

Town of The Blue Mountains Transportation Master Plan - Comments and Responses Table

Comment Date	Comment	Response Date	Responder	Response
4/19/2021	We live in The Cottages in Lora Bay. I have been speaking to several residents, both in The Cottages and on Sunset Blvd., and there seems to be a consensus that the speed limit on Sunset should be reduced. The main area of concern is from the roundabout to 39th Sideroad. Can you tell me: - Is the Town already considering a reduction in the speed limit on Sunset Blvd? If so, to what limit? - When was the last traffic study done on Sunset Blvd? - Is one scheduled in the future? - What is needed from residents for the Town to reduce the speed limit? With summer approaching, increased traffic as a result of people moving into homes in Phase 4 (and next year, Phase 5) of The Cottages, as well as the new development along Westridge, some of us are fearful that accidents will occur, causing bodily harm and property damage. A lower speed limit should mitigate accidents and potential injury. Please let me know the answers to my questions above so that I can discuss with others who are concerned. Thank you.	4/20/2021	Adam Fraser	Thank you for sharing your concerns with the Town of The Blue Mountains. We have recently initiated the development of a Transportation Mater Plan (TMP) which will provide a short, medium, and long-term strategy for transportation related needs and issues. There are a number of components to the TMP, including a comprehensive speed limit review, and there will be multiple opportunities for the public to engage with the Town as this project progresses. We have a project-dedicated website set up which offers the option to subscribe (bottom right of webpage) to receive notifications when materials and consultation opportunities are available: https://yourview.thebluemountains.ca/transportation-master-plan . It is premature to say what speed limit recommendations will come out of this project, but the process will look at appropriately balancing factors such as road function, design, and safety considerations.
Notice of Study Commencement				
5/18/2021	Phone Voicemail: I was hoping to have some consideration be given for having a crosswalk somewhere in Thornbury perhaps near the Circle-K/LCBO area so that children can cross from the park to the Circle K or over to the trail. There seems to be a lot of foot traffic there and then the only other crossing spot is all the way at the other end [Bruce St. and Arthur St. Intersection].	5/20/2021	Adam Fraser	Responded via phone. Written response: It was nice speaking with you yesterday. It looks like our Transportation Advisory Committee (TAC) meeting that was scheduled for today has been moved to next week to accommodate committee member attendance. The best way I can suggest you follow the committee agenda is to use this link: https://thebluemountains.ca/agendas-minutes-reports.cfm . TAC meetings have been occurring recently on the 3rd Thursday of each month, but may change depending on committee member availability. After meetings conclude, the video recording of the virtual meeting is made available as part of the meeting records which you can watch at your leisure, and written meeting minutes follow a bit later. Alternatively, you may request to be "in the audience"-virtually, or submit written material to go on the agenda, or register to speak via deputation. If this is of interest, I can provide further direction. As we discussed, the Transportation Master Plan is a great avenue for your ideas and concerns to come forward regarding transportation, and the potential for crossings and intersection solutions of Highway 26 is on our radar. I recall you said you have registered for notifications, which is great! https://yourview.thebluemountains.ca/transportation-master-plan
5/25/2021	Hi there Adam. I was referred to you by Travis over in the planning dept. I had a few questions about planning etc., but a couple questions I had related to the long-term transportation plan in TBM, and I wanted to get a sense of potential impacts to my property; I'm at 91 Duncan, with a frontage on 10th line. At any rate, would you be free for a quick call this week, perhaps in the AM, and I could pick your brain a bit?	5/27/2021	Adam Fraser	Responded via phone. It was explained that the Ministry of Transportation has identified an alternate route around Thornbury for future study in a 2015 Highway 26 needs study. That future study is expected to refine where an alternate route may be build when the need arises, though the TMP will explore alternate route considerations to help inform future studies, and the role that 10th line may play in the long term. Written Response: Thanks for your call yesterday – I hope it helped give you some more context for what the Town is looking at right now in terms of high-level transportation alternate route possibilities for Thornbury, and that our Transportation Master Plan (TMP) project should give us a clearer picture when it's scheduled to wrap up in 2022. The link to the TMP project page is here: https://yourview.thebluemountains.ca/transportation-master-plan
5/27/2021	As a resident of Blue Mountains (and owner since 1983), I read about, and have concerns about, a proposal to change all speed limits in The Town of the Blue Mountains to 40 kph. I just tried to read your Transportation Master Plan online, as I would like to know if there are plans to add a higher speed road. I was "invited to visit the study webpage (Transportation Master Plan Your View The Blue Mountains)", and when I clicked on the link, it brought me back to the same page. Please have a look for yourself. I think this is a glitch that needs correcting.	5/27/2021, 8/25/2021	Adam Fraser, Nevena Gazibara	Responded via phone. Written response: Apologies in the delay in responding to your comments Ms. Belman and thank you for your interest in the Town of The Blue Mountains Transportation Master Plan Study. The Town of The Blue Mountains is undertaking this Transportation Master Plan (TMP) study to develop a short, medium, and long-term strategy to address transportation related needs and opportunities, including recommendations for improvements to the transportation infrastructure network within the Town. These recommendations may include changes to speed limits on certain Town roads. The TMP is considering recommendations from other local, regional and provincial transportation plans, such as the Grey County Transportation Master Plan, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with the Town of Collingwood, the Ministry of Transportation (MTO) and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities, counties, MTO and other agencies has been established to help inform and guide the development of the TMP. Please don't hesitate to contact us if you have any further questions or comments.
6/5/2021	Thanks for your comments over the phone and for the links in your email. I looked at the reference for the Highway 26 speed limit issue but am unsure of where to send my comments so I have put them in this email. I also wonder if improvements to the Highway 26 / Bruce Street bottleneck in Thornbury are being considered and added this topic at the end. I think there was some overlap but I will repeat them for the record: The changes made last year on Highway 26 from Delphi Point to Craigeleith appeared to be done in haste without adequate analysis of their implication and unintended consequences. 1) The Reduction to 50 kph was far too low for a largely open stretch of highway. As a frequent driver on this part of Highway 26 during the period in question, I was frequently put at risk by drivers who were driving at high speeds and passing me dangerously. While I understand the concerns adjacent to Northwinds Beach and to a lesser extent around Craigeleith Park, the extension of the speed changes to the west of Hidden Lake Road seemed to be unnecessary. In addition, to ensure safer crossing of 26, pedestrians should use the existing nearby traffic lights at the Craigeleith Depot. 2) There would be far less disruption to traffic if speed restrictions were only in force during the day and only in the summer. The reduced speeds should not be set 24/7 and could be controlled when required just as they are for school zones. I am hopeful that any restrictions will be much more appropriate while reducing the perceived risks. Is there any plan to mitigate the effects of the bottleneck at the Thornbury traffic light? A solution would be to remove or alter the poorly placed building on the Northeast corner. A more practical approach would be to re-align the lanes so that the westbound traffic had 2 proper lanes, one of which would be a widening and lengthening of the Left turn lane so that westbound through traffic could proceed and not be stopped by the left-turners. My 3rd possible suggestion would be to remove the sidewalk or conceivably narrow it.	6/7/2021	Adam Fraser	Thank you for your email. My apologies, I gave you a number of resources but forgot an important one for your Highway 26 comments. I will forward them to the appropriate contact at the Ministry of Transportation in a separate email. As an update from our past communication: it looks like the report to revisit the Ministry of Transportation's plans for Highway 26 speed limits will no longer be on the June 15 Committee of the Whole agenda, but we are still hopeful that an update for the public will come soon. The intersection of Bruce St. and Arthur St. is most definitely constrained by the abutting buildings which limit the ability to add intersection capacity as you described. It is not clear yet what sort of solution will be pursued, but the Transportation Master Plan (TMP) is intended to provide us a strategy to better manage our traffic circumstances. May I include your intersection comments in the TMP? There will be many more opportunities for further input with this project as well, and subscribing to the website is the best way to stay informed.
6/7/2021	Please feel free to pass on my comment on Thornbury traffic light intersection.	N/A	N/A	No response required.
6/29/2021	I'm just wondering how the meeting went and whether we could expect something rather soonish for an alternative crossing on Hwy26 near the Lcbo. I see this as pretty dire with people trying to cross there all the time - it's becoming unsafe.	6/30/2021	Adam Fraser	Responded via phone. Communicated that the TMP will guide how potential transportation infrastructure is implemented, and that it is unlikely for potential new crossing to be implemented in advance of completing the TMP. It was also communicated that the Ministry of Transportation must also be part of decision-making for the Connecting Link portion of Highway 26 through Thornbury.
Notice of Online Public Information Centre 1				
7/13/2021	Shawn, Just wanted to thank you for your very helpful input during the meeting yesterday about the Beaver St. closure. Recognizing that the meeting was ostensibly about the small section of Beaver St. outside Foodland, it was clear that residents have identified that the closure of Beaver can't be addressed in a vacuum because of the secondary effects on traffic volume and speed that would result on surrounding roads. Several people mentioned speed signs, speed humps, etc. as a way to control speed. None of these initiatives will make a difference if speed violations aren't enforced. Many of us who live in this area (many = at least 7 I'm aware of) have noted that repeated calls to the local OPP about speeders fall on deaf ears. Several have been told to write down license plate numbers - this is not the responsibility of resident taxpayers. It's the responsibility of the police. In my various calls to the OPP, I've been told to identify the vehicles, call my local council member, write a letter to the mayor, and be sympathetic that the OPP doesn't have enough funding to add officers. In the last 5 years, I have not seen any speed control activity by the OPP ... and I work from home. I face Beaver St. and I'm here all the time. My point is that the Town pays the OPP for services, and speed control on the residential streets of Thornbury is not being provided. If this is part of the contract with the OPP, then the Town needs to insist on them providing the service. If it's not, then either the contract should be revised or the town should implement its own speed control program. Thank you for letting me rant about this. I am currently debating selling my home and moving away from Thornbury, and one of the primary reasons is the speeding traffic that flows down Beaver St. Alison Carey	7/22/2021	Adam Fraser	I am following up on Shawn Carey's mention of the Town's TMP project. There is a dedicated project web page here: https://yourview.thebluemountains.ca/transportation-master-plan . The TMP project team has recently conducted a public survey and also just announced our first virtual Public Information Centre (attached Notice) which is the project's next major public consultation activity. We are generally in an 'information gathering' stage of the project to understand the Town's current situation before considering ways to address transportation challenges and opportunities in future stages. As Shawn mentioned, a comprehensive speed limit review is part of this project so if you have any input on that matter or other transportation-related topics, you are invited to contact me and/or stay connected with the project's public consultation activities via our project website. Again, please contact me if you have questions or comments related to this project.

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7/17/2021	<p>With many things on my plate, I only completed the survey yesterday and intended to go back and do the interactive tool. It was really easy and fun when i did the Simcoe survey, so I was looking forward to it. However, I see it has closed at the same deadline as the survey so i missed my opportunity. I would like to provide you with my comments if you can include them some how.</p> <p>1) Grey Rd 19 and Hwy 26</p> <ul style="list-style-type: none"> winter conditions along that stretch are dangerous for wave uprush in bad storms, blowing off the bay and freezing road conditions. Truck and car traffic have different stopping requirements and can have near collisions summer conditions are dangerous as there are currently numerous residents crossing Hwy 26 between Hope St and the provincial park for various reasons including but not limited to access to services, to the trail, to the Depot, to the Beach, to drop in kayaks, dog walking on Lakeshore, access to community mailboxes not on same side as residence, etc. Speed reduction has helped but speeders still pass on single solid yellow line Left run lane from 26 onto 19 can be backed up without advance green <p>2) Grey Rd 21 and Hwy 26</p> <ul style="list-style-type: none"> NB 21 onto 26 is a very strange angle; dangerous for WB 26 traffic turning south on 21 and tough angle to ensure safe merge/turn onto WB 26 traffic from Long Point straight or turning has different alignment which is hard to determine priority future alignment of roads with Aquavil plans are very confusing and seem unsafe <p>3) Sleepy Hollow and Grey Rd 19</p> <ul style="list-style-type: none"> Cars from Sleepy Hollow onto Grey Rd 19 have insufficient time to see NB traffic coming over slope to the south; extremely dangerous in winter as slippery conditions <p>4) Light in Thornbury at 26</p> <ul style="list-style-type: none"> should have the intersection reviewed as extensive backups in normal times both directions need advanced green/turning green both directions should have two lanes WB ideally more grid/right angle intersection for pedestrian crossing <p>5) Georgian Trail</p> <ul style="list-style-type: none"> ideally the trail/road crossings should have cars stopping before trail crossing Bikes should have priority on smaller roads; maybe not at Grey Rd 40 no motorized vehicles should be allowed; does that include Ebikes? pelotons or groups of more than 4/5 (over the age of 16) should not be allowed speeds should not exceed a safe speed for pedestrians, dog walkers, children trail improvements (pea gravel and grading) including more frequent mowing and widening should help with usefulness continue grooming in winter as very successful and useful; many shoers, XC skiers and skate skiers Poison ivy on trail (and Town roads such as lakeshore) is becoming prolific and should be removed <p>6) Goldsmiths</p> <ul style="list-style-type: none"> I frequent this store and hate turning left from WB Hwy 26 can access be of Town road? Provide left turn or centre lane not just lane on EB side of 26 <p>7) Thornbury</p> <ul style="list-style-type: none"> many roads need shoulder and repaving work <p>8) Road Improvements</p> <ul style="list-style-type: none"> when road improvements are undertaken, all work should include paved shoulders for multiple uses.. <p>Thank you for considering my comments.</p>	7/19/2021	Nevena Gazibara	<p>Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan (TMP) study and for taking the time to provide your thoughtful comments and suggestions.</p> <p>All of your comments submitted via email will be reviewed and considered by the study team, and will be incorporated into the study in the same manner as comments submitted via the online mapping survey on the study website.</p> <p>Thank you again for your interest in this TMP study. We will continue to provide you with updates related to this important study. Please don't hesitate to contact us should you have any further comments, questions and/or concerns.</p>
7/20/2021	<p>I would like to emphasize in case it was not clear in my correspondence that I do want and think it is imperative that Hwy 26 be rerouted away from Collingwood, Craigeleith and Thornbury. These urban areas and beautiful and environmentally sensitive shore drives should not and can not handle high volumes or speedy autos and should not handle truck traffic. Re routing is critical to the long term health of the community</p>	N/A	N/A	No response required.
7/22/2021	<p>I would like to revisit the issue of the speed limit on Sunset Blvd as I haven't seen any review notification of public meetings and/or changes in speed limit. We live right across from 137 Sunset Blvd and this section of Sunset Blvd is a blind corner that is quite narrow (and more so since the last grading that was done earlier this month).</p> <p>The current speed limit on Sunset Blvd is set at 50 Km/h which is dangerously high for a narrow road with no sidewalk that is commonly used by people and children walking and cycling. You could argue that there is currently a sign under the 'Maximum 50 Km/h' that says "Watch for children ahead", but not only is this not respected, there is also no active monitoring / enforcement of the speed limit. We do have people that are mindful of their speed on the street but we also have a lot of people speeding and I need to point out that our worst offenders are construction workers/trucks.</p> <p>The biggest issue is happening during the summer months when more people are on vacation and walking to the beach or exercising on the street. As you probably know, we don't have a sidewalk and our street is quite narrow, forcing people to use the street. I noticed that the other blind corner on Sunset (across the Lora Bay Park) has a speed limit set at 15 Km/h and their road is paved which would allow for a shorter braking distance than on a gravel road.</p> <p>I would like to know what is the process to follow to get the speed limit to be revised for not only our blind corner but for the entire stretch on Sunset Blvd. We do see Max 50 Km/h on residential streets when there are sidewalks for people to move around in a safe manner but this is not the case here. I can only cringe when I see too little girls in their little pink battery operated car going through our corner with their moms behind; or when I see a young family with little kids unsteady on their little bikes going to the beach; or when I see this older person trying to get a bit of exercise walking with a cane using the driving section of the street to avoid the slant that was overly done last time they graded the road. I'm sure you get the picture....</p> <p>I have talked to several neighbours and we are all in agreement that the speed limit on Sunset Blvd is excessive. We also agree that speed monitoring is needed to change behaviour. I would appreciate it if you could let me know what is needed to get this issue looked at and if there is someone else that needs to be involved in addressing our concerns.</p>	7/23/2021	Adam Fraser	<p>Responded over the phone: Provided her some resources via email guiding her to our project website and consultation activities, let her know her comments would be included in project considerations, and that we have a speed limit review as part of the TMP, but we are not at a stage of presenting alternatives yet. Followed up with email response: It was nice speaking with you over the phone today.</p> <p>Here is the link to the Transportation Master Plan (TMP) website: https://yourview.thebluemountains.ca/transportation-master-plan</p> <p>On the right side of the website, there is an option to subscribe via email for project updates (generally about one per month). As noted over the phone, we are currently in a stage of identifying challenges and opportunities, and have not yet reached a point of proposing alternative solutions related to the comprehensive speed limit review that is being conducted within the TMP. We do have our first virtual Public Information Centre (PIC) starting July 29th on our project website, which is the next major public consultation activity – I hope you will have a chance to participate, keeping in mind this PIC is still quite high level relative to your concerns. I have forwarded your comments to our TMP consultants as well to capture them within the project considerations.</p> <p>By way of copy, I am connecting you to Jim McCannell, Manager of Roads & Drainage, who may have more information for you regarding your road resurfacing observations.</p>

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7/23/2021	<p>I live at 796375 Grey Road 19., opposite the Blue mt Inn. I understand that this is a county road. More and more residents are making their homes permanently here and there are many seasonal visitors. People walking or on bikes are competing with large construction trucks and extended pickups with trailers.</p> <p>There have been three fatalities and numerous accidents in the last two years attributed to speed and poor lighting. Starting at 6:45 each morning there are huge trucks racing to and for and traveling above speed limit. The volume of traffic is increasing and it won't be long before there is another serious accident. I think that speed meters should be installed as most traffic is going well over the 50kmh limit. Reducing the speed to 40kmh between Jozo Weider and Grey rd 19 and Grey Rd 19 and HWY 26 would be ideal.</p> <p>I think there should be a round-a-bout at county Rd 21 and Hwy 26 to divert the construction trucks and service trucks along County Rd 21 as opposed to coming along the stretch of 19 opposite the Blue Mt Inn. In addition to an evening rush hour, in the early evening there are numerous sports car that race up and motor cycles revving there engines</p> <p>There should in the interim be a weight limit on trucks using Grey Road 19 in the village.</p> <p>Better lighting should be installed at Heritage drive and Grey 19. As well as between Kandahar and Jozo Weider intersection.</p>	9/3/2021	Nevena Gazibara	<p>Thank you for your interest in the Town of The Blue Mountains Transportation Master Plan Study and for taking the time to provide your comments Ms. Liikson. The Town of The Blue Mountains (Town) has engaged Stantec Consulting Ltd. to undertake a Transportation Master Plan (TMP) study to prepare short, medium, and long-term strategies to address transportation related needs and issues.</p> <p>As part of the TMP, a safety review of collision data is being undertaken to identify areas where improvements may be required to help improve safety. Stantec Consulting is also reviewing traffic data and will provide recommendations for improvements to the existing transportation infrastructure network within the Town. These recommendations may include changes to speed limits on certain Town roads and speed and traffic calming measures for specific portions of the transportation network. Traffic calming measures considered may include radar speed signs that measure and immediately display speed of vehicles. The TMP will also review existing transportation infrastructure needs for pedestrians and cyclists and will provide recommendations for potential improvements to the active transportation network within the Town.</p> <p>The TMP is considering recommendations from other local, regional and provincial transportation plans, such as the Grey County Transportation Master Plan, and will consider the impacts to travel to and from adjacent municipalities on the Town's transportation network. Although the recommendations for improvements are limited to transportation infrastructure under the Town's jurisdiction, the Town is working closely with Grey County and other municipal partners to identify local transportation needs and opportunities. A Technical Advisory Group (TAG) with representatives from adjacent municipalities, counties, the Ministry of Transportation and other agencies has been established to help inform and guide the development of the TMP.</p> <p>With respect to your comment regarding a potential roundabout at County Road 21 and Highway 26, the Highway 26 corridor has been identified as a challenge for the Town given the lack of alternative east-west travel corridors and growing travel demands. It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.</p> <p>Your comments with respect to lighting on Heritage Drive and Grey Road 19 and on Grey Road 19 between Kandahar and the Jozo Weider intersection have been forwarded to Pat Hoy, Director of Transportation Services with Grey County. Receiving community input is critical to the success of this project. A dedicated webpage has been established on The Town's website offering project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project: https://yourview.thebluemountains.ca/transportation-master-plan.</p>
7/29/2021	<p>Thank you for forwarding the TMP information website. I note that the presentation was silent on an alternate route which would take traffic off of Hwy 26. My understanding was that there is an over the mountain scenario being considered which would utilize an already existing cleared Hydro right-of-way and/or a combination of Poplar Side Road, CR 2 and CR 13 as alternatives to Hwy 26 in order to re-route traffic and especially encourage truck traffic off of Hwy 26 from south/east of Collingwood to north/west of Thornbury and Meaford in order to preserve and calm traffic along the lakeshore. There was no mention of this alternative in the presentation. Was that by design?</p> <p>In the meantime, why was the speed limit increased back to 80 km/h through the stretch between Craigeith & Blue Mountain Beach after it was reduced last summer? The 80 km/h speed limit from North Winds beach to Peasemarsch is treacherous, especially for pedestrians & cyclists attempting to cross the highway, not to mention the access & egress to and from all the driveways and side roads along that stretch. That speed limit should be immediately reduced to an enforced maximum of 60 km/h before someone is seriously hurt.</p>	8/3/2021	Adam Fraser	<p>Thank you for your email and interest in the TMP project. The Public Information Centre 1 presentation now available on the project website reflects the current phase of the study (Phase 1 of the Municipal Class EA Process), which is mainly information gathering and collecting input from the community to understand our challenges and opportunities related to transportation infrastructure within the Town. The Highway 26 corridor has been identified as a challenge the Town faces due to a lack of alternative east-west travel corridors and growing travel demands.</p> <p>It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate.</p> <p>There is more information regarding the various alternate route options that have been identified and recommended for further studies in the MTO report released in 2015 (attached). The alternative nearest your description is Alternative 4-2 described on page 111, but I would encourage you to read the rest of the report for better context.</p> <p>For more information on the recent regulatory speed limit changes that MTO undertook for Highway 26, we have this Q&A provided by MTO HERE and a reference map HERE.</p>
8/3/2021	<p>Thank you for providing the attached MTO Study (the "Study"). My property is on Lakewood Drive. The recommended alternative shown in Figure 60 of the Study suggests the widening Hwy 26 from 2 lanes to 4-5 lanes exactly where my property is. As you may know, Lakewood Drive is a crescent, with entrances to and from Hwy 26 approximately 500 meters apart. In the plan shown at Figure 60 of the Study, it appears that the two entrances to Lakewood perpendicular to Hwy 26 could remain and become dead ends at the water but the portion of Lakewood, including my property, which run parallel to Hwy 26 would presumably need to be expropriated. Alternatively, the properties on the opposite side of Hwy 26 along Woodland Park Road would need to be expropriated.</p> <p>Obviously this is of considerable concern to me and I presume to my immediate neighbours along both Lakewood as well as my neighbours on Woodland Park who have deeded access to our community beach, on Lakewood, which would also need to be expropriated according to this plan unless their properties, those along Woodland Park, were the ones to be expropriated as the alternative.</p> <p>This Study was published in 2015. Is the recommendation directly affecting us the recommended alternative? Please advise.</p>	8/4/2021	Adam Fraser	<p>Town staff have not been informed of or had involvement in any further studies stemming from MTO's 2015 Study recommendations.</p> <p>An FAQ is provided on the Town's website that speaks to the concerns you have raised: https://www.thebluemountains.ca/highway-26-widening.cfm Town staff are working to update this page to reflect recent changes such as speed limits on Highway 26 in the Craigeith area, and some broken links, but the remaining content is still relevant.</p>
8/4/2021	<p>Dear Adam, Thank you for your response and for taking the time to call regarding our concerns. I have reviewed the PIC, which is very informative, and have submitted my comments there as well. We are a family of five living in Gibraltar. It is out of concern for our children that I am writing today - especially the safety of our youngest son Liam, who was born with Down Syndrome. I would like to bring to your attention that the speed limit in every direction from the intersection of 4th Line and 6th Sideroad is 50km/h - except West, where our home is located. Despite our best efforts as parents, Liam does not yet fully understand consequences of running out into the road. Slower traffic would provide our family with an extra layer of security, should our current interventions fail us one day. Currently there is no posted speed limit. It is not only Liam who would benefit from this change. Studies in other municipalities have shown just how effective lowered speed limits are in improving the outcomes for pedestrians in the event of a vehicle collision. Gibraltar is our home, but most drivers who travel our road are just passing through, and like to do so as quickly as possible. I would like to request that the town consider lowering the speed limit to 30km/h in Gibraltar in all directions from the intersection of 4th Line & 6th Sideroad. This would provide a very necessary calming effect for traffic entering the area. On several occasions I have witnessed drivers coming from the South breeze right through the intersection because they are travelling too quickly to react to the stop sign that is obscured by the hill just before the intersection. I would suspect that changing the sign would be significantly cheaper than regrading the tar and chip road. Additionally, dump trucks traveling to and from the gravel pit to the East are of an exceptional size, and as such they require the increased reaction time and shorter stopping distances that a 30km/h limit would provide. As a community, we don't have to accept even the slightest possibility of a single pedestrian or cyclist* casualty in Gibraltar, and this speed limit is a way to achieve that goal. As this town map indicates, the relative density of homes in highlighted area is more indicative of a residential zoning than rural. The speed limit should reflect this reality. I look forward to your timely and thoughtful response to my comments and request. Sincerely, Nicholas Clayton & Family* (the number of cyclists riding through town has increased substantially as well since the onset of the pandemic)</p>	8/10/2021	John Heseltine	<p>I am the Project Manager for the ongoing Blue Mountains Transportation Master Plan (TMP) being conducted by Stantec for the Town of the Blue Mountains. Adam Fraser with the Town of the Blue Mountains recently forwarded your request below for my attention. First, I would like to thank you for your interest in the TMP process and for bringing this issue to our attention. Part of our responsibility through the TMP process is to produce a Traffic Calming Policy for the Town. The intersection of 4th Line and 6th Sideroad that you have identified will be considered in that policy formulation process. The Traffic Calming Policy will provide the Town with a framework to review and select speed management areas and determine what strategies should be applied to address concerns of the type you have raised. Please continue to monitor the TMP process and share your views and concerns.</p>

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Comment Date	Comment	Response Date	Responder	Response
8/8/2021	When do you think you will have a proposal read? I live on Wensley drive and my property backs on to 26. Is there a plan to widen 26 at that point or will it remain 2 lanes?	8/10/2021	Adam Fraser	<p>Thank you for your interest in the Transportation Master Plan (TMP) study. Under the Process section on the main page of our website is a figure that shows the general timeline of our public consultation and study phases. Our goal is to bring a final TMP to Town Council for adoption in Summer 2022.</p> <p>https://yourview.thebluemountains.ca/admin/projects/transportation-master-plan</p> <p>It is important to note that Highway 26 is a Provincial corridor servicing a much broader area than just the Town of the Blue Mountains, and studies of Highway 26 are conducted by the Ministry of Transportation (MTO). As part of this TMP study, the Town is consulting with various levels of government, including Grey County and the MTO, and is taking the Highway 26 corridor into consideration. The final TMP may make recommendations regarding the role of Highway 26 in the Town, though the Town ultimately does not have the authority to implement changes on roads it does not own or operate. Further studies will be necessary by the MTO for the Town to have more certainty on future potential changes to Highway 26.</p> <p>An FAQ is provided on the Town's website that speaks to concerns regarding MTO activity with Highway 26: https://www.thebluemountains.ca/highway-26-widening.cfm</p> <p>Please contact me or the project team again if you have further comments or questions.</p>
8/11/2021	<p>Just a comment on the Transportation Master Plan on the Town's web site.</p> <p>Now that we know that greenhouse gasses from burning fossil fuels are a catastrophic threat to life as we know it, if we love this planet, our transportation plan needs to be developed through the lens of climate crisis.</p> <p>I was disappointed that the Overview of the Master Plan did not contain even a mention of the environmental impact of our transportation decisions on the environment. "The Transportation Master Plan will explore options of providing a safer, more efficient, resilient, and reliable transportation system in the Town. This document will develop a vision, define actions and policies, and provide a financial strategy to address the short, medium, and long-term transportation needs of the community."</p> <p>I hope that going forward you and your team can address this shortcoming in the Transportation Master Plan.</p>	8/16/2021	John Heseltine	<p>Thank you for your recent note (below) to Adam Fraser concerning the relevance of climate change to the Town of The Blue Mountains Transportation Master Plan (TMP) process. I am the Project Manager for the project and your email was forwarded to me for response. While the focus of the TMP is on traffic concerns in your community, we are very aware of the implications of transportation on the generation of greenhouse gases and other pollutants. Emissions are the side effects of transportation needs and decisions. Specifically, they are correlated with trip distances and mode choices.</p> <p>This TMP is following Approach # 1 of the Master Planning Process, as outlined in Appendix 4 of the Municipal Class Environmental Assessment (MCEA) document (October 2000, as amended in 2007, 2011 and 2015). As part of the MCEA, the TMP will consider climate change during the development and assessment of alternative solutions for the TMP. These considerations could include proposed alternatives or recommendations that encourage active transportation modes (i.e., walking, cycling, and other forms of non-motorized travel), developing proposed improvements to the transit network, providing recommendations to the transportation network that reduce trip length and frequencies, and generally promoting climate resilience of the transportation network for the Town of The Blue Mountains. Climate change considerations for TMPs can be both qualitative or quantitative and are typically scaled to a project or master plan's level of environmental effect. Climate change considerations for the TMP will be documented in the final Transportation Master Plan Report.</p>
8/15/2021	I share the concern expressed by other neighbours of the Elgin, Wickens, Louisa and Riverside subdivision regarding the hazards faced by pedestrians in crossing Hwy 26 from Elgin St, as well as the challenges faced by drivers trying to cross or enter Hwy 26 from Elgin. The high, and increasing volume of traffic on Hwy 26 will make this problem greater and risk higher as the weeks go by. A traffic light or crosswalk should be considered.	8/16/2021	Adam Fraser	<p>Thank you for sharing your concerns. In case you are not aware, the Town of The Blue Mountains is undertaking a Transportation Master Plan (TMP) study which will provide a short, medium, and long-term strategy for transportation related needs and issues. Receiving community input is critical to the success of this project. We have a dedicated website set up which offers project information and the option to subscribe to receive notifications when materials and public consultation opportunities are available for the TMP project: https://yourview.thebluemountains.ca/transportation-master-plan.</p> <p>I have copied our TMP consultants so that your input is captured in the project considerations. Keep in mind that Highway 26 is a Provincial highway which means the Ministry of Transportation would need to support any recommendations of Highway 26 for changes to be implemented.</p> <p>Currently, our virtual Public Information Centre (PIC) 1 is available on the project website until August 27. This PIC focuses on existing conditions, and gathering community input on the Town's challenges and opportunities for the project team to then explore possible solutions.</p> <p>Please contact me if you have any further comments or questions.</p>
8/26/2021	Phone Conversation: Traffic using County and local roads has increased. Increased traffic makes it more dangerous for farmers moving farm equipment on-road, especially for turning. Car drivers disregard farm equipment turning signals, and often pass unsafely. Small farm equipment on road is very vulnerable unlike the large farm equipment. Seasonal workers (while working or walking/cycling to town) are at greater risk and do not often wear high-vis clothing. Creating an alternate route to Highway 26 will increase conflicts between cars and farming operations. In the Thornbury-Clarksburg area, the Clendenan bridge was critical for moving apples while avoiding going through the built up area. Without the bridge, tractor/trucks have relied on residential roads to get apple from the orchards. Truck routing is not a pressing issue. Minimizing safety issues between on-road farm equipment and motor vehicles (and bad drive behaviour) is the pressing issue.	8/26/2021	Adam Fraser	Response Via Phone: Thank you for providing this input. The efficient movement of goods, as well as the safety and wellbeing of vulnerable road users are important considerations in the TMP study, including vulnerable roads users in the farming community. This information will be valuable in considering how the Town will plan to address current and future needs within the TMP.
8/31/2021	I have just seen a notice regarding the "Online Public Information Centre 1" which was apparently accessible to the public from July 29 to August 27, 2021. Given that the PIC is no longer accessible, I thought it best to direct this message to the two of you, as the notice I just saw indicates that you are the appropriate contacts for further information or comments regarding the development of the Town's TMP. I am not a TBM resident but rather live just east of Rob Roy on Grey Road 31, in The Municipality of Grey Highlands. My address is 469486 Grey Road 31. My comment relates to the current Clearview Road 91, running east-west between Duntroon and the Simcoe/Grey county line. I am aware of the current scheduled hearing regarding the development of Clearview Sideroad 26/27 between the Clearview 10th Line and the Simcoe/Grey county line so as to create a substitute for Clearview Road 91 between the Clearview 10th Line and the Simcoe/Grey county line in the event that that portion of Clearview Road 91 is closed. I understand that The Town of the Blue Mountains has publicly adopted the position that it opposes that proposed closure of a portion of the current Clearview Road 91. I also understand that the basis of The Town of the Blue Mountain's opposition to the closure of a portion of the current Clearview Road 91 is that the current Clearview Road 91 is considered by The Town of The Blue Mountains to constitute a significant route for traffic travelling between the Stayner area and the Thornbury/Meaford area. Indeed, I have seen Clearview Road 91 described as a "major thoroughfare" for such traffic. My understanding is that The Town of The Blue Mountains is desirous of diverting traffic travelling between the Stayner area and the Thornbury/Meaford area from the traditional Highway 26 route on to the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route. While I can understand the rationale for The Town of The Blue Mountain's support of that traffic diversion plan, I am concerned about the safety and therefore the viability of Clearview Road 91 as a route to handle traffic diverted from the traditional Highway 26 route. In particular, speeding on Clearview Road 91 is commonplace (and indeed is the norm), and encouraging traffic on Clearview Road 91 as a component of traffic diversion from the traditional Highway 26 route is likely to exacerbate the speeding problem. I travel on Clearview Road 91 regularly. As you know, the posted speed limit along the entirety of Clearview Road 91 is 60 km/hr. I regularly encounter vehicles travelling at speeds which I would estimate typically range between 90 km/hour and 110 km/hour, particularly for eastbound/downhill traffic. However, speeding by westbound/uphill traffic is also a significant problem. For example, while I was driving westbound at the speed limit recently, even an eighteen wheeler attempted to pass me three times while travelling uphill. This occurred notwithstanding the solid marked "no passing" line dividing the eastbound and westbound lanes. The incidence of passing by smaller vehicles is high. Dangerous conditions result. Accordingly, my comment is that in developing its TMP, The Town of The Blue Mountains needs to take into account not just the "as the crow flies" attributes/characteristics of the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route but also the actual "tires on the road" features/conditions of that route. In particular, the proclivity for drivers of all shapes and sizes of vehicles to speed should be taken into account before the Simcoe Road 91/Clearview Road 91/Grey Road 31/Grey Road 2 route is proposed or even thought of as a viable alternative to the traditional Highway 26 route.			Draft response being developed by Stantec with additional information required from the Town