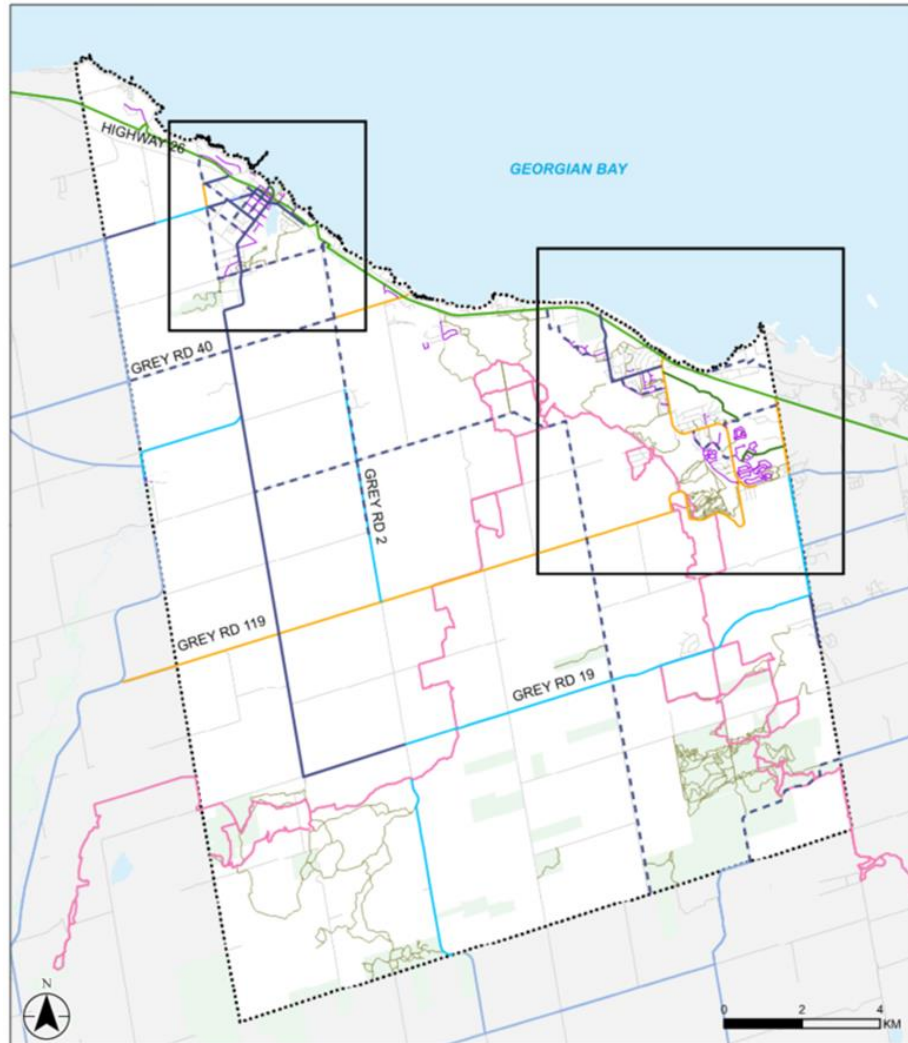
Candidate routes were selected based on the following criteria:

- 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

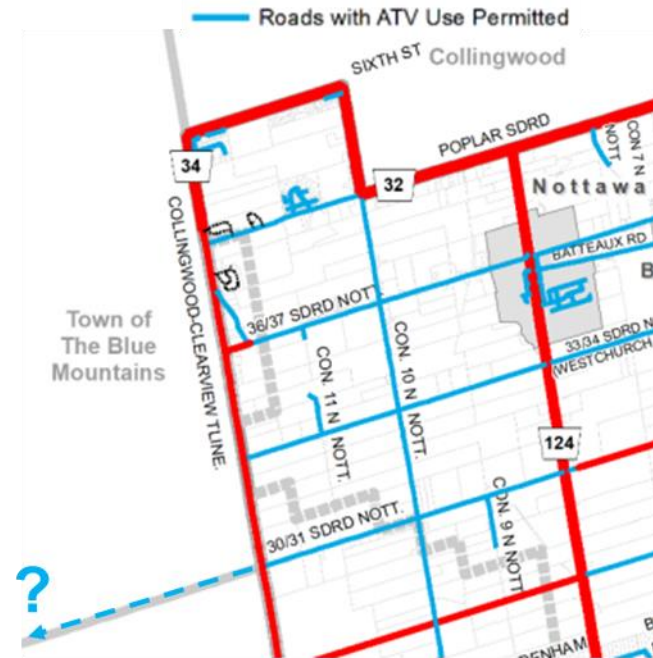
[Share Your Feedback: Question #3](#)

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 \(608x304\) \(njbwc.org\)](#)

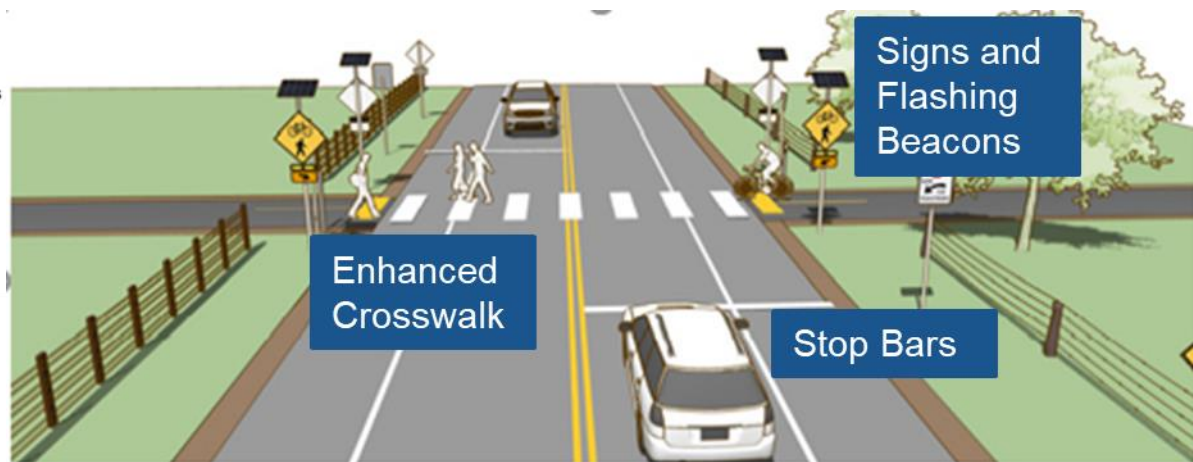
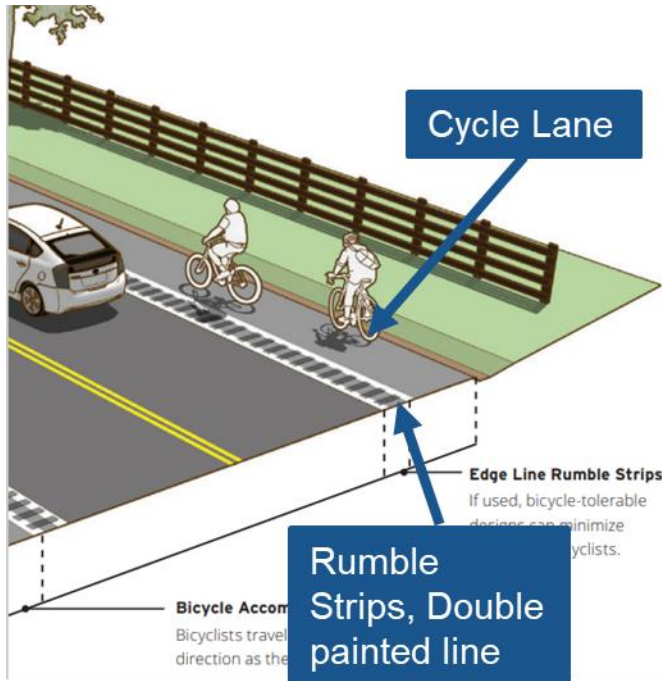
- Consider all users (pedestrians, cyclists, transit, vehicles)
- Dedicated bicycle facilities on busier roads
- Accessible design (wheelchair users)
- Street trees
- Safety! (geometric design that slows traffic)

Dedicated Bicycle Facilities



Complete Streets Principles

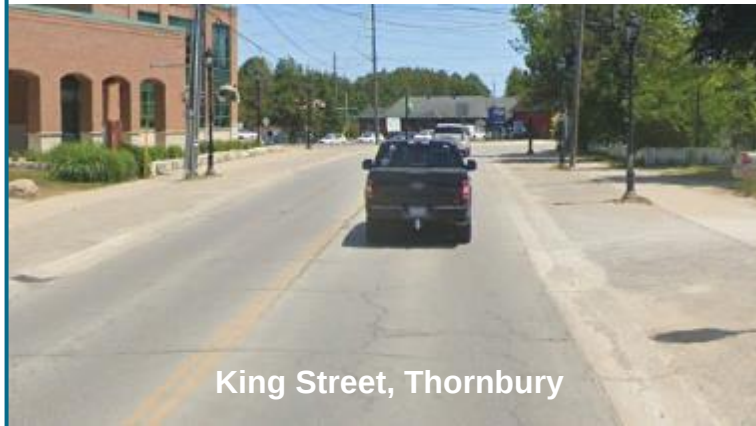
Rural Context



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



Provincial Highway (Urban Area)



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

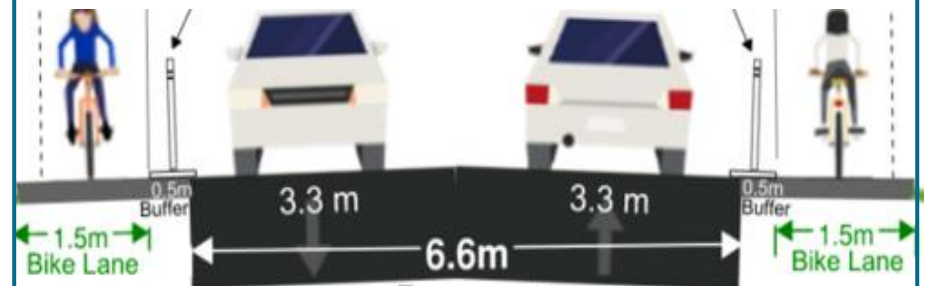


- Corridor upgrade of Arthur/King Street has been identified as a Town need
- Large hardscaped boulevard space is a good opportunity for raised bike path
- Existing curb could remain
- Highway 26 alternate route will support the desired multi-modal function of this corridor

Country Road (Rural Area)



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



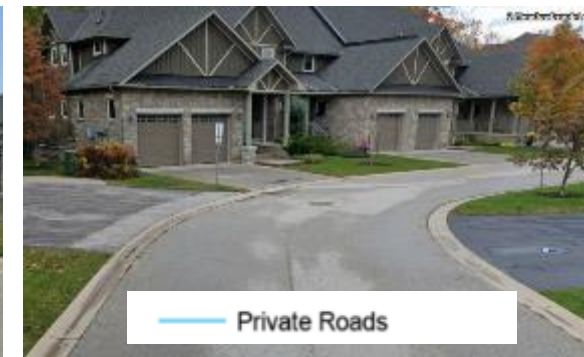
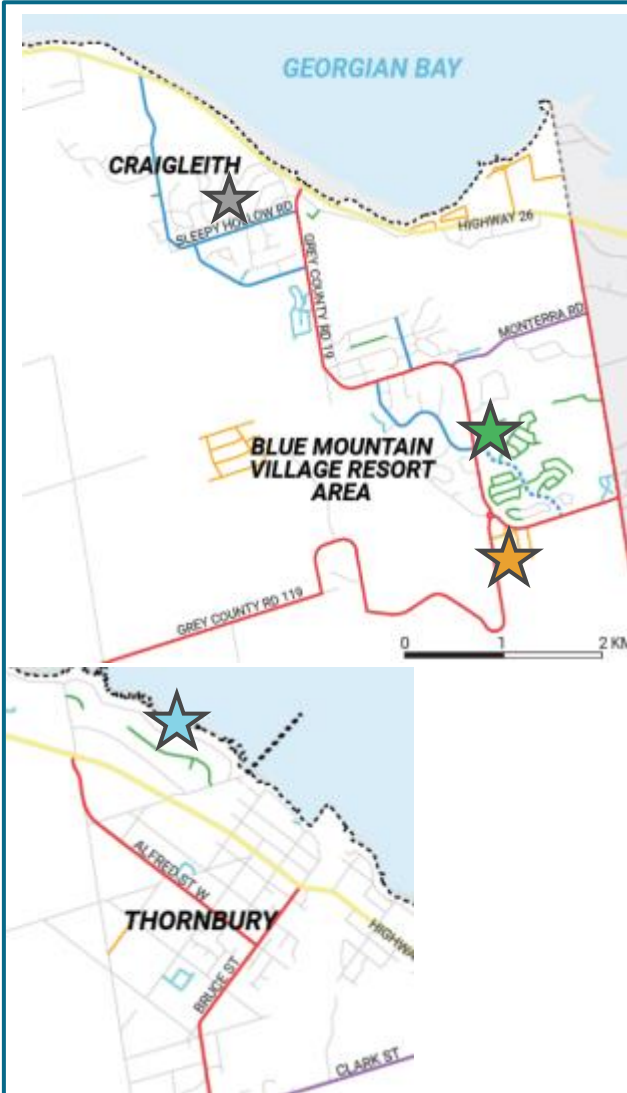
County Road (Urban Area)



- ✓ 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
Highway	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)
County Road	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)
Major Collector	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)
Minor Collector	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)
Local (Urban)	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)
Local (Rural)	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
Highway	Higher speed, higher volume. Regional transit. Goods movement.	70 km/hr or higher	Urban: 50 km/hr Rural: max 80 km/hr
County Road	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
Major Collector	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	Urban: 50 km/hr Rural: 60 km/hr
Minor Collector	Low speed, low volume. Cyclists	40-50 km/hr	40 km/hr
Local (Urban)	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians on sidewalks.	40-50 km/hr	30 km/hr
Local (Rural)	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



43 Bruce Street (looking north), Google Streetview

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



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 – July 16, 2021)

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

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

Online Public Information Centre 3
(August 2022)

Notice of Study Completion
(September 2022)

Thank you For Participating!

Please share your thoughts and ideas!



Email the study team: tmp@thebluemountains.ca



Complete the [Comment Form](#)



Contact a member of the study team:

Adam Fraser
TMP Project Coordinator,
Town of The Blue Mountains
Phone: 705-351-2630
Email: [tmp@thebluemountains.ca](mailto:ttmp@thebluemountains.ca)

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

Please provide your feedback by May 6, 2022