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Take a comment sheet

Staff are here for your questions, comments or concerns

Complete the comment sheet.
Public input is an important part of the Class EA process
**Project Purpose:**

The purpose of this EA is to review Alternative Solutions for improvements to the transportation network that meet projected increases in transportation demands (pedestrian, cyclist, vehicle) and address traffic congestion and safety concerns relating to development in the area of Highway 26 between Grey Road 19 and Grey Road 21. Consideration of intersection improvements is a primary component of the project.

**Purpose of this PIC is to:**

- Provide a summary of the project,
- Present an evaluation of the various alternative solutions based on physical, natural, social, cultural/heritage and economic environment factors, and
- Obtain public input on the alternative solutions.
THE TOWN OF THE BLUE MOUNTAINS HIGHWAY 26 CORRIDOR STUDIES OVERVIEW

**The Town of The Blue Mountains and Road Authorities Municipal Class EA Study for the Grey Road 40/Highway 26 Intersection Improvements:** 
Completed in 2017

- Preferred Alternative:
  - Signalized Control
  - Addition of Turning Lanes
  - Realignment or Closure of Intersections
  - Realignment of Georgian Trail

**MTO’s Rehabilitation Study for the Highway 26 corridor:** 
Completed 2015-2016. Preferred plan for Highway 26 between Thornbury and Collingwood was replacement of pavement surface and restored drainage.

**MTO Transportation Needs Assessment:** 
Published October 2015; reviewing longer term capacity requirements to the broader Hwy 26 corridor, including widening and potential by-pass opportunities for Collingwood and Thornbury.

**Future Studies -** The MTO will undertake a future Corridor EA study to review long term capacity requirements, and evaluate possible alternatives to meet long term capacity requirements, such as continued corridor expansion, bypassing or other methods.
Municipal Class EA Process

This project is being considered as a Schedule ‘C’ Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class EA document.

Problem/Opportunity Statement:

The road authorities have initiated a MCEA to consider potential transportation issues and solutions relating to the development in the area of Highway 26 between Grey Road 19 and Grey Road 21 and to consider improvements to the transportation network that meet projected increases in transportation demands (pedestrian, cyclist, vehicle) and address traffic congestion and safety concerns in the area.
Ministry of Transportation Access Management Policy:
Access management is the process that manages entrances onto provincial highways, and onto municipal roads near a provincial highway within MTO’s permit control area.
It is a tool for balancing the need for highway safety and mobility while providing appropriate access for land development and coordinating transportation planning with land use planning along provincial highways.
Access to Highway 26 is to be considered within the context of the Ministry of Transportation Highway Access Management Guideline.
Existing development has occurred along the Highway 26 corridor, with access provided via direct driveways or via sideroad connections (Grey Road 19, Lakeshore Road East, Fraser Crescent, Timmons Street, Blue Mountain Drive, Brophy’s Lane, Long Point Road and Grey Road 21).

Several developments are planned within the study area, some of which have received draft plan approval, including the proposed development, located between Blue Mountain Drive and Long Point Road on the north side of Highway 26, as well as the Eden Oak, Chasson and Parkbridge developments, located south of Lakeshore Road and Highway 26.
Existing Environment

Highway 26, from Grey Road 19 to Grey Road 21 Municipal Class EA
Public Information Centre

Legend:
- Provincially Significant Wetland (MNRF 2013)
- Wetlands (other) (MNRF 2013)
- Ecological Land Classification Communities (updated 2016)
- Watercourse (Ontario Hydro Network)
Access Improvements: Key Areas

Lakeshore Road East

Fraser Crescent / Blue Mountain Drive

Timmons Street

Brophy’s Lane

Proposed Alternative Solutions considered for each Area

Do Nothing: Mandatory requirement for consideration in a Class EA. Maintain the status quo.

Closure and Re-route: Includes closure of existing highway access(es), and re-routing local road traffic to alternative access points.

Closure and Re-align or New Road Connection: Includes closure of existing highway access(es), with new connections to local roads, or realignment of local roads.

Left Turn Lane(s): Left turn lane(s) or right turn tapers, subject to meeting MTO warrants.

Or, Combination of above Alternatives
The evaluation of alternatives is a step-by-step process that focuses on alternatives that are feasible within the project environment and meet the project objectives outlined in the Problem/Opportunity Statement, specifically:

- Address projected increases in transportation demands,
- Address traffic congestion and safety concerns, and
- Maintain the function of Highway 26 as a principal provincial mobility corridor for moving people and goods between communities.

Following a preliminary evaluation based on these objectives, Alternative Solutions that met the Problem / Opportunity Statement were carried forward for a detailed evaluation for the key areas.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Meets project objectives (Yes/No)</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do Nothing</td>
<td>No</td>
<td>Does not meet the project objective of addressing increase in transportation demands and traffic congestion.</td>
</tr>
<tr>
<td>Closure and Re-route</td>
<td>Yes</td>
<td>Carried forward to detailed evaluation.</td>
</tr>
<tr>
<td>Closure and Re-align or New Road Connection</td>
<td>Yes</td>
<td>Carried forward to detailed evaluation.</td>
</tr>
<tr>
<td>Left Turn Lane(s)</td>
<td>Yes</td>
<td>Carried forward to detailed evaluation.</td>
</tr>
</tbody>
</table>
Lakeshore Road Access Improvement

Alternative 1: Closure and Re-route

Closure of Lakeshore Road East Access

Re-route traffic to the west

Future Road Network of Planned Development

Alternative 2: Closure and Realignment

Potential connection to future development and Monterra Road

Area of possible realignment of Lakeshore Road East

Future Road Network of Planned Development

Alternative 3: Left Turn Lane(s)

Left Turn Lane at Intersection

Future Road Network of Planned Development

Potential connection to future development and Monterra Road

Future Road Network of Planned Development

Potential connection to future development and Monterra Road

Preliminary Preferred Solution: Alternatives 2 and 3 Re-alignment of existing Lakeshore Road East access, including left turn lane on Highway 26.
FRASER CRESCENT/BLUE MOUNTAIN DRIVE ACCESS IMPROVEMENT

ALTERNATIVE 1: CLOSURE AND RE-ROUTE

FRASER CRESCENT/BLUE MOUNTAIN DRIVE EVALUATION MATRIX

<table>
<thead>
<tr>
<th>CRITERIA FOR EVALUATING ALTERNATIVES</th>
<th>CLOSURE AND RE-ROUTE</th>
<th>CLOSURE AND REALIGN ON NEW ROAD CONNECTION</th>
<th>LEFT TURN LANE(S)</th>
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<tbody>
<tr>
<td>NATURAL ENVIRONMENT</td>
<td></td>
<td></td>
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<tr>
<td>Vegetation/Terrestrial Habitat</td>
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<td>○</td>
<td>●</td>
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<tr>
<td>Fisheries / Aquatic Habitat</td>
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<td>●</td>
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<td>Designated Sites/Species at Risk</td>
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<td>●</td>
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<tr>
<td>Groundwater Resources</td>
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<td>●</td>
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<tr>
<td>SUMMARY NATURAL ENVIRONMENT</td>
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<td>FINANCIAL FACTORS</td>
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<tr>
<td>Estimated Capital Costs</td>
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<tr>
<td>Estimated Operation and Maintenance Cost</td>
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<tr>
<td>Property Acquisition Cost</td>
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<td>●</td>
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<tr>
<td>SUMMARY FINANCIAL FACTORS</td>
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<td></td>
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<tr>
<td>TECHNICAL FACTORS</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Addresses future traffic control and operation requirements (level of service, delay, queues) (intersection LOS and Highway 26 corridor mobility)</td>
<td>○</td>
<td>○</td>
<td>●</td>
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<tr>
<td>Accommodates future traffic demand growth (intersection turning movement capacity and Highway 26 corridor capacity through intersection)</td>
<td>○</td>
<td>○</td>
<td>●</td>
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<tr>
<td>Addresses Highway Access Management Guidelines (intersection spacing, sight distance, access to adjacent development)</td>
<td>○</td>
<td>○</td>
<td>●</td>
</tr>
<tr>
<td>SUMMARY TECHNICAL FACTORS</td>
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<td>SUMMARY PROBLEM STATEMENT</td>
<td>Preferred</td>
<td>Preferred</td>
<td>Partially Preferred</td>
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<tr>
<td>OVERALL SUMMARY</td>
<td>Most Preferred</td>
<td>Least Preferred</td>
<td>Partially Preferred</td>
</tr>
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</table>

Preliminary Preferred Solution: Alternatives 1 and 3
Closure of Fraser Crescent West access and re-route traffic to Fraser Crescent East. Closure of Blue Mountain Drive access and re-route traffic to proposed development roads, including left turn lane on Highway 26, contingent on construction of proposed development roads and traffic control improvements at Hope Street intersection meeting MTO warrants.
Preliminary Preferred Solution: Alternatives 1 and 2
Closure of existing Timmons Street east and west accesses, and re-routing of traffic to Hope Street access, with left turn lane(s) on Highway 26 subject to meeting MTO warrants. Closures would be contingent on traffic control improvements at Hope Street intersection.
PRELIMINARY PREFERRED SOLUTION: ALTERNATIVE 2
Closure of existing Brophy’s Lane access with new connection road to west proposed development. Re-route traffic to Long Point Road and west proposed development access. Contingent on construction of proposed development roads.
Comments received following the Notice of Commencement are summarized under the following general themes. All feedback received is documented as part of the final Project File Report for the EA.

**General Comment/Concern**

- Safety of pedestrians and cyclists crossing, or travelling adjacent to Highway 26 through the study area.
  - Need to maintain access, or improve access to the trail and beach areas

- Safety of intersections along Hwy 26 including the safety of vehicles, cyclists and pedestrians at the intersection of Lakeshore/Fraser Cres. and Hwy 26, and Grey Road 19 and Hwy 26
  - Need for a consistent lower speed limit (60km/h) on Highway 26 through the study area.

- Environmental Assessment (EA) should take into consideration the need to preserve the village/rural recreational feel of this area.

**Response**

- Improvements are proposed to the pedestrian/cyclist linkages in the study area to provide for safer traffic operations for these modes to access the Georgian Trail and beaches. It is expected that crossing opportunities of Highway 26 will continue to be limited.
  - It is recommended that the County of Grey consider implementing a signed bike route within paved shoulders on Grey Road 21, as development occurs and cycling demand increases along this corridor.

- Operations have been assessed at all intersections on Highway 26 in the study area. Mitigation work has been recommended where safety issues have been identified.
  - Removal of vegetation on the Highway 26 right-of-way is proposed to improve sight lines.
  - Sight lines are sufficient for Lakeshore Road East access. Sight lines are deficient for the Fraser Crescent (W). Closure of the Fraser Crescent (W) access is proposed.
  - Signage and pavement markings at the Trail crossing at Lakeshore Road East will be reviewed as part of the preliminary design options for the intersection.
  - Minor realignment of the Georgian Trail is proposed at Grey Road 19 to improve safety (i.e., to cross at the signals at Highway 26/Grey Road 19).

- Speed limits have been assessed by MTO for various sections of Highway 26. Posted speeds have been determined to be appropriate under existing conditions, based on the criteria considered by MTO.
  - MTO will continue to monitor speeds and collisions along the corridor in accordance with the MTO Highway Access Management principles.

- Socio-Cultural impacts of the alternative solutions are considered within the EA. The need to maintain traffic mobility along Highway 26, while accommodating development in the Craigleith area is recognized. MTO will be completing a future EA Study to confirm the options to address long term (20+ years) capacity requirements.
### General Comment/Concern

<table>
<thead>
<tr>
<th>Comment/Concern</th>
<th>Response</th>
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</thead>
</table>
| A "No Passing Zone" should be implemented in the study area, along with "Pedestrian Warning" signage | • Passing lanes are not feasible in this area due to the high density of accesses (sideroads and driveways). It is recommended that "No Passing Zone" restrictions continue to apply only to those areas where road geometric don’t support safe passing movements.  
  • Additional "Pedestrian Warning" signage may be recommended as part of the detailed designs. |
| Need for traffic lights at Highway 26 and Grey Road 21/Long Point Road         | • Traffic signals (including left-turn lanes and pedestrian crosswalks) are recommended at the Highway 26 and Grey Road 21/Long Point Road intersection, subject to meeting MTO warrants.  
  • Consideration of illumination will be part of traffic signal design, subject to meeting MTO warrants. |
| Need to maintain access to residential and commercial properties               | • Direct access onto Highway 26 is recommended for the existing commercial properties (Timmons Street (W)/Highway 26 intersection) to avoid transport truck access via local streets. |
| No intersections or driveways should be closed since it would affect the safety of the community (i.e., emergency access, snow plow access and operations, access by other utility and service vehicles.) | • Road closures/consolidations are recommended where safety benefits are anticipated. No driveway closures are recommended.  
  • Emergency only access will continue to be maintained, including cul-de-sacs to facilitate traffic circulation, where intersections are recommended for closure |
| Safety associated with overflow commercial parking along Highway 26           | • Concerns regarding parking in this area have been previously identified. MTO is working with the owner to resolve these concerns.                                                                 |
| Opposition to the widening of Highway 26 to 4 or 5 lanes and request for consideration of a by-pass | • Evaluation of alternatives for future highway widening or bypasses is not part of this current study.  
  • The widening of Highway 26 to a 4 or 5 lane cross section has been identified by MTO as a possibility over the long term (20+ years), to address capacity requirements. MTO will be completing a future EA Study to confirm the options to address capacity requirements. |
Preliminary Preferred Solution

HIGHWAY 26 - GREY ROAD 19 TO GREY ROAD 21:
PRELIMINARY PREFERRED ACCESS ALTERNATIVES

- Closure of Fraser Crescent West Access to Highway 26
- Left turn lane at new intersection
- Individual left turn lanes at intersection
- Reroute traffic to Fraser East Access
- Possible location of new connection road
- Future road network of draft plan approved development
- Brophy's Lane Highway 26 access closure
- Re-route Brophy's Lane access from Highway 26 to Long Point Road
- Service road access to Timmons Street only
- Potential connection to future development
- Area of possible re-alignment of Lakeshore Road East
- Future road network of planned development
- Potential connection to future development and Monterra Road
- Closure of Blue Mountain Drive access contingent on traffic control improvements at Hope Street intersection
- Close both Timmons Street accesses and re-route traffic to Hope Street, contingent on traffic control improvements at Hope Street intersection
- Preliminary Solution
**Existing Pedestrian/Cyclist Facilities and Connectivity**

- A portion of the multi-use Georgian Trail runs south of Highway 26 with several access points through the study area, including informal access points.
- An existing on-road cycling route is present along Grey Road 19.

**Proposed Pedestrian/Cyclist Facilities and Connectivity**

- The MTO is currently identifying a province-wide cycling network. The Georgian Trail has been identified in the draft province-wide cycling network as an existing off-road route and a recommended primary route through the study area.
- Formal connections to the Trail and signed bike routes along Grey Road 21 are recommended.
Highway 26, from Grey Road 19 to Grey Road 21 Municipal Class EA
Public Information Centre

**Municipal Class EA Highway 26 Intersection Improvements from Grey Road 19 to Grey Road 21**

- **NOTICE OF COMMENCEMENT**
  - COMPLETE STUDIES, DEVELOP ACCESS ALTERNATIVES, CONSULT WITH STAKEHOLDERS

- **PUBLIC INFORMATION CENTRE**
  - SELECT PREFERRED ACCESS ALTERNATIVE(S)

- **PUBLIC INFORMATION CENTRE**
  - DEVELOP INTERSECTION ALTERNATIVES, COMPLETE DETAILED STUDIES, CONSULT WITH STAKEHOLDERS

- **PUBLIC INFORMATION CENTRE**
  - SELECT PREFERRED INTERSECTION ALTERNATIVE(S)

- **NOTICE OF COMPLETION**
  - DOCUMENT PROJECT FINDINGS IN ENVIRONMENTAL STUDY REPORT (ESR)

**PROJECT TIMELINE**

- **JULY 3 2015**
- **2015-2018**
- **SPRING 2018** (30 DAYS)
- **2018**
- **WINTER 2018/2019** (30 DAYS)
- **SUMMER 2019**

We are here
Next Steps....

• Review public, stakeholder and Agency comments generated from the PIC (please submit all comments by July 9, 2018);
• Select Preferred Access Alternatives;
• Identify Design Alternatives (intersection improvements for the Preferred Access Alternatives)
• Complete detailed natural heritage and cultural heritage studies and Evaluate Design Alternatives
• Public Information Centre #2
• Select Preferred Design Alternatives
• Issue Notice of Study Completion and provide Environmental Study Report for final public review and comment
• Preliminary Design.

Help Shape Decisions made in this Study

• You can provide your comments by completing a comment sheet and drop it in the comment box, you may take it home and return it at a later date. Please submit this information by July 9, 2018.
• If you would like more information or if you have any questions or concerns please contact:

  Mr. Ron Kerr  
  Project Manager  
  R.J. Burnside & Associates Limited  
  3 Ronell Crescent  
  Collingwood, Ontario, L9Y 4J6  
  Telephone: (705) 797-4293  
  Fax: (705) 446-2399

  Mr. Reg Russwurm  
  Director of Infrastructure and Public Works  
  Town of The Blue Mountains  
  32 Mill Street, P.O. Box 310  
  Thornbury, Ontario, N0H 2P0  
  Telephone: (519) 599-3131 ext. 260  
  Fax: (519)-599-7723

Under the authority of the Municipal Act, 2001 and in accordance with Ontario’s Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), The Corporation of the Town of The Blue Mountains wishes to inform the public that all information including opinions, presentations, reports and documentation provided for or at a Public Meeting, Public Consultation, or other Public Process are considered part of the public record. This information may be posted on the Town’s website and/or made available to the public upon request.