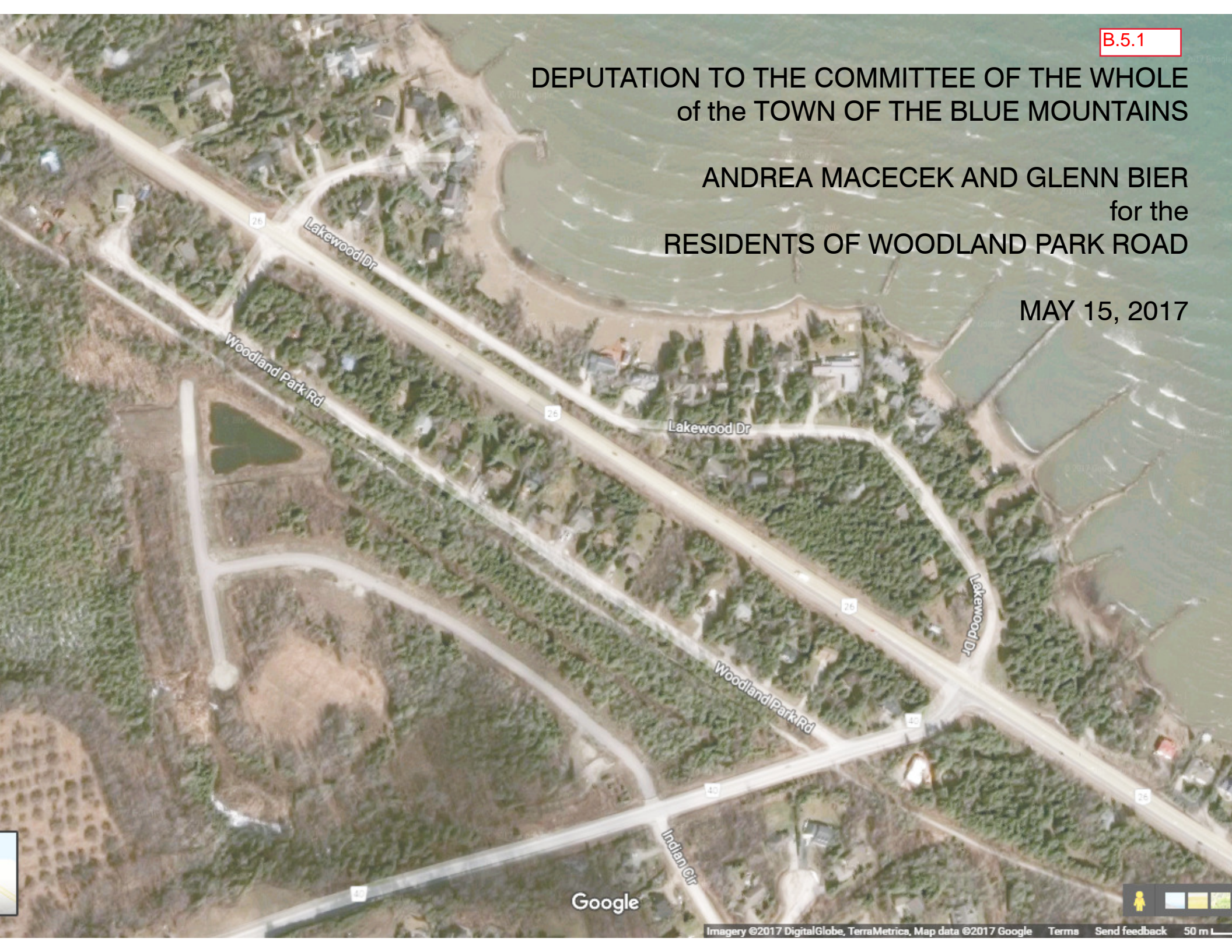


DEPUTATION TO THE COMMITTEE OF THE WHOLE
of the TOWN OF THE BLUE MOUNTAINS

ANDREA MACECEK AND GLENN BIER
for the
RESIDENTS OF WOODLAND PARK ROAD

MAY 15, 2017



Woodland Park Road residents and the Board of Directors of
the Shore Acres Property Owners' Association

UNANIMOUSLY OPPOSE

the proposal to close intersections at
Highway 26/Lakewood Drive/Woodland Park Road
and Grey Road 40/Woodland Park Road
for reasons of:

SAFETY

- two new crossings on the Georgian Trail create two new hazards for Trail users
- statistics indicate that the level of the problem at the intersections slated for closure is minimal
- proposed short term improvements do little to improve the safety at the critical intersection of Highway 26 and Grey Road 40

COST

- The proposed work is a needless expenditure of taxpayer dollars and has been selected in the absence of any cost analysis

LAND ACQUISITION

+

DESIGN and ENGINEERING

+

PERMITS

=

+

CONSTRUCTION

+

MAINTENANCE



Capital costs associated with the closure of two existing intersections, construction of two new roads, and turnaround facilities have not been addressed in the Environmental Assessment.

SUMMARY OF 'PREFERRED ALTERNATIVE' for SHORT TERM IMPROVEMENTS



- Close Highway 26/Lakewood Drive/Woodland Park Road
- Close Grey Road 40/Woodland Park Road
- Extend existing right turn taper to right turn lane at Highway 26/Grey Road 40

Issue: Historical collision rate along Highway 26 corridor is above provincial average

However, the intersections slated for closure have lower or no collision rates than the critical intersection of Highway 26 and Grey Road 40.

Table 3.1 – Collision Analysis For Highway 26 – Grey Road 40 to Grey Road 2

Intersection or Corridor Segment*	Time Period	Average Number of Collisions Per Year	Collision Rate**	Average Provincial Collision Rate For King's Highways
Grey Road 40 to Grey Road 2	1996 to 2005	8.8	1.08	0.61
	2006 to 2010	7.4	0.86	0.70
				3.1x higher
				2.1x higher
				1.4x higher
				0.6x LOWER
Lakeshore Road	1996 to 2005	1.3	1.00	
	2006 to 2010	1.4	0.93	
Grey Road 2	1996 to 2005	2.0	1.94	
	2006 to 2010	2.0	1.33	

* Section includes 250 metres on either side of the intersection or either side of the corridor segment.

** Collision rate = number of collisions per million vehicle km travelled.

Note: No collision data provided for Grey Road 40/Woodland Park Road intersection

Issue: Access management and operational issues for Highway 26

The closure of the intersection of Highway 26/Lakewood Drive/Woodland Park Road is proposed in order to achieve a desirable offset spacing between intersections, however:



“The desirable offset spacing criteria will apply to requests for new access connections or a change in use or upgrade of an existing access connection.

The desirable offset spacing criteria are not to be applied retroactively on a stand-alone basis. Existing access connections that do not meet the desirable offset spacing criteria will be permitted to remain for their existing use.

However, MTO will use its best efforts to achieve the desirable offset spacing criteria as abutting lands are developed and re-developed, or as MTO undertakes highway improvements by way of MTO Work Projects.”

p. 60, *Highway Access Management Guideline*; Ontario Ministry of Transportation, December 2013

“It should be noted that the Class Environmental Assessment Study, Rehabilitation of Highway 26 from Thornbury to Collingwood (MMM Group, July 2014) **does not include any closures of existing intersections along the Highway 26 corridor in this area.**”

p. 15, *Traffic Analysis Report*; Highway 26 / Grey Road 40 Intersection Improvements Municipal Class Environmental Assessment, RJ Burnside and Associates; October 2015

Issue: Sightline deficiency at Grey Road 40/Woodland Park Road

The closure of the intersection of Grey Road 40 and Woodland Park Road is proposed to address a sightline deficiency, however:

“the sight distance available is sufficient to allow for vehicles on Grey Road 40 to come to a stop to avoid a collision with vehicles turning out of Woodland Park Road,”

p. 14, *Traffic Analysis Report*; Highway 26 / Grey Road 40 Intersection Improvements Municipal Class Environmental Assessment, RJ Burnside and Associates; October 2015



CAR TURNING LEFT FROM WESTBOUND HIGHWAY 26

CAR APPROACHING SOUTHBOUND ON GREY 40

EXISTING SIGNAGE - DEEMED 'TOLERABLE'

POTENTIAL SIGNAGE IMPROVEMENTS - PLACEMENT ON GREY 40 AND HIGHWAY 26

OUR issue: The ‘Preferred Alternative’ transfers risk from the highway to cyclists, skiers and pedestrians of all ages on the Georgian Trail and requires unnecessary roadwork at an expense to TBM ratepayers, when a reasonable alternative exists:
leaving Woodland Park Road as it is and has been for nearly 45 years.

“Staff feel that although **a crossing of the Georgian Trail is not ordinarily the first choice**, in this situation it is the best solution of the options available to facilitate the improvement of the subject property. To deny the application **or require significant road works was considered too onerous when a reasonable alternative existed.**”

Staff Report: TBM Infrastructure and Public Works April 4, 2016

SUBJECT: Georgian Trail Crossing to Access Property over Lots 45 & 46 Northwest of Arthur Street



Why I'm here today: the Georgian Trail is a local treasure to be protected for all





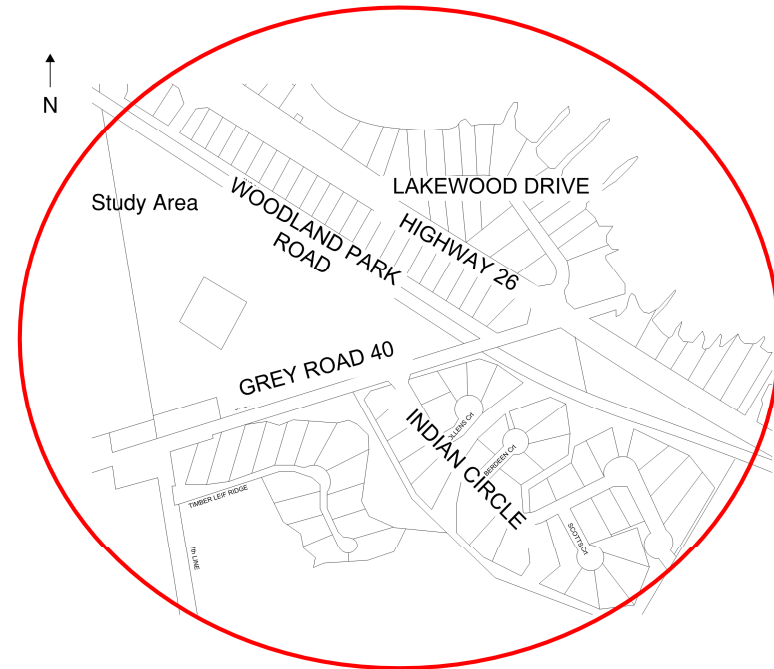
**Notice of Study Completion
 Highway 26/Grey Road 40 Intersection Improvements
 Municipal Class Environmental Assessment Study**

The Study

The Town of The Blue Mountains, in partnership with the Ministry of Transportation and Grey County ("road authorities"), has completed a Municipal Class Environmental Assessment (EA) that considered improvements to the transportation network in the area of Highway 26 and Grey Road 40 to meet projected increases in traffic volume and address traffic congestion and safety concerns related to access to Highway 26.

Based on the evaluation of the alternatives and the comments received from stakeholders, a combination of alternatives is preferred over the short and long term. Over the short term, the preferred alternatives are the **Realignment or Closure of Intersections**, including Wood and Park Road and Lakewood Drive at their intersection with Highway 26 and Wood and Park Road at its intersection with Grey Road 40, and **Additional Turning Lanes**, including an eastbound right-turn lane on Highway 26 at Grey Road 40. New road connections are to be provided between Georgian Glen Subdivision and Wood and Park Road.

Over the long term, the addition of **Signalized Control** is a preferred alternative at the intersection of Highway 26 at Grey Road 40 at Lakewood Drive (contingent upon traffic volumes), including a Northbound Right Turn Lane. The approximate Study Area for this project is shown on the Map.



“One important objective of a good public involvement process is the extent to which the process builds consensus on the path to decision. In exchange for participation in a fair and open process, stakeholders often are willing to support the outcome of the process even if their preferred alternative is not selected. This result, sometimes known as “informed consent,” is the desired outcome on highly controversial projects. It allows that the project to move forward even though all stakeholder desires are not accommodated. Involving stakeholders without informing them is not prudent.

In addition, a good public involvement process must have as an objective the incorporation of citizen input into the decision process. A “black box” that has public involvement inputs but no clear effect on the outputs is not a successful public involvement program. The decision-making process must be open and clear and must reflect citizen input.

The vision for the public participation plan is that the public will be provided thorough information on the project development in a convenient and timely manner.”

p.1, Town of The Blue Mountains Comprehensive Transportation Strategic Plan, Public Consultation Plan, EarthTech, AECOM and C.C. Tatham Associates; April 2008 and March 2010.

YET:

SUMMARY OF STAKEHOLDER COMMENTS IN HWY26/GR40 EA PROJECT FILE			
OPTION	(34) CITIZEN COMMENTS FILED		PREFERRED ALTERNATIVE
	SUPPORTED	OPPOSED	
1. DO NOTHING	3	1	
2. SIGNALIZED CONTROL	5	5	LONG TERM
3. ADD'L TURNING LANES	4	2	
4. ADD'L THROUGH LANES	1	2	
5A. CLOSURE AT 26/LAKEWOOD/WOODLAND PARK	8	3	
5B. CLOSURE AT GREY 40/WOODLAND PARK	0	10	
5C. BOTH CLOSURES 5A and 5B	0	14	SHORT TERM
6. ROUNDABOUT	5	5	

