



# Staff Report

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## Planning & Building Services – Building Services

**Report To:** COW - Operations, Planning and Building Services  
**Meeting Date:** May 19, 2026  
**Report Number:** PBS.26.030  
**Title:** Report in response to the Deputation of Larry McKenzie regarding the opening of Crosswinds Boulevard  
**Prepared by:** Tim Murawsky, Manager of Building Services/Chief Building Official

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### A. Recommendations

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THAT Council receive Staff Report PBS.26.030, entitled “Response to Deputation of Larry McKenzie, Resident regarding the opening of Crosswinds Boulevard,” for information purposes.

AND THAT Council approves the purchase of two digital display radar speed signs at an upset limit of \$14,000 funded through the Operations Department Operating Budget;

AND THAT Council directs staff to install the signs on Crosswinds Boulevard to monitor traffic volumes and speed data following the opening of the roadway.

### B. Overview

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Larry McKenzie appeared before Council on March 30, 2026, speaking on behalf of his fellow neighbours and residents of the Windfall Community to express their concerns related to the planned opening of Crosswinds Boulevard. On behalf of the Windfall Community, Mr. McKenzie respectfully requested that Council pause any plans to open Crosswinds Boulevard until a comprehensive safety assessment has been completed.

### C. Background

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Crosswinds Boulevard is a municipal road that was assumed under Town By-law 2025-69 in November 2025 and is scheduled to be opened in summer 2026. Crosswinds Boulevard was designed as an arterial/collector road through the Windfall Community, with a 37m wide right of way, including cycling lanes, a 3m multi-use trail, and sidewalks, with a three-way stop located at Red Pine Street and Crosswinds Boulevard. Four-way stop signs at Snow Apple Crescent/Yellow Birch Crescent and Crosswinds Boulevard were later added at the request of residents.

A Traffic Impact Study was completed by the Developer’s consultant prior to the commencement of the Windfall Development in 2011, and a revised Traffic Impact Study was

completed in 2011 after a density increase was approved for the development. A subsequent Vehicle Movement and Pedestrian Safety Study was completed in 2025 as part of the assumption process and to address the four-way stop that was added to the Snow Apple Crescent/Yellow Birch Crescent intersection.

On March 7, 2026, letters addressed to Council started to be received from numerous residents in the Windfall Community. The letters identified residents' concerns, which formed the basis of Mr. McKenzie's deputation.

The concerns brought forward by Mr. McKenzie related to;

1. Removal of existing 4-way and 3-way stop signs
2. Obstructed sightlines causing blind spots for drivers
3. Multiple crossings of the existing trail system
4. School bus routes and pick-up/drop-off locations
5. Increasing pedestrian traffic as the community grows
6. Impact of the proposed roundabout at Grey Road 19

## **D. Analysis**

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Mr. McKenzie's deputation materials and the resident letters submitted to Council reflect an understanding that existing four-way and three-way stop signs may be considered for removal. In response, the Town would like to assure residents that there are no current plans to remove any stop signs along Crosswinds Boulevard. All existing stop signs will remain in place when the roadway is opened to through traffic, and any future changes would only be considered based on safety data and operational requirements.

In addition, the diagram included in Mr. McKenzie's deputation outlines concerns regarding potential obstructed sightlines along Crosswinds Boulevard, identifying power transformer locations, travel speeds and pedestrian crossing times at intersections. These observations reflect the impression that stop signs along Crosswinds Boulevard may be removed after the roadway opens, which could impact vehicle speed and pedestrian safety. As noted, all existing stop signs will remain in place and will continue to provide defined and controlled crossing points for pedestrians. The identified power transformers are located 15 metres from the centerline of the roadway, which is greater than the setback distance of typical streetscape elements such as fire hydrants, streetlights, signage and boulevard trees. Based on these standard setbacks, the transformers are not considered to significantly interfere with sightlines.

Further, compliance with existing traffic controls will be monitored through the use of radar speed signs and additional safety-related signage along the roadway to increase driver awareness, reinforce posted speed limits, and collect traffic data. Staff will also advise the local OPP detachment of the road opening to further support traffic monitoring.

Crosswinds Boulevard includes several crossings and connections to the existing trail network. Many of these trail crossings are located at or near controlled intersections, helping to support safe and predictable access. The trail crossing at the Grey Road 19 south location, while located

between intersections, includes a centre median that provides added pedestrian safety. Where other trail connections occur between intersections, users are directed to the multi-use trail, sidewalks and nearby intersections to safely access designated crossing points. All pedestrians are expected to follow posted signage and adhere to traffic laws.

School buses currently use the Shed Community Centre as the primary student pick-up and drop-off location while the barriers remain in place on Crosswinds Boulevard. The turnaround lot at the Shed allows buses to safely change direction without reversing onto the roadway while through access on Crosswinds Boulevard is restricted. The opening of Crosswinds Boulevard as a through traffic roadway will support buses traveling through the community, allowing pick-up and drop-off locations to transition from the Shed to more typical, established street intersections along the route. Bus stops at controlled intersections provide safer, more user-friendly locations for students and families, reducing the need for informal road crossings near the Shed and helping alleviate vehicle congestion associated with pick-up and drop-off activity in the area. The Town is actively working with local school boards to confirm future pick-up and drop-off locations, and further details will be shared once finalized.

Staff acknowledge that pedestrian activity in the Crosswinds Boulevard area will increase as the community grows. The Windfall Community is approaching full build-out, with the final phase of construction nearing completion. Crosswinds Boulevard has been designed to support safe pedestrian use through the inclusion of a multi-use trail, sidewalks, and cycling lanes. The Town acknowledges that, under current service levels, sidewalks are not maintained in winter and will continue working with the Craighleith Community Working Group to explore feasible options to improve winter pedestrian safety.

The proposed roundabout at Grey Road 19 south is expected to improve traffic flow and reduce waiting times at the temporary traffic light. Traffic entering Crosswinds Boulevard from the roundabout will continue to be controlled at the existing four-way stop at the Snow Apple Crescent/Yellow Birch Crescent intersection. The existing stop signs will remain in place unless it is determined that they create a traffic hazard after the roundabout is implemented. Any future changes will be considered based on safety data and operational requirements.

The date for the official opening of Crosswinds Boulevard has not been finalized; however, the roadway is expected to open in Summer 2026. Staff are committed to monitoring and evaluating traffic conditions post-opening. However, there may be a risk in delaying the opening given regulatory emergency access requirements for the streets accessed from Crosswinds Boulevard. Nonetheless, prior to opening, Town staff will implement a Communications Plan that includes a Community Engagement Session for area residents.

This session will be held in partnership with the Craighleith Community Working Group at The Shed and is anticipated to take place in June 2026. The Community Engagement Session will provide members of the public with an opportunity to learn more about the opening of Crosswinds Boulevard, participate in a question-and-answer period, and engage in informal discussion with Town staff.

## **E. Strategic Priorities**

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### **1. Communication and Engagement**

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

### **2. Organizational Excellence**

We will continually seek out ways to improve the internal organization of Town Staff and the management of Town assets.

### **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**

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There are no environmental impacts associated with this report.

## **G. Financial Impacts**

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The digital display radar signs can be funded from the Roads and Drainage Operating program for street signs through operational efficiencies.

## **H. In Consultation With**

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Brian Worsley - Manager of Development Engineering

Alan Pacheco - Director of Operations

Tim Hendry – Director of Strategic Initiatives

Lauren Potter – Communications Coordinator, Planning and Development Services

Jim McCannell – Manager of Roads and Drainage

## **I. Public Engagement**

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The topic of this Staff Report has not been the subject of a Public Meeting and/or a Public Information Centre as neither a Public Meeting nor a Public Information Centre are required. However, any comments regarding this report should be submitted to Tim Murawsky, Manager Building Services/Chief Building Official [cbo@thebluemountains.ca](mailto:cbo@thebluemountains.ca).

Attached

1. Attachment 1 – Larry McKenzie Deputation
2. Attachment 2 – Residents Letter to Council

Respectfully submitted,

Tim Murawsky,  
Manager Building Services/Chief Building Official

For more information, please contact:  
Tim Murawsky, Manager Building Services/Chief Building Official  
[cbo@thebluemountains.ca](mailto:cbo@thebluemountains.ca)  
519-599-3131 extension 261

### Report Approval Details

Document Title:	PBS.26.030 Report in Response to Deputation of Larry McKenzie regarding the opening of Crosswinds Boulevard.docx
Attachments:	- Attachment 1 - Larry McKenzie Deputation.pdf - Attachment 2 - Residents Letter to Council.pdf
Final Approval Date:	May 10, 2026

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

**Tim Murawsky - May 7, 2026 - 12:06 PM**

**Adam Smith - May 10, 2026 - 10:06 PM**

## **Deputation to Town of The Blue Mountains Council**

**Subject:** Opposition to Opening Crosswinds Boulevard to Through Traffic

Good morning Mayor, Councilors, and Town Staff,

My name is **Larry McKenzie**, and I am a resident of the Windfall Community. On behalf of my neighbors and fellow residents, I would like to thank Council for the opportunity to speak today.

We are here to express our **strong opposition** to the proposed opening of Crosswinds Boulevard as a through road providing direct access to the Village at Blue Mountain. It is our understanding that the opening is planned, along with other changes to the road, but **no thorough safety or traffic assessments have been conducted.**

The opening of Crosswinds Boulevard will **significantly increase traffic volume**, raising serious safety concerns for our community. We believe Council should carefully consider the following factors before making any decision:

1. **Removal of existing 4-way and 3-way stops**
2. **Obstructed sight lines causing blind spots for drivers**
3. **Multiple crossings of the existing trail system over Crosswinds Blvd**
4. **School bus routes and pick-up/drop-off points**
5. **Increasing pedestrian traffic as the community grows**
6. **Impact of the proposed future traffic circle at Hwy 19 and Crosswinds Blvd**

Let me expand on some of these points:

### **1. Stop Signs**

- The removal of existing 4-way and 3-way stops, including the lack of stops at Sugar Maple and Courtland, will remove critical protection for pedestrians and drivers.
- Other municipalities have documented increases in accidents when stop signs were removed and through-traffic was created.
- Stop signs currently provide a level of safety that mitigates the risks caused by obstructed sight lines.

### **2. Obstructed Sight Lines**

- Skilled members of our community have prepared a visual showing that:
  - The street is 12 meters across, and it takes 19 seconds for a pedestrian to cross safely.
  - Two distinct blind spots are caused by transformers on Crosswinds Blvd.
  - A driver traveling at 50 km/h will reach the intersection in 8 seconds and cannot see a pedestrian who is only halfway across.
- Removing stop signs would eliminate the only protection currently available for pedestrians at these blind spots.

### **3. Trail Crossings**

- Crosswinds Blvd intersects multiple trail crossings:
  - The first crossing runs parallel to Grey Rd 19 near the future roundabout, where vehicles will be traveling at higher speeds.
  - The second crossing connects two sections of the subdivision.
- Each crossing poses a risk that will be amplified if traffic flow is increased.

#### 4. School Bus Routes

- Up to 4 school buses currently use the Shed parking lot daily, entering and exiting directly onto Crosswinds Blvd.
- **One bus also uses Snow Apple Crescent.**
- As the community grows, the number of buses is likely to increase, further impacting safety.

#### 5. Increased Pedestrian Traffic

- Windfall, originally designed as a retirement and recreational community, has evolved into a residential family community.
- Pedestrian activity is increasing, particularly near trails and community spaces.

#### 6. Proposed Traffic Circle

- Vehicles entering and exiting the proposed traffic circle at Hwy 19 and Crosswinds Blvd may travel at unsafe speeds.
- Speed limits are **currently not clearly marked** within the community, compounding the risk.

**We strongly urge Council to commit to a thorough, measured assessment of the community's needs before opening Crosswinds Blvd as a through road.** This assessment must consider all factors, be based on accurate measurements, and include input from all residents—not just a small subset.

Finally, it is particularly concerning that a general by-law allowing the removal of stop signs could directly result in accidents or potential loss of life, especially at Crosswinds & Snow Apple, where obstructed sight lines already pose a significant danger.

On behalf of the Windfall Community, we respectfully request that Council **pause any plans to open Crosswinds Boulevard to through traffic until a comprehensive safety assessment has been completed.**

Thank you for your time and consideration.

March 07, 2026

Council,  
The Town of The Blue Mountains,  
32 Mill St.,  
Thornbury, Ontario  
N0H 2P0

Attention: Corrina Giles, Clerk.

Sent by email: townclerk@thebluemountains.ca

RE: Opening of Crosswinds Blvd.

Dear Blue Mountains Council;

We understand that Council will soon consider a By-Law to open Crosswinds Boulevard to thru traffic following the assumption of that road by the Town in November 2025.

The purpose of this letter is to request that the Town hold a local community meeting about Crosswinds opening that includes **all impacted communities in the area**, and to insist that all existing traffic calming and safety measures on the road remain at a **minimum** post opening. Traffic counting devices should be installed immediately at selected locations and those counters should continue post opening in order to support a truly measured data driven approach to traffic management in the area..

Crosswinds Boulevard is located east of Blue Mountain Village and while it runs between several residential developments and serves as the only access points to all the internal roads in those communities, it was also contemplated as a secondary exit route for vehicles travelling east from the Village. However, it bisects the Windfall development and separates the communities using Springside Cres., Creekwood Court, and the Second Nature development. Once opened to full thru- traffic, Crosswinds will be a busy physical barrier between the two dense residential sections of Windfall (over 650 homes), the active transportation paths contained in the Windfall development, and the other communities in the general area. There are hundreds of residents, families and taxpayers impacted. They deserve to be informed, and their voices should be heard.

Although we have not been able to see that reference in the original approvals for the road, Crosswinds is frequently referred to as a "Collector Road" meeting the definition in the Town's Engineering Standards 2023, Table 4.8.1, being "a road intended to collect moderate traffic volumes from local roads and direct it to arterial roads, County roads or Provincial highways". The Town's Transportation Master Plan suggested that the Town

work towards a better classification that clarifies the Collector category. That recommended clarification would put Crosswinds into the Local Urban or Minor collector classification with recommended speed limits at 40 k/hr. Neither the Town's Engineering Standards nor the Town's Transportation Master Plan considered the fact that the adjacent sidewalk infrastructure is not maintained during winter months leaving residents and school children to use the road as a walkway.

There are also major safety issues as Crosswinds is being used by the school board system as a pick-up and drop-off point in and around the intersection of Crosswinds and Snow Apple and the "Shed" parking lot (6 school bus events daily). Snow Apple is one of the two 4-way intersections along the entire length of Crosswinds. The only other stop along Crosswinds is the 3-way stop at the intersection of Crosswinds and Red Pine. The separate school bus picks up and drops off at Snow Apple Cres and Crosswinds and circles Snow Apple Cres. for turn around. The 4 way Stop at Snow Apple allows safe crossing for students from Phase 2 and other Phases on the south side of Crosswinds. The Shed parking lot is also used by school buses as well which requires students to cross over Crosswinds Blvd. at that location. In winter students are forced to walk on the road to these pick-up spots as no sidewalks are maintained. On snowy days with limited visibility this creates a significant safety hazard, especially if traffic calming measure now in place are removed. They should in fact be enhanced.

We understand that the current 4-way stop at Crosswinds and Snow Apple is being considered for removal. We strongly oppose this action as it would put at risk the pedestrians, children and vehicles relying upon that 4-way stop for the safe use of that intersection. Winter road clearing snow banks and the hydro boxes obstruct sightlines for east bound traffic and the short light at Mountain Road encourages east bound traffic to accelerate as they approach the Snow Apple intersection.

There are currently 2 missing stop sign locations along Crosswinds where vehicular and pedestrian traffic now exists – the exit from Second Nature and the exit from Hillside townhomes. There is nothing to warn traffic of the need to stop at those intersections with Crosswinds.

We encourage you to communicate fully with **all the residents of Windfall and the impacted communities** prior to the opening of Crosswinds and listen to their views and suggestions. It would also be helpful for Council members to attend to the site personally to see first-hand the safety issues before they consider any changes. Have the courage to come to the area when traffic is heavy and school children are trying to board or disembark from their bus.

The Windfall development and others in the area have changed significantly from the original plans. Vehicular and active transportation needs in the area are much different from what was originally contemplated.

Traffic counting devices should be installed immediately along Crosswinds at several locations to try to determine a base line. Those devices should be maintained at their locations for a full year thereafter to see the full impact of opening on traffic volumes

and road usage and to provide the reliable data on traffic volumes and use of the road system in the area throughout all of the seasons.

I approve of the reading of this letter at the next available Council Meeting.

Yours truly,