

## APPENDIX A PUBLIC CONSULTATION

## **Public Open House #1**

# Grey County Transportation Master Plan

## Public Consultation – POH #1 Summary

### 1. Public Open House #1 Summary

The first set of Public Open Houses (POH) for the Grey County Transportation Master Plan was held at four locations over two days. Two meetings each were held at the times and locations in **Table 1**.

**Table 1 – Locations and Dates of POH #2**

Date and Time	Locations	
Thursday, November 1, 2012 5:00 to 7:00 PM	1	Flesherton Kinxplex 102 Highland Drive, Flesherton
	2	County of Grey Administration Building (Council Chambers) 595 9th Ave. East, Owen Sound
Saturday, November 3, 2012 2:00 to 4:00 PM	1	Beaver Valley Community Centre 58 Alfred St. W., Thornbury
	2	• P & H Centre, (Lions Den 2nd Floor) 269 7th Avenue, Hanover

These POHs were the first point of contact with the general public to present background information and to collect feedback on issues, concerns and opportunities for consideration in the Grey County Transportation Master Plan. Information was exhibited on display boards providing opportunity for the public to ask questions of County staff and the consultant team. A total of 76 members of the community and stakeholders signed in to the public meetings.

In total, there were 9 display boards including the following subject matter:

- Purpose of the Public Open House
- Goals of the Transportation Master Plan
- Existing Traffic Conditions
- Issues to Be Addressed in the Transportation Master Plan
- Transportation Map of Grey County
- Next Steps

## 2. Comments Received

A comment sheet was provided to attendees as one option to provide feedback on the study. The comment sheet included a number of specific questions and additional space for general comments. The following is a summary of comments for each of the four questions on the comment sheet. Comments received at the POH and by email following the POH are included here.

### **Question 1: What are the biggest transportation issues within your local area? What are the biggest transportation issues within Grey County as a whole?**

- There are lots of roads, but most are in poor condition.
- Make it safe to bicycle.
- Regular transit to/from the City of Owen Sound and Town of the Blue Mountains/Collingwood would be helpful for people working at ski hills and the Town of the Blue Mountains village. This will create opportunities for employment, education, leisure, hospital/clinic visit, and shopping.
- Roads are good. Keep up a good resurfacing program. I would like to have County Road 15 extended north through Annan to Balaclava then south to Highway 26.
- Within Township of Georgian Bluffs, County Road 1 should remain a County road.
- The biggest issues in my area (Bognor) is snow plowing. There is a steady stream of cars going into Owen Sound in the morning with one person in each car. The average person I have spoken about transportation does not have any desire for public transit.
- Both within my local area and Grey County as a whole, I believe the biggest issue is simply maintaining the roads, which I think the county is doing reasonably well considering its budget limitations.
- We need to improve east-west traffic flow.
- The biggest transportation issues are bus service to/from rural areas and unsmooth flow of traffic east to west.
- Lack of public transportation.
- No coordinated or safe active transportation routes. Especially needed are paved shoulders and signage.
- No rail linkage to the south.
- Add bike lanes on County Road 15 near Bayshore Community Centre in Owen Sound.
- Improve County Road 15 along the east Bayshore. Improve scenic routes around Owen Sound Bay, County Road 1 and 15 as well as in east Grey County (Thornbury/Meaford).
- My area (Owen Sound) is interested in public transit and sharing the road with cyclists.
- The biggest transportation issues are public transit and handicapped (wheelchair) access.
- Highway 26 is reaching capacity in 5-10 years. A convenient reliable link of public transit to GO Rail in Barrie would be nice.
- Is there any hope for rail?



- Better wayfinding in rural areas. Add villages or towns to the signs at less busy intersections.
- I live close to Hopeville community, and we have a lot of Mennonites buying farms here; they use horses for their travel. The roads need to have a wider shoulder to accommodate their horses and buggies and for riding bicycles. There are also small fabrication factories which bring larger trucks on roads that are not made to take the heavy loads.
- Some of the biggest transportation issues are: junction of Highway 6 and Highway 10 in Chatsworth Village, connection of Grey Road 40 south of Chatsworth Village, and Public Transportation in rural communities in regards to seniors and Old Order Mennonites.
- I do not have any issues myself. But I think the County should keep County Road 1 from South Bend to Winston as a scenic route. The road from Big Bay to South Bend should be reconstructed as it has not been done since it was built. Also road from Highway 6 to Wolseley should be fixed.
- Within the Blue Mountains: we need an accessible and integrated public transportation system. Goals of our Integrated Community Sustainability Plan include: Eliminate provincially significant traffic passing through the urban areas of the municipality; Develop an integrated public transportation system; and Improve access to the area for a wide range of tourists.
- For each goal, a number of strategies and actions have been identified. These include:
  - Develop a new long-term Provincial Highway Corridor Strategy through the community (Province);
  - Provide public transportation that would better connect The Blue Mountains internally and regionally;
  - Create strategies for carpooling and shuttles;
  - Create and implement policies to ensure accessibility and user safety for all transportation venues and all users.
  - Develop an Active Transportation Plan
  - Improve trail networks, awareness and accessibility;
  - Enhance connections to the existing major rail and road networks

Please review pp. 57-62 of The Blue Mountains Sustainable Path for detailed approaches to each goal and strategy.

- Some of the biggest issues are lack of bike lanes and poor surfaces on County Roads.
- Start focusing on the area that is over looked – the need to mitigate and adapt to climate change.
- I think that transit is a key missing piece with respect to transportation in Grey. We have a number of seniors and persons of low income and getting from A to B can be difficult for those without private vehicles. This affects equitable access to government, health and social services. It impacts employment opportunities. It impacts tourism.
- Utilization of urban standards on County roads within urban boundaries needs to be clarified.
- Ability to reduce truck traffic from downtown and residential areas; need by-pass south side of Town at 2nd Street. We have no issues for county as a whole.
- I see many cars everyday travelling the roads going the same direction (most commuting to work) with only one occupant. We need more support for a well-advertised, well-organized rideshare system to create opportunities to carpool with one another. Alternatively there could be an inter-community or rural transit system.

- Grey Road 19/Grey Road 119/Gord Canning Drive roundabout bottlenecks during peak periods due to back-up at signaled intersection at Grey Road 19/Grey Road 21/Mountain Road intersection.
- Grey Road 119 (Scenic Caves Road) requires significant upgrades to ensure vehicle/cyclist/pedestrian safety.
- As a motorist, my biggest headache is when the roundabout backs up (usually late afternoon/early evening on peak days) due to the lights at the Grey Road 19/Grey Road 21/Mountain Road intersection. I also don't feel this intersection is particularly safe. Nine out of 10 times, when someone is waiting to turn left from Grey Road 19 onto Grey Road 21, all the cars heading into Collingwood swerve around into the right turn lane to go around the vehicle waiting to turn. I feel it's a matter of time before a major accident occurs because of this.
- As an avid cyclist, my primary issue is the disconnect of roads with paved shoulders. Grey Road 19 from Hwy 26 to the roundabout has paved shoulders and then these end just east of the roundabout in the middle of the roadway. Grey Road 19 paved shoulders don't resume until you make the turn to start climbing the escarpment and these paved shoulders are falling into major disrepair - many sections are crumbling before cyclists eyes. It's also difficult for motorists as cyclists are swerving in and out of the paved shoulders to avoid these damaged areas and motorists don't understand why/anticipate this movement. The paved shoulders along Grey Road 21 are similarly disconnected. They end at Monterra Road and do not connect to the Georgian Trail (which is a destination for many leisure cyclists - particularly tourists and locals commuting to/from work). Also, as a cyclist, the rumble strips are much more of a hindrance than a help. They make it very difficult and uncomfortable for cyclists to move in and out of the paved shoulders (when these shoulders end/they are damaged/etc.) and also cause a build-up of debris (dirt, salt, stones, etc.).
- Snow removal concerns; lack of active transportation options including off road options.
- Increase investment in public transit, decrease investment in private auto traffic. Reduce habitual speeding on Grey County roads by enforcing speed limits, which would improve safety and significantly reduce CO<sub>2</sub> emissions. The County should seek to resume "photo radar", the most cost effective way to reduce highway traffic speeds without endangering the public with unnecessary police pursuits. Integrate public transit networks with adjoining jurisdictions for a functional transportation "grid" within the County and connecting to other centres.
- One of the biggest transportation issues is that there are too many trucks.
- Lack of surface treated and asphalt paved roads or well used arterial gravel roads. Poorly maintained roads, bridges, and culverts due to inadequate levels of funding.
- A lot of humans use cars instead of active transport (walking/biking) within towns and to and from towns. We must encourage humans to utilize active transport to reduce the dependence on fossil fuels and therefore more sustainable and keeps us healthy. There is currently little-to-no communal transiting between towns/within towns. For example, two humans taking 2 cars instead of 1 to and from a town. A forum where humans could post when they are planning to go somewhere within the county or out of the county. Also, a bus/train to and from towns within the county could also reduce the number of cars needing to be on the road.
- Access to local transportation is one of the biggest issues within both Meaford and Grey County in my opinion. Residents of Meaford and Grey County are quite restricted to having access to a

motor vehicle to facilitate work, and socialize. As long as it is a necessity to have a motor vehicle for work and a social life in Meaford and Grey County the community will be disconnected. The dissonance between those who can afford a car for transportation and those who can't will exist as the fatal flow of the community of which they are a part.

- Review sight visibility and potential for improvement at the following locations:
  - 1) Looking north from the intersection of Grey Road 12 & Grey Road 112
  - 2) Looking north from the intersection of Grey Road 12 & 10 Sideroad; and
  - 3) Looking west from the intersection of Grey Road 29 & Grey Road 18 (consider 4-way stop condition)
- Safety is the biggest transportation issue. In the winter, roads must be maintained to standards, which will accommodate emergency vehicles and safe passage to local services. In the summer, the roads also convert into a surface for recreational activities; walking for exercise, walking to family and friends homes, walking dogs, jogging and cycling. Along Grey Road 1, residences are placed side by side similar to an urban setting but without curbs and sidewalks. The issue of mixing people and cars/trucks in a safe manner is an important issue. Speed limits must reflect multi purpose roads. The need to move traffic efficiently in a link between Owen Sound and Wiarton is challenged with driveways that enter the road at close intervals. The greatest asset in Grey County is the natural beauty of the landscape; Georgian Bay, the Islands, the Lakes, the Niagara Escarpment Bluffs, the Blue Mountains, the Highlands and the deep Beaver Valley. At the same time these attributes do form major physical barriers with escarpments to climb and broad rivers to cross. Many roads are unable to link due to these barriers. Even GPS does not provide a sure route at this time. Signage should be improved. Grey Road 1 sign is a postage size sign. Perhaps small lettering on the sign could read Big Bay - Wiarton, for example. The same applies to signs in the Highlands to guide one over the mountains and along the Big River. However, signage may become archaic with the change taking place in technology. Technology, especially hand held communication devices will present new issues in planning transportation. Accommodating people will move up a notch as travelers using GPS for directions will also talk to a smart phone or a tablet and seek others advice for not only the best route but also possible side routes, longer perhaps, but scenic. Does a well-surfaced wide road ensure travelers will follow this route? The Bruce Peninsula and Manitoulin Island have planned wind turbines along the tourist corridors. There has been a reported decline in cars using the ferry service. Without traffic to Manitoulin Island will there be a rationale for Provincial Highway 6 to extend beyond Owen Sound.
- Recommended improvements to the County and City arterial road network should focus on improving on the available link and intersection capacity, rather than major new infrastructure investment. This includes further investigating and scheduling intersection improvements and directing traffic to corridors with reserve capacity. This policy recommendation is critical in meeting the City's objectives in providing adequate level of service for transit and maximizing transit modal split. In addition, this study recognizes that arterial roads, County roads and collector roads are multi-modal corridors that serve cars, transit vehicles, pedestrians, and cyclists. The key recommendations for the road network are summarized below:
  - Promote the use of the outer alternate route (Grey Roads 11 and 18) around Owen Sound for through truck traffic using the County (Grey Roads 11 and 18) to connect to Provincial highway network (King's Highways 6, 10, 21 and 26).
  - Implement traffic control signal timing improvements on the 10th Street corridor including intersecting Grey Roads 1 (2nd Avenue West) and 15 (3rd Avenue East)

- Monitor traffic conditions and implement traffic control signals when warrants are met throughout City including County controlled intersections
- Initiate corridor studies on 10th Street and 16th Street to assess the functional feasibility of intersection improvements and develop a preliminary design with implementation coordinate through the capital planning process including intersecting County Roads.
- It is recognized that efficient goods movement is an important element of an economically viable region and that maintaining efficient goods movement is an objective of the City of Owen Sound. However, there is a need for a balance between efficient goods movement and maintaining a livable community and meeting community traffic needs. The following are recommendations to improve the movement of goods and services in the Owen Sound area:
  - Promote the use of the outer alternate routes (using Grey Roads 11 and 18) around Owen Sound for through regional truck traffic using the County and Provincial highway network.
  - Work cooperatively with the County and Province in review and design of roads recommended as the alternate routes around Owen Sound.
  - Co-operate with the Province of Ontario and Grey County in implementing the use of traffic management tools such as Commercial Vehicle Operations (CVO), Intelligent Transportation System (ITS), and Advanced Traffic Management Systems (ATMS) that provides detection of traffic conditions in downtown Owen Sound and displays conditions at the approaches to the City along Highway 6&10, 21 and 26 (approaching County Roads 11 and 18).  
Discourage regional origin truck traffic through the downtown core on 2nd Avenue East by encouraging truck traffic to utilise north/south alternates through parallel routes such as 3rd Avenue East (Grey Road 15) and 2nd Avenue West (Grey Road 1).
- Increase investment in public transit, decrease investment in private auto traffic. Reduce habitual speeding on Grey County roads by enforcing speed limits, which would improve safety and significantly reduce CO2 emissions. The County should seek to resume "photo radar", the most cost effective way to reduce highway traffic speeds without endangering the public with unnecessary police pursuits. Integrate public transit network with adjoining jurisdictions for a functional transportation "grid" within the County and connecting to other centres.

**Question 2: Do you support Active Transportation (walking / cycling)? Would you use public transit if it was available in urban centres? Would you use public transit if it was available in rural areas?**

- Yes, I support walking/cycling. Public transit would be nice if it is feasible.
- Both walking and cycling are excellent forms of exercise as well as a suitable means of transportation when there are safe cycle lanes that are continuous, to and from significant areas, wide enough to allow safe space, and without edges or rumble strips.
- Yes, I especially support cycling. Mixing bicycle and ATV's on rail tracks does not work. The ATV's wear down over time and spoil the track so it is unpleasant to bike on. It never gets packed down properly as the treads on ATV's loosen the gravel.
- I support Active Transportation as well as public transit in both urban and rural areas. Interlocking trails throughout Grey County could provide tourist destination opportunities. It would be great opportunity to 'sell' Grey County as a lifestyle destination.

- Yes, I support Active Transportation but I do not support public transit in urban and rural areas.
- The Township of Georgian Bluffs supports cycling and shoulder additions to roads for bicycles. Public transit is not economically feasible at this time.
- Walking/cycling is next to impossible in my area. There are no shoulders on the roads. The hills and the distance between communities do not make for casual walking. In Toronto, I used to walk everywhere. If I did that here, it would take all day. I would love to have public transit.
- Yes, I strongly support Active Transportation. I have used public transit in Owen Sound, but found it to be unreliable so I stopped using it. I have no opinion on public transit in rural areas.
- We support Active Transportation. We need bike lanes and paved shoulders in all county roads.
- Yes, I do support walking/cycling. I would use rural transit as opposed to urban transit.
- Yes, I support Active Transportation and would like to see more money invested in getting people out of cars. I would use public transit and think there are rural models (Bancroft for example) that could be implemented in Grey County.
- Yes, I support Active Transportation. I would like to see the County have a plan on implementing bike lanes on County roads. I know that this has already been started, but I would like to see a plan to connect these roads to make loops or routes from town to town. Add "share the road" signs throughout the County.
- Active Transportation is very important. Sustainable issues including a healthy population are key issues for our future. One area of interest is paved shoulders for cycling. It would be useful if the consultants analyzed this factors (i.e. do paved shoulders reduce road maintenance, safety etc)? Public transit is also an important service to evaluate public transit needs.
- Yes, I support Active Transportation. Public transit in rural areas would have to operate on a taxi-style call basis.
- Yes, I definitely support Active Transportation. I would use public transport when I could not bike to/from my destinations.
- Yes, I would use public transit from Thornbury to Toronto via Barrie GO train if it was fast, convenient, and comfortable with reliable timing.
- Sidewalks and roads need to be made safer for Active Transportation. Public transit is important to have. However, implementing it is going to be tough.
- I think that the road system needs to support paved shoulders for cycling and walking (these shoulders need to be at least 4 feet wide and paved – a small 1 foot paved strip is not enough – but it should be wider to allow the Mennonite buggies). The Mennonite children also walk and ride bicycles to school – it's a safety issue for them as well.
- Yes, I would use public transit if the transit system's travel time is the same as driving my car. The present challenge for the public transit system is that to travel from Dundalk to Toronto takes all day one way. If you drive your own car, it is two hours. This is a huge discrepancy.
- Yes, I do support Active Transportation. I would not use public transit if it was available in urban areas. But I would probably use public transit if it was available in rural areas.
- Yes, I support Active Transportation, but I would not use public transit if it was available in urban or rural centres.

- Yes, I support all of the above.
- Yes, I support active transportation. However, a precise plan (map) needs to be created that develops safe well connected walking / cycling corridors over time. How can you create protected cycling ways for commuters and families?
- Yes we support Active Transportation. Public transportation as known today is not feasible in small urban centres.
- We do not support County-wide Disability Transit that may someday be modified for public.
- Absolutely. In an urban centre, I can walk or cycle, therefore I have less need for public transit myself (I live downtown in Owen Sound), but I definitely support urban public transit. I would definitely use rural public transit if I lived in the country (one of the factors why I hesitate to live in the country is lack of more sustainable transportation options). A rural transit system might be good for commuters or for people who want to pick things up in town during the day.
- Generally supportive of Active Transportation Initiatives, however, need for control of cycling groups that tend to block lanes with minimal regard for vehicular traffic (i.e. tandem riding and/or three side by side along the roadway). Suggest Grey County in conjunction with local municipalities need to lobby province regarding legislation for enforcement. Determination of the allowable uses and related enforcement for these initiatives (i.e. motorized vehicles such as e-bikes, scooters, ATV, snowmobile, etc.).
- We are highly supportive of Active Transportation initiatives. Our employees are encouraged to walk or bike around the resort while at work rather than driving in personal vehicles.

We run an Employee Bike Share program in spring-fall months. A fleet of bicycles is available at designated bike rack locations across the resort to encourage employees to bike between locations. This program is FREE to all employees.

We also developed the “Tour de Bleu” 8-week Employee Bike Challenge. This program has been running for 5 years and encourages employees to replace car trips with bike trips as much as possible in their daily lives – whether commuting to work, going to get groceries, taking kids to soccer practice, etc. In 5 years, Tour de Bleu participants have biked a total of 38,731 kilometers in lieu of driving (recreational bike rides do not count in the Tour)!

Our employees have also participated in the Bike to Work week, held in June, for the past 3 years.

We are very interested in a public transit system being established that would connect the resort with nearby municipalities – particularly the Town of Collingwood. The resort feels confident that public transit would be well-used by both employees and visitors looking for alternative means to travel to the resort than in a personal vehicle. We currently offer a private shuttle service to a number of employees looking for transportation from as far away as Stayner. In previous years, we have also offered shuttle service to Thornbury and Meaford.

- I am a major supporter of Active Transportation and cycle to work regularly throughout the non-winter months. I've also walked to/from work on several occasions. I also run quite frequently along Grey Road 19 and Grey Road 21. I would certainly be interested in public transit that connected Collingwood and Blue Mountain Resort - especially if the public transit was equipped to handle skis/snowboards in the winter and bikes in the summer. I don't imagine I would ever use public transit to connect with more rural communities in Grey County.



- Yes, I strongly support active transportation. I believe with increased infrastructure we would witness much greater uptake for both recreational and utilitarian purposes. I personally would be unlikely to use public transportation but I feel there is a need.
- The Niagara Escarpment Parks contains policies with regard to recreational uses such as trail activities that are permitted within various NEP designations. Part 3 of the NEP, the Niagara Escarpment Parks and Open Space Systems (NEPOSS), also supports the establishment and coordination of a system of publicly owned lands on the Escarpment as well as the Bruce Trail. Incorporation of new trails to connect with those trails within Parks or with the Bruce Trail could be considered in the TMP.

To promote the paving of shoulders on rural roads:

1. Support public safety for cyclists, motorists, farmers, and pedestrians
2. Expand tourism Opportunities
3. Enhance health and healthy lifestyles

To implement paved shoulders:

1. Develop policy on paving shoulders (may be in place)
2. Establish budgets for paving shoulders (may be in place)
3. Identify high priority roads for paving shoulders (may be in place)

- Establish a Cycling Master Plan in Grey County. Perform counts in order to collect active transportation data. (When counts were done on vehicle, were counts done on cyclists/hikers/pedestrians using the roads?). Contact provincial government to coordinate paving shoulders of County roads and provincially-owned roads within Grey County. Develop a map showing which roads in Grey County currently have paved shoulders (may have been done).
- "Active Transportation" by bicycle is an option for very few (young and athletic without baggage, children, or the need to arrive clean) travellers and walking for very few, mostly very short trips, and not an option for the frail, encumbered by children or baggage, or disabled. It is not a practical alternative to public investment in public transit, which is the right thing to do, practically and morally, for the next decade to support local economic development and to allow fair opportunities for participation by all in the workforce.
- Yes, I do support Active Transportation. Small passenger vans one could get on and off as a free service may help people using them.
- Yes, I support active transportation – it keeps us healthy! I would definitely use public transit in urban areas, depending on how big the urban area is. Because of Meaford's size, I would not utilize public transportation within the town. To and from towns/cities, there is the potential for utilizing public transit.
- Active Transportation is very useful and practical in area where people live close to each other, their workplace, and necessity services. I tend to use active transit in urban centres, avoiding public transit, because it is more quick and practical than the public transit. I would use public transit in rural areas like Meaford and Grey County because I do not have any way to get to a workplace, socialize with the community, and connect with the necessary services, besides borrowing a vehicle or hitchhiking.
- Active Transportation (accommodating people) is a very important use of Grey Road 1. The road is also a link for cycling races and tours from nearby Owen Sound. The summer is a busy cycling time for tourists with heavy backpacks. We support the continuation of bicycle lanes for increased safety in active transportation. The County in its efforts to prepare to add bicycle lanes may be too

aggressive in cutting shade trees in mass. Maples and cedars growing along the southern edge of the route serve a purpose of providing shade. It takes years of growth to replace this stolen shade.

- The benefits of cycling as an activity and mode of travel are well documented. The development of an active transportation strategy for the City of Owen Sound provides focus and direction in increasing bicycle use and realizing benefits that include:
  - Integrating healthy, physical activity into everyday travel, fostering active lifestyles;
  - Reducing transportation costs;
  - Reducing traffic congestion and carbon dioxide emissions;
  - Conserving energy resources; and
  - Contributing to a more connected community.
- It is recognised that the many benefits of cycling can be translated to walking and pedestrian movement. In fact, given the geography and climatic conditions and reality of the Owen Sound and Grey County environment, accommodation of pedestrians and walking is generally safer and more practical than cycling during a good portion of the year. As such, the City of Owen Sound has focused its efforts and funding towards the construction of missing links and providing connectivity for the sidewalk network. The ultimate plan for the development of the pedestrian environment will be the gradual completion of a planned pedestrian network.
- The City currently provides the following active transportation opportunities:
  - Hard and soft surface trails and on-road connections,
  - Sidewalks, typically adjacent to public roadways as well as paved walkway links between residential streets and within commercial development areas; and,
  - On-road cycling permitted on local, collector and arterial roadways (but not marked as formal cycling routes although line markings indicating paved shoulders exist on some roads).
- There is currently a grid of pedestrian connections throughout the urban portion of the City.
  - Sidewalks are provided on most County roads, arterial roads and collector roads on one or both sides of the road. The trail system also provides pedestrian connections.
  - The City of Owen Sound has planned a network of walk and cycle trails providing connections with recreational activities. The City Park Trails Master Plan of City of Owen Sound Official Plan identifies the planned walking trail and cycling network.
- "Active Transportation" by bicycle is an option for very few (young and athletic without baggage, children, or the need to arrive clean) travelers and walking for very few, mostly very short trips, and not an option for the frail, encumbered by children or baggage, or disabled. It is not a practical alternative to public investment in public transit, which is the right thing to do, practically and morally, for the next decade to support local economic development and to allow fair opportunities for participation by all in the workforce.

**Question 3: What do you think should be the priorities for Grey County's transportation system?**

- Surface treating of roads should be stopped. It is waste of money as all those surface treated roads are falling apart in the second year.
- Public transit should be available for reasonable time periods. Vans are all that are needed in many situations.



- Make Grey County a good place to cycle by providing proper trails and safe shoulders on roads.
- Easy access for all people with all levels of income to get to/from amenities/jobs.
- Planning for future growth should be one of the priorities for Grey County's transportation system.
- Begin a transit system and start educating people about public transit.
- Incorporate bicycle lanes on more roads.
- The main priority should be safety for all users in a rational and cost-effective manner. As such, if Active Transportation is as important to the County as it is to me, please explore the issue of having paved shoulders on all county roads. This will go a long way to making the entire county a cycling tourist destination.
- Change County Road 18 east (Derry Line) from going north to Woodford instead by continuing County Road 18 east through to County Road 12.
- Look after the roads that we have and increase or develop more roads as needed due to heavy traffic or increase in population.
- Provide citizens with alternatives to travel by cars.
- Do not expand road infrastructure. Invest in low impact environmentally and greenhouse gas lowering transportation infrastructure.
- Make roads that accommodate all forms of transportation.
- Save economic network of roads.
- Look to the future – Active Transport plus public transit (economic).
- Look at any opportunity for re-establishing rail links.
- Review Simcoe County Public Transit Plan - a period of public support to assess its sustainability *[The Simcoe County transit plan is provided as a separate attachment - pages 9-13]*.
- One of the priorities should be the inter community bus transit.
- Complete streets in urban areas.
- Incorporate wider pavement in rural areas to accommodate bikes, pedestrians, and horse buggies.
- We need to have a "Build it and they will come" attitude versus wait until we get bogged down with new development and have no options. Plan and build first.
- Provide wide enough roads for pedestrian and cyclists to feel safe.
- I think that Grey County need to do some serious thinking about a Pubic Transit System to have in place by 2030. We need to have more encouragement of other transportation methods than cars and trucks (i.e Trains, bus, cycling, etc).
- The priorities for Grey County's transportation system should be determining, creating, and maintaining high use roads and bridges throughout Grey County.
- Get the most out of people and equipment. There is not enough production.
- Provide public transportation that would better connect The Blue Mountains internally and regionally. (Priority identified on page 125 of "Our Sustainable Path").

- Incorporate bike lanes on all County roads, especially on County Roads 40, 7, 19, 22, 12, and 112 where most cyclists can be seen riding (i.e. locals and tourists).
- One of the priorities for Grey County's transportation system would be greenhouse gas reduction and adaptation.
- Focus on connecting transportation modes.
- Some of the priorities would be maintenance (Winter should be high) and installing a right hand turning lane on northwest corner of County Roads 4 and 28.
- Bicycle lanes and inter-community transit should be the priorities for Grey County's transportation system. Inter-community might include inter-county. For example, transit leaving Owen Sound every morning destined for Southampton, Meaford, Flesherton. A rideshare program may accomplish this more effectively / be more popular, as people have the option of getting to their destinations more quickly.
- Increase regional collaboration between neighbouring municipalities and counties to ensure a fully integrated transportation system. Public transit should be considered within this regional perspective.
- Significant intersection improvements (preferably a roundabout) at the Grey Road 19/Grey Road 21/ Mountain Road intersection to reduce bottlenecks during peak times.
- Upgrade Grey Road 119 (Scenic Caves Road) so it is a safe roadway for vehicles, cyclists and pedestrians. Consider establishing the stretch of Grey Road 119 that climbs the Niagara Escarpment as a designated cyclist training route – with a more distinct separation of vehicles and cyclists. This could ultimately serve as a cycle tourism draw to the region.
- Better connect roads with paved shoulders (bike lanes). There are currently too many areas where paved shoulders end in the middle of a County Road (i.e. Grey Road 19, Grey Road 21). In addition to the challenges bike commuters and avid road cyclists face with the disconnect of roads containing paved shoulders, Our employees also struggle with identifying safe and well-connected routes for our visitors (i.e families) to follow for leisurely bike rides. Many are not comfortable, or do not want their children, biking on busy and unfamiliar roads without paved shoulders (bike lanes) so routes are very limited for those wishing to explore the area by bicycle.
- Create a formal roads infrastructure improvement plan that ensures roads are improved prior to falling into considerable disrepair.
- I think a road improvement plan needs to be established so the roads (including paved shoulders) are repaired PRIOR to them falling into major disrepair. I think it should also be priority for the County to identify major cycling routes in Grey County and ensure that as road upgrades proceed, paved shoulders are included along these identified routes. As both a motorist and a cyclist, I strongly feel that Grey Road 119 (Scenic Caves Road) upgrades should be major priority. I have had a few close calls in the winter in my vehicle (with snow tires) trying to get to the top of Grey Road 119 with cars sliding backwards, coming down the hill too quickly and losing control, etc. It can be VERY DANGEROUS going up and down in the winter months. I have had to call the County several times over the past few years to request plows/salters due to the complete chaos that ensues with cars sliding all over the place. This road should really be closed by the OPP when weather conditions are this slippery. Similarly, as a cyclist, I do not feel safe either climbing or descending this road due to the disrepair it is in. There are no paved shoulders, the roadbed itself is in very poor condition (especially near the edges where cyclists ride) and sight lines are minimal

for motorists with all the sharp twists and turns. Despite the posted 50km/hr speed limit, motorists travel much too quickly on this road - especially considering the number of cyclists and pedestrians who use this route for exercise.

- Inclusion of Active Transportation infrastructure such as a network of bicycle lanes and sidewalks. Slowed speed limits and traffic calming measures in areas with a high volume of pedestrian traffic
- Public investment should be directed toward subsidizing public good - transit, and stop preferentially investing in private automobile traffic and subsidizing car owners. Bridges do need maintenance, but road network capacity should not be increased. Public safety and responsible resource use require enforcement of current speed limits on county roads and provincial highways passing through our county.
- Bring back the train to reduce trucks on highways (safe driving and reduced road costs). Containers to be transported on trains to be delivered by trucks to Toronto or other terminals and unloaded at Owen Sound train terminal. Trains could include one wagon for passengers.
- Coordinate an overall plan with the lower tier municipalities to address the infrastructure in the coming years. (i.e. County fund maintain bridges; municipalities fund maintain roads).
- The priorities for Grey County's transportation system are as follows:
  1. Bikes lanes. Throughout The Netherlands, there are bike lanes everywhere. The bike lanes are also usually separated from the roads, providing safety when biking and reduces the inhalation from car exhaust. Bike lanes encourage humans to bike instead of travelling by car.
  2. Bike racks. Putting bike racks throughout the towns in Grey County could also encourage humans to bike.
  3. A 'bike center' in the towns where humans can go to get help fixing a bike and/or utilize tools to fix a bike. It could be operated by a paid staff and/or volunteers. Check out the University of Guelph Bike Centre at <http://www.csaonline.ca/bike-centre/>
  4. Bus/train from Meaford to Owen Sound.
- The priorities of Grey County's transit system should be providing a link between rural residents, the town centre, jobs, and the adjacent town centres. The transit system should accommodate passengers and bicycles easily so that residents can travel to and from the transit route to their destination. Facilitating bicycles in the transit system should allow residents living around the town and rural areas to commute to and from the transit line easily. This is quite necessary because residence will be quite spread out from the transit route given the layout of Meaford and Grey County.
- If the TMP is about accommodating people, residents should feel secure in that the road they bought on continues to be the road they live on. In 2003 many County roads were re-named as County roads or re-named, and passed over to the municipalities. When the County changes a road name, public notice needs to be given: "published once a week for four successive weeks in "The Sun Times", a newspaper of general circulation and notice has been posted on the County's web site". When a road was re-named in the past, resident's addresses were not altered, thus no need for direct notification to the resident. Likewise, the Civic 9-1-1 Addressing numbering (green numbers at each residence) were seldom affected. The County would notify emergency services .Canada post has now made it mandatory that Civic 9-1-1 Addressing be part of a rural mail address. Along Grey Road 1 just to the stop sign at the Kemble Women's Institute Lookout, there are 462 Civic 9-1-1 number that Canada Post considers a mailing address. A mailing address is very

personal and becomes one's identity in government and other documents. Canada Post invested times to personally communicate to each resident exactly the new address required to ensure mail delivery. Residents were given twelve months to have all addressing changed. Even through computer communication has reduced mail delivery to a mailbox, an address change is still required for paperless mail. In spite of the offer of twelve months to comply, change is not easily accepted. A huge uproar arose which involved residents, the Municipality, the Post Office and the MP's Office. Grey Road 1 is an apt description for the scenic shoreline route of the County of Grey's northern most road. Residents expect no further interruptions to their identity.

- The components of the recommended transportation strategy for the City of Owen Sound's Transportation Master Plan are listed below and best describe the priorities the County should consider as well:
  - Land Use and Development,
  - Transit,
  - Arterial Roads,
  - Goods Movement,
  - Walking and Cycling,
  - Travel Demand Management; and,
  - Traffic Calming.

The City would encourage that consultation with and engagement of the agricultural, Mennonite/Amish and First Nation communities be incorporated with their interests being recognised in the Plan. The benefits of a regional transportation strategy should reflect the economic interests of the County and its lower tier municipalities including industrial, commercial, agricultural and tourism businesses. The transportation strategy must be cognizant of the aging demographic of the County and promote active lifestyles and fitness opportunities in active transportation but it must have realistic expectations that reflect this demographic in the context of a challenging geographic and climatic environment. The County's transportation master plan should have regard for the environment and protect the natural assets of the region.

- Public investment should be directed toward subsidizing public good - transit, and stop preferentially investing in private automobile traffic and subsidizing car owners. Bridges do need maintenance, but road network capacity should not be increased. Public safety and responsible resource use require enforcement of current speed limits on county roads and provincial highways passing through our county.

**Question 4: How satisfied are you with the current road infrastructure within Grey County? What would you change?**

- Most of the county roads are too narrow or have no shoulder to pull over if you had a flat tire or need to make a phone call.
- Consider bypasses around the many small communities between Owen Sound, Mt. Forest and Shelburne.
- Grey Road 18 could go east almost to Meaford.
- Owen Sound bypass. Grey Road 18 north and south needs a shoulder for bicycles; it is dangerous to cycle on as it is so narrow.

- I am satisfied with the current road infrastructure within Grey County.
- I am satisfied with current road system. All of the waterways should be identified by road signs.
- I am reasonably satisfied. I would change County Road 9 in the Ayton-Neustadt area. If you are westbound from Dundalk, have County Road 9 continue directly west from Highway 6 all the way to the County line where it could meet up with the Bruce County Road. Yes, this would involve bridge upgrades, but it makes the most sense.
- I am somewhat satisfied. However, much improvement is needed on main routes such as County Road 40.
- Roads are generally fine. I am unsatisfied with lack of alternative transportation options.
- More bike lanes are needed.
- I am satisfied. I would encourage paved shoulders in areas where there is cycling demand.
- More paved shoulders should be added especially on uphill side of roads to connect existing paved shoulders both in Grey County and to connect to Simcoe County.
- It is okay for what I do, but I am retired. We need more cycling friendly roads.
- I am reasonably satisfied. I would like to see the study or "plan" determine a solution in and around Chatsworth Village for Highway 6 and Highway 10 junction and the connection of Grey Road 40.
- I think County roads are good. We do not know how lucky we are. Work together with people.
- See issues associated with traffic congestion on Highway 26 through the urban areas. Grey County/The Blue Mountains to work with the Province to alleviate this issue and to develop a new provincial highway strategy for our area.
- I am satisfied with the current road infrastructure except for bike lanes.
- The roads are great for cars, but what comes next?
- It's good. Well maintained. Keep it up.
- We are very satisfied with services received especially reconstruction of 7th Avenue and 10th Street.
- Satisfied with County roadways that have been upgraded to accommodate current transportation demand and include paved shoulders.
- Roundabout was a progressive initiative for this area and it is functioning extremely well during both peak and non-peak time periods. Going forward, the County needs to ensure that the overall function of this roundabout is maintained and not hindered by the development of additional intersections (i.e. Windfall development) as well as other nearby intersection improvements (i.e. Grey Road 19/Grey Road 21/Mountain Road intersection).
- We are satisfied with the County's commitment to paving shoulders on roadways frequented by both recreational cyclists (road cyclists and leisure cyclists) as well as those cycling for utilitarian purposes (i.e. commuting to work). However, as noted above, the County needs to ensure that the existing 'gaps' or disconnects between these roads with paved shoulders are minimized. The County should also be working with neighbouring municipalities and counties to ensure consistency across political boundaries.

- I think Grey County is doing an excellent job with the roads they have recently upgraded. The Grey Road 19/Grey Road 119/Gord Canning Drive roundabout was a very progressive project for the County and it is functioning superbly (save and except for the bottlenecks caused by the signalled intersection to the east). I think it's great that the County is committed to widening and paving shoulders to accommodate the extremely fast-growing cycling community to ensure both motorist and cyclist safety. I hope to see more and more paved shoulders and better connectivity between them in the future.
- I am relatively satisfied.
- Perfectly adequate, well maintained. County does an excellent job of over-providing for private vehicular traffic.
- Transportation should be more user friendly.
- I am not satisfied. There is a lack of new infrastructure (i.e. hard surfacing more gravel roads).
- Neutral. I would like to see the incorporation of bikes lanes. The incorporation of 'round-a-bouts' instead of stop signs and/or stop lights reduces idling of cars/keeps the cars moving.
- I am quite unsatisfied with the current road infrastructure in Grey County. I would like to see bike lanes on major roads like Highway 26, where biking to and from town is quite dangerous due to the lack of space for cyclists.
- 1) Suggest County take over the 10th Concession South from Hwy 26 to the intersection of Grey Road 18  
2) County consideration to take over 10 Sideroad (Gerald Short Parkway) from Grey Road 18 to Grey Road 12 to provide/improve connectivity of county road system.  
3) Review for potential improvements at 10th Concession South and Grey Road 18 intersection.
- The section of Grey Road 1 east of Big Bay needs widening and resurfacing to accommodate people/bicycles and traffic. Many RV's travel this route and in sections the road is not wide enough when traffic meets.
- Generally satisfied and offer the following suggestions:
  - The County should construct, reconstruct and maintain its roadway infrastructure to full urban road standards within the City of Owen Sound and other urban municipalities.
  - The City and the County should work cooperatively to identify opportunities for cost sharing and efficiency in the operation of and capital works for County Roads within the City, including operations, maintenance, technical and engineering support, contracts and capital planning and construction.
  - The City and County should work cooperatively to identify priorities for road rationalization, bridges and road related structures and intersection (traffic) control within the City.
- Perfectly adequate, well maintained. County does an excellent job of over-providing for private vehicular traffic.



## Additional Comments

- There is need for a road to connect Dundalk's Eco Parkway to Highway 10 directly to alleviate damage/wear to County Road 9 and County Road 8.
- The following segments of county roads are narrow, potholed, and surface treated poorly:
  - County Road 32 between County Road 13 and Highway 10
  - County Road 2 between County Road 4 and County Road 9
  - County Road 23 between County Road 4 and County Road 9
  - County Road 8 between County Road 9 and Highway 89
- Make County Road 9 a direct path between County Road 3 and Highway 6
- Serious concern regarding forklifts using public roads in Southgate. The forklift traffic is predominately on municipal roads (Southgate Roads 26 and 24).
- Collect more traffic counts for the Blue Mountains area.
- 12th Concession B should become a county road between County Road 13 and County Road 2
- Any system must be affordable to municipalities as we are always short of infrastructure funds.
- Active Transportation will increase when the county improves the infrastructure so that people feel safe. In other words, more paved shoulders will result in more cyclists. I believe there are many people who do not venture out on their bikes because they feel unsafe on roads without paved shoulders.
- Overall, Grey County is supplying a good service.
- Municipalities in Grey County need to work together more effectively to have a county-wide approach to transportation infrastructure including planning, maintenance, consistency, linkages, alternative transportation options. Current piecemeal approach is expensive and does not meet needs of citizen of the region. We move around.
- Traffic circles would keep traffic moving and lower greenhouse gas emissions.
- Turn off motors at all signals and stops (has been in place in Europe for years)
- Improve roads and sidewalks along shore routes.
- I trust that economic development including tourism will be considered in the Transportation Study.
- When it comes to hard surfaced roads in Grey County, the Durham Cycling Group has two main issues - safety and availability. *[A complete paper including issues and recommendations was provided as a separate attachment.]*
- Connect 2nd Street in Hanover from County Road 10 to County Road 28 (connecting link for business park, truck traffic, new school/bus traffic)
- County Roads 4 and 28 intersection requires re-designed intersection (for safety and better traffic flow)
- Reduce truck traffic on County Road 4 within Hanover boundaries (Main Street). Downtown Revitalization Project is in process (traffic calming and street narrowing recommendations).

- How do we promote inter county co-operation in transit? With the Blue Mountains abutting Simcoe County, greater flow would be out of Grey County into Simcoe County and return.
- The "Cyclist ride single file" tags on the share the road signs create an impression for motorists that riding single file is what they will encounter which is not necessarily true.
- Paved shoulders / bike lanes need to be cleared to remove gravel, broken glass, horse manure etc.
- The policy of adding paved shoulders only where roads are being rebuilt is too late.
- Overall, things are good at the moment but the Blue Mountains is Toronto's "Whistler". It could explode with activity. Plan now, which you seem to be doing at some point. Stop planning and do something.
- For people travelling on rural roads at night including (County Road 19, 10th Line of Collingwood Township, Clarksburg, Ravenna, and Duncan), it is hard to discern where you might be and GPS does not pick up these roads.
- Extend County Road 15 northeasterly. Make it 115 up to Balaclava and south to Highway 26 *[sketch provided on the map as an attachment]*.
- The paved shoulders on Castle Glen Hill are not usable for cyclists.
- There is congestion at the intersection of County Road 19 and County Road 21 involving motorists, pedestrians, and cyclists. Back-up in Highway traffic conditions is observed generally during peak times of the year (i.e. winter ski, summer events).
- There is a "pinch point" where the pavement narrows in front of the Anglican Church when cycling from Thornbury to Clarksburg.
- On County Road 2 between County Roads 40 and 119, cyclists are riding abreast blocking road. Cycle lanes are needed especially on "line-of-sight" blocked inclines that prohibit car passing.
- Hanover needs an east-west truck bypass, most likely on County Road 28, a concession north. At the west end, in Bruce County just west of Hanover, this road curves nicely down and merges with County Road 4. However, at the east end, there's just a tight right angled turn which large trucks can't handle, both at 28 & further east at County Road 3. If fixed, this would take big trucks and passers through off our busy downtown street. The intersection of County Roads 28 & 4 (Zellers & Canadian Tire) is a tight corner with insufficient left and right turn lanes with no room for large trucks to turn. This is a very busy urban intersection that creates traffic backlog. If the County expanded and created turn lanes at Hanover's north-east corner, where 28 turns, and also at the intersection of 4 and 28, both the above problems could be solved. I see this as a priority. This would also increase the likelihood of people passing through north-south using 28 instead of the County line right through town. Another benefit.
- I think the County has a roads dept, but not a transportation dept. There are extremely limited options to travel anywhere by public transit, or by air.
- If there is to be a "25 year plan", then it should be initiated this year, and infrastructure should include rail, by way of investing now in reclaiming former rail line property, some of which might even have preserved through the initiative in the mid-nineties known as "rails to trails". This sort of opportunity should be acted upon quickly.
- The province should be involved by way of starting co-ordination planning so that all of us could again use trains to link to Toronto, Guelph, Kitchener. (I'm dreaming big, 25 years big).



- I hope your group will provide details of this study as it progresses to the general public. One idea might be to find out the date of publishing for the local papers. I will be looking for your next news release in *The Progress*. Maybe you could bring us all up to date on what our corporate strategies are.
- Keep the costs at minimums for all things. This would have more to do with repairs or reconstruction.
- Public transportation is continually identified as a significant issue of public concern. We are pleased that Grey County is embarking on the Transportation Master Plan study, and encourage you to consider the hierarchy of transportation modes – active transportation, trails/walking/biking connections to public transportation, etc.
- Incorporate bike lanes on every County Road. We have a huge local cycling population and a ton of tourist cyclists from the City (Toronto) and elsewhere.
- I am an avid road and mountain biker who lives on the Mountain Road between Collingwood and Blue Mountains. I find that the paved shoulders with no speed bumps for sleepy drivers are better for cyclists because they are free of small stones or rocks because the flow of rain water is unobstructed and cleans the shoulder. Wide shoulders for uphill sections when bikers are much slower than vehicles are great because the drivers don't have to veer into oncoming traffic or slow down not knowing what is coming at them over the rise. I have only been honked at by a driver when there was no paved shoulder. Thanks for making the roads we all use better for everyone.
- Castle Glen Development Corporation owns approximately 1400 acres located at part Lot 8, part of Lot 9, 10, 11, 12, Concession 3 and Lots 10, 11, 12 Concession 4, in the Town of Blue Mountains. The Castle Glen Project is designated in the Blue Mountains Official Plan for approximately 1600 residential units and 300 hotel units. Castle Glen is commenting on the 2nd, 4th and 6th bullet in the "ISSUES TO BE ADDRESSED" section of the Open House Notice Boards. We would ask that Castle Glen be included in all the aspects of the Study relating to future traffic patterns and connectivity to other roads and communities surrounding Castle Glen. If networks of pedestrian and bicycle pathways are planned, we would wish that Castle Glen be included in the network where practical and efficient.
- An image of a bike painted on the road with a white line does not make a bike lane on a busy urban street.
- Questions for thought:
  - What will a network of car charging or battery switching stations look like?
  - Where will transit corridors be located?
  - How could vehicle and transit charging align with nuclear power generation?
  - The biggest problem with wind and solar power is demand management. They need a storage device. Can a network of transit and cars, plugged into the grid, be that device?
  - What policies could Grey develop to move towards a zero point source emissions transportation future?
- We would like to see the County's Natural Heritage Features incorporated into the Master Plan to provide a heads up in all transportation activities. I understand for major works ESR's are required but this would help to clearly identify important features and make them known and important from the onset.

- Where roads cross watercourses or may be near environmentally sensitive areas, the "precautionary principle" should be applied.
- Planning for local roads and projects joint interest seem to provide a much better outcome when put through the planning process for input.
- There is a rideshare board in existence right now at: <http://www.pickuppal.com/pup/browse/ca/on/owensound/>. It could be utilized more fully. Grey County may be able to help advertise / endorse this. I think it makes sense to include bicycle lanes in any new roads being constructed if we want to encourage sustainable transportation options. It only grows from here.
- I appreciate the public consultation that Grey County is encouraging as part of this process. It is fantastic that the transportation plan is looking at ALL aspects of transportation (i.e. walking/cycling/public transit) and not just roads (as has been the story in the past). I look forward to being part of this process moving forward and thank you.
- A significant portion of northern Grey County is within the Niagara Escarpment Parks. The NEP contains policies and criteria that pertain to the development of transportation facilities which will need to be considered and addressed for any new or expanded transportation facilities with the boundaries of the NEP.
- Support the construction of "live barriers" (coniferous trees/hedges) wherever possible along rural roads to prevent drifting snow which impairs road visibility.
- Maintain 50 kph speed limit from turn off of Grey Road 7 travelling north till reaching Lanktree Drive, then resume 80 kph speed limit.
- Install 4-way stop on the corner of Grey Road 2 and Grey Road 119 (Ravenna). Reason: poor visibility attempting to cross Grey Road 2 from Grey Road 119 travelling eastward toward Collingwood. Visibility impaired due to multiple vehicles parked along Grey Road 2 in front of the General Store.
- Transportation should be more user friendly with less policing for minor infractions that do not jeopardize safety. Parking meters are unfriendly for visitors. Fewer police cruisers would not make the City or County less safe. The money saved could pay for public transportation. Look into the electric car banned in Ontario. See Owen Sound library DVD "Who Killed the electric car".
- If you make bicycle lanes, make them 9 feet wide so horse and buggy can use it safely. To north of Peabody there is a section with a lane that is too narrow for buggies to drive on which ends up being dangerous for vehicles trying to pass. Being that the Master Plan wants to create a vision for all modes of transportation over the next 25 years, I think it is important that this be considered.
- Move forward in developing a fiscal plan to address our infrastructure requirements.
- A sustainable way of locomotion is critical and will keep us all healthy.
- I would like to see hitchhiking being promoted as a more sustainable way to travel. If it was possible to relieve the stigma from hitchhiking and promote it as a safe and effective way to get around.
- How will downgrading regional roads to county roads affect the public/communities? What are the advantages/disadvantages of making these changes? Will the reasons to make these changes be explained at the next public meeting?

- The County plans to develop a map showing which roads have paved shoulders and determine through specific criteria as well as input from members of the community as to whether there should be other roads that have paved shoulders. Has this map been developed? If not, will it be ready soon, or at least prior to the next public meeting coming up in the spring?
- The Wiarton Airport location was chosen in the 1940's by the Federal Government because the solid rock formation accommodated large aircraft, not because it would be central to commerce. Transport Canada financed the airport for fifty years for air traffic in a flight path over the airport, not into the airport. Two municipalities with a tax base from residential assessment should not be placed in a position to reinvent and finance the Wiarton Airport. A "Grey Bruce Owen Sound Airport Park" would be a good discussion starting point at which to examine the financial feasibility of the Wiarton Airport.
- Aggregate trucks entering the County roads do so without stopping as there are no stop signs at the pit entrances. Oncoming drivers unaware of this practice are easily irritated when the truck turns onto the roadway when it was expected to stop. Signage warning drivers that heavy trucks merge without stopping may help drivers to slow down rather than speed up and be right behind the truck in a dust cloud.
- We Support the County of Grey's ban on ATV's on County roads.
- The County of Grey has one of the oldest forest management by-laws in Ontario, dating back to the 1940's. Unfortunately this comprehensive by-law applies to private landowners and not the County or the municipalities. The TMP Study does not touch on the value and protection of roadside vegetation as shade, windbreaks and natural landscape.
- Significant Natural Heritage Features may be identified as more of a constraint in this type of exercise while access to mineral aggregate and road network improvements may be considered as an opportunity for the future development of mineral aggregate resources where they exist.



**County of Grey**  
**Transportation Master Plan**  
**NOTICE OF STUDY COMMENCEMENT AND**  
**PUBLIC INFORMATION CENTRE**

**THE STUDY:**

The County of Grey is undertaking a Transportation Master Plan (TMP). The TMP is a strategic plan that will direct policies and infrastructure initiatives for the County's transportation system over the next 25 years. The objectives of the study are to address short, medium and long-term transportation needs of Grey County.

**Goal #1:** Create a vision for all modes of transportation in the County of Grey, with a particular focus on encouraging active transportation options (cycling, walking/running).

**Goal #2:** Identify Transportation network constraints and opportunities, as well as required infrastructure improvements/expansions to ensure the continued safe and efficient movement of people and goods to the year 2036.

**Goal #3:** Ensure that the Transportation Master Plan is fully aligned with the County's vision and goals identified in the County Corporate Strategic Plan and other County plans/strategies.

**Goal #4:** Establish solutions reflective of the present economic climate and future conditions.

**Goal #5:** Coordinate and establish partnerships with public and private agencies.

**THE PROCESS:**

The study will be carried out through an open public process as a Master Plan study under the Environmental Assessment (EA) Act. The scope of the study will follow Section 2.7 (transportation master plan process) in the Municipal Class EA guidelines.

**PUBLIC CONSULTATION:**

Public consultation is a key component of this study. The first of two sets of Public Information Centres (PIC) will be held on November 1st and 3rd at the times and locations listed below. The purpose of the PIC is to present background information and obtain your input on the transportation needs of Grey County.

Date and Time	Locations	
Thursday, November 1, 2012 5:00 to 7:00 PM	1	Flesherton Kinplex 102 Highland Drive, FLESHERTON, ON
	2	County of Grey Administration Building (Council Chambers) 595 9th Ave. East, OWEN SOUND, ON
Saturday, November 3, 2012 2:00 to 4:00 PM	1	Beaver Valley Community Centre 58 Alfred St. W., THORNBURY, ON
	2	P & H Centre, (Lions Den - 2nd Floor) 269 7th Ave., HANOVER, ON

Your involvement is important. If you cannot attend and would like to provide comments, please submit your comments, issues, and any additional information to the project team members below:

**Randy Scherzer, MCIP, RPP**  
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**Ray Bacquie, P.Eng.**  
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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Notice first issued September 27<sup>th</sup>, 2012

# WELCOME TO



## THE GREY COUNTY TRANSPORTATION MASTER PLAN

### PUBLIC OPEN HOUSE

**Date:** Thursday, November 1, 2012  
**Time:** 5:00 to 7:00 PM  
**Location 1:** Flesherton Kinxplex  
102 Highland Drive, Flesherton  
**Location 2:** County of Grey Administration Building  
595 9th Ave. East, Owen Sound

**Date:** Saturday, November 3, 2012  
**Time:** 2:00 to 4:00 PM  
**Location 1:** Beaver Valley Community Centre  
58 Alfred St. W., Thornbury  
**Location 2:** P & H Centre, (Lions Den 2nd Floor)  
269 7th Ave., Hanover



# PUBLIC OPEN HOUSE

The purpose of this public open house is to present background information and obtain your input and concerns on the transportation needs of Grey County. We invite you to fill out a comment sheet with your comments and suggestions.

## We want to hear from you!







# GOALS OF THE TRANSPORTATION MASTER PLAN

- GOAL 1** Create a vision for all modes of transportation in the County of Grey, with a particular focus on encouraging active transportation options (cycling, walking/running).
- GOAL 2** Identify transportation network constraints and opportunities, as well as required infrastructure improvements/expansions to ensure the continued safe and efficient movement of people and goods to the year 2036. Where applicable rationalize County Roads and Bridges.
- GOAL 3** Ensure that the Transportation Master Plan is fully aligned with the County's vision and goals identified in the County Corporate Strategic Plan and other County plans/strategies.
- GOAL 4** Establish solutions reflective of the present economic climate and future conditions.
- GOAL 5** Coordinate and establish partnerships with public and private agencies.



# EXISTING TRAFFIC CONDITIONS

- 24-hour traffic counts on several County roads were collected
- Existing traffic conditions were assessed based on a review of previous studies, analysis of existing and seasonal counts, and field observations
- County roads are currently operating with reserve capacity based on observed volumes

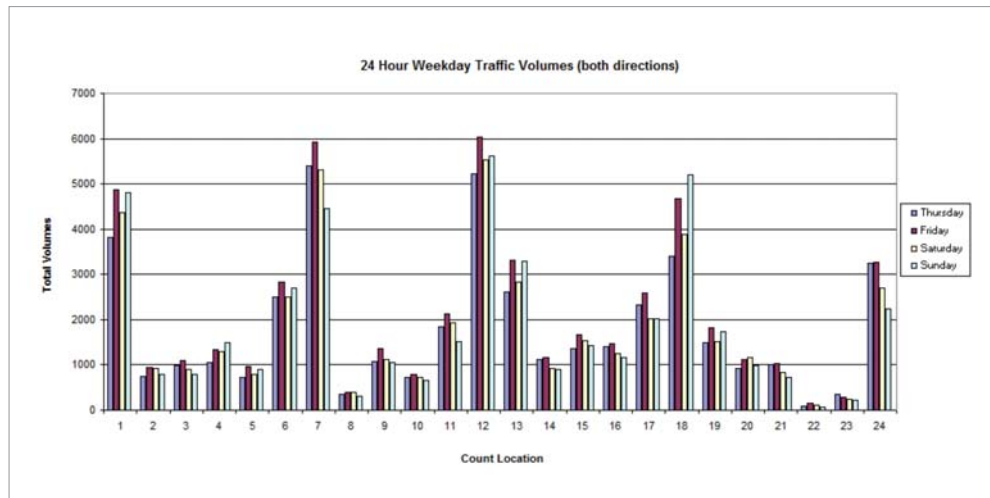




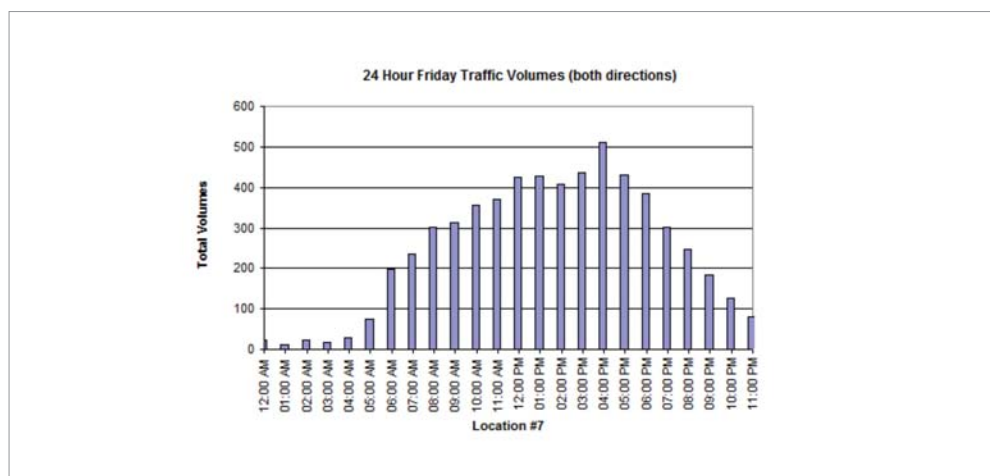


# EXISTING TRAFFIC CONDITIONS

- Thursday, Friday, Saturday, and Sunday counts were compared
- Generally, Friday has the highest traffic volumes



- Weekday PM peak hour volumes generally higher than the AM peak





# ISSUES TO BE ADDRESSED IN THE TRANSPORTATION MASTER PLAN

- County Road Rationalization (to differentiate the role and function of County roads)
- Needs of Area Municipalities
- Operational Issues in Rural Centres
- Network Continuity (connections to built-up centres and/or provincial highways within and beyond County boundaries)
- Bridge Rationalization (to review and identify local and County bridges)
- Active Transportation (walking/cycling) and Transit Opportunities

What are your issues/concerns?





# NEXT STEPS

The next steps for the Transportation Master Plan are:

- Review all comments and suggestions from public and agencies following the first Public Open House
- Based on public and agency input, assess future transportation network constraints and opportunities
- Identify and evaluate network solutions. Develop a recommended plan
- Hold Public Open House #2 in Spring 2013
- Review all comments and suggestions received from the public and agencies following Public Open House #2
- Document the study in the Transportation Master Plan Report





## YOUR INPUT IS IMPORTANT!

Please fill out a comment sheet with your comments and suggestions. If you wish to be put on our mailing list, require further information, or wish to provide any input to the study, please contact the project team:

### **Randy Scherzer, MCIP, RPP**

Director of Planning and Development  
County of Grey

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**E-mail:** GreyTMP@ColeEngineering.ca

## **Public Open House #2**

# Grey County Transportation Master Plan

## Public Consultation – POH #2 Summary

### 1.0 Public Open House #2

The second set of Public Open Houses (POH) for the Grey County Transportation Master Plan was held at four locations over two days. Two meetings each were held at the times and locations in **Table 1**.

**Table 1 – Locations and Dates of POH #2**

Date and Time	Locations	
Thursday, April 18, 2013 5:00 to 7:00 PM	1	Flesherton Kinplex 102 Highland Drive, Flesherton
	2	County of Grey Administration Building (Council Chambers) 595 9th Ave. East, Owen Sound
Saturday, April 20, 2013 2:00 to 4:00 PM	1	Beaver Valley Community Centre 58 Alfred St. W., Thornbury
	2	Hanover Municipal Office 341 10th Street, Hanover

The notice of the POH was published on Wednesday March 27 or Thursday March 28, 2013 in the following newspapers: Owen Sound Sun Times; Meaford Express; Thornbury Courier Herald; Dundalk Herald; Mt. Forest Confederate; Flesherton Advance; and Hanover Post. Additionally, the notice was published in the monthly West Grey Progress on April 19, 2013.

These POHs were the point of contact with the general public to present the draft recommendations of the Grey County TMP and to collect their feedback. Information was exhibited on display boards providing opportunity for the public to ask questions of County staff and the consultant team. A total of 77 members of the community and stakeholders signed in to the public meetings.

At each POH session, 17 display boards were presented on the following subject matters:

- Purpose of the Study
- Existing Traffic Conditions
- Need and Justification
- Transit
- Active Transportation
- Goods Movement
- Community Traffic
- Road Rationalization
- Bridge Rationalization
- Next Steps

## 2.0 Comments Received from Public

Comment sheets were provided to attendees as one option to provide feedback on the study. The following is a summary of 49 comment sheets and emails received during and following the POH.

1. My comments are as follows:
  - Criteria 1: Urban centre connection Owen Sound, Wiarton, and East Linton
  - Criteria 2: Grey Road 1 is the upper Tier connector to King Hwy 6
  - Criteria 4: Barrier service - Upper Tier road already justified
  - Criteria 5: Resort service - Blue Mountains - also Oxenden
  - Criteria 7: Urban Arterial - connecting Owen Sound, East Linton and Wiarton
  - Criteria 9: Traffic speed - predominately 80 km/h
  - Criteria 10: Hard top - Qualify - repairs already justified
2. Originally Grey Road 1 was maintained by Keppel Township, then Grey county took it over and what was the reason for this? Why do you want to download it now? how can you break the road up to rate it as 3 points at either end but only 1 in the middle section - the connector? Who reduced the speed limit from 80 to 50/60 km/h at Colpoy's Lookout? This reduces the rating as well. Grey Road 1 is a "major connector" to Wiarton. Grey Road 1 also is under contract for reconstruction. Will it be completed by Grey County regardless of outcome? It was not built to standard. The road was designated by Grey County as a scenic route. It's a disgrace. Keep it, fix it, don't offload it.
3. I believe it would be unfortunate to have Grey Road 1 turned back to the Township. This is a well-travelled road particularly in the summer tourist season. It was a little hard to see what the plans are for the County roads in the City of Owen Sound but they should be turned back to the City. There is no justification for County roads in Owen Sound. It is a regional centre and brings the traffic to and from the City. We do not move traffic through the City. In fact, the County has a complete road system to move any traffic around the City.
4. The present (all County roads) should be in the Grey County road system and not put into the Lower Tier road system.
5. The County should connect Grey Road 4 from provincial highway 10 to Grey Road 4 at provincial highway 6.
6. Criteria, on cursory examination, do not support high-traffic tourist routes. May lower-tier governments change the weight of criteria? Also, need more information on:
  - when traffic counts occurred - any in high tourist time
  - condition of County roads when down-loaded. Will they be in good condition and subsequently their estimated life span?
7. Grey Road 12 needs to be maintained as a County Road. It is the only north/south County road. It is safe for travel in the winter months when the weather is bad. County Road 7 is very often closed to traffic on stormy days.
8. Grey Road 12 needs to be maintained as a County road. It is the only north-south County road that is passable in bad winter weather. County Road 7 south of Meaford is the first to become impassable and closed in storms. It is not good to consider bike routes on the 7th Conc. of Euphrasia/St. Vincent Township.



9. Where are the maps and the data set that informed the recommendations. There is not any word in the report to support the recommendations on road rationalization in Owen Sound. The report is seriously flawed.
10. Grey Road 40 should be straight west to 40 at Chatsworth, not going into Chatsworth for truck traffic. Main truck route should go around small towns and no 1/2 load signs.
11. Recommended shoulder widening and bike lanes between Owen Sound and Wiarton on 17A and Grey Road 1 are excellent for cyclists, for tourism, and for economy. Add 2 or 3 east-west connectors between Grey Road 1 and 17A. Specific recommendation is as follows:
  - Proceed as soon as possible with shoulder widening and bike lanes on "drive in road" (a.k.a. Grey Road 17B) on west side of Owen Sound (particularly in the hill between Park Street and West Street and connect east with bike lanes to Owen Sound). Rationale - heavy pedestrian and cyclist usage, safety, access to Bruce Trail.
  - Work with neighbouring areas on paved shoulders and bike lanes from Owen Sound to Sauble Beach.
12. It is to my understanding that the County of Grey is considering the downloading of Grey Road 1 back to the Township of Georgian Bluffs (Township) as part of its Draft Transportation Master Plan. It has also come to my attention the Mayor Barfoot has publicly expressed concerns about this particular road being returned to the Township. My wife and I have recently taken interest in an existing shorefront property along Grey Road 1 with the intent to build a retirement home there. Being cautious purchasers, we investigated the applicable building setbacks to ensure that we would be able to build what we desire. We quickly discovered that the setbacks imposed by the County Road greatly exceed those of the regular Township zoning and cause a profound encumbrance to the ability of this existing residential lot to accommodate a dwelling. After discussions and meetings with Township and County representatives, we discovered that we could apply to have the setback reduced. After a review of the Township's Comprehensive Zoning by-law, specifically Section 11, it is apparent that there have been numerous similar successful applications for setback reductions for this County road and those that appear in the list do not include unsuccessful or withdrawn applications and additional inquiries with regards to the setback, to both the County and Township. The application process for setback modification appears to require the review by the County's transportation department staff, Township staff, County Council and implementation of the "successful" conditions into the local comprehensive zoning plan requiring Township Council and staff time. These matters would appear to devour a tremendous amount of valuable time and budget for all stakeholders involved. In order to proceed with our application, we are required to hire a legal surveyor to confirm property bar and County road locations, and a planning or engineering consultant to prepare a site plan with a detailed review of the intended design and details of the future dwelling. Township zoning setbacks are measured from the property line between the road allowance and the subject property, whereas the County setbacks are measured from the centerline of the existing roadway. In our case, the actual roadway meanders significantly towards the subject property thus increasing the encroachment of the County setback further into the subject property. The required process above for just an answer from the County regarding an adjustment to the setback appears to be overly onerous to complete for due diligence on a property purchase plus future formal procedures to adjust the zoning particulars on the site, leave my wife and I wondering if we should not look elsewhere for a shorefront retirement property. we are long-term residents of the Owen Sound area as well as being local



accomplished business owners who have strong ties to the area and would like to remain, but a shoreline property along Grey Road 1 may prove to be overly restrictive for our desires. In our opinion, the downloading of Grey road 1 appears to be an opportunity to reduce the modern trend of compounded bureaucracy that is strangulating local governments and economic development while eroding budget resources. With regards to the news release in this matter, it appears that a major concern is the continued recognition of Grey road 1 in Grey County's advertising brochure. Is there any traffic data supporting the number of motorcycles frequenting this roadway or any data on how many motorcyclists actually utilize the County's tourism media when planning an excursion? Tourism is an important resource to develop in this area; however, does catering to a seasonal specialized group outweigh the costs to other local industries and residents? We are extremely grateful for the opportunity to provide our comments and opinions and that the Draft Transportation Master Study has a public review component. We trust that the County and the Township will thoroughly review all the issues and comments while providing the most appropriate course of action after careful deliberation.

13. I would like to see sidewalk to the cemetery on Grey Road 9 west from Dundalk and more protected sidewalk by school in Dundalk Village. I would also like to see a traffic count of cars, trucks - weekday and weekend through the village of Dundalk.
14. There is only "one" tax payer. If your downloading will save the "one" tax payer money, then it might make sense. The savings to the County must however be passed on the lower tier. I really did not think your look to the future was really forward thinking. Dollars should have been part of your presentation.
15. Concerned regarding loss of connecting routes at County standard for tourism routes (e.g. 12, 13, 30, 32), ski routes (e.g. 7, 30, 13, 31), scenic routes. Too much emphasis on getting people to Blue Mountains - that is not just a destination, it is also a visitor market source (i.e. day trips to area). Need trail loops within municipalities/more signage for bike routes. Concerned over standards maintenance to County calibre (i.e. not 24/7 at municipal level). How many roads will come up to good condition prior to the transition? What is the cost? how does it effect the 1 taxpayer for both tiers of government? Bridges - hugely expensive - seems you're wondering if some could be closed - how else get across water?
16. I think there is a great need for sidewalk improvements on Grey Road 9 in the Village of Dundalk (i.e. need to be setback more from road). Would like to see traffic count through Village of Dundalk.
17. I have the following questions:
  - Active Transportation - does this term refer to only utilitarian travel or recreational as well?
  - Designing communities, neighborhoods which are mixed use, mixed type, promote active transportation over automobile travel, include lots of public green space - how easy is it to accomplish these objectives given current municipal bylaws or is change needed?
  - Do canoeing and kayaking fall within the scope of this plan?
18. My suggestions are as follows:
  - Cycling
    - a. identify cycling loop routes and pave connecting gravel sections

- b. paved cycling routes away from major highways where possible
  - c. freshly graded roads are dangerous from cyclists - is there a way to mitigate the danger?
  - d. Grey County annual events - similar to the Centurion Cycling Even held at Blue Mountain but entirely within Grey (and Bruce)
  - e. encouragement for making showers available for active commuters
  - Encourage Public Participation and Volunteerism
    - a. publicize a database of local initiatives promoting active transportation and facilitate communication between groups
    - b. provide support for these local initiatives via official Grey County recognition or membership or certification or acknowledgement or something
  - ATVs - I see no mention of ATV use in the draft Transportation Plan and while it is not active transportation, it has a huge impact and needs to be addressed. At present ATV use is counterproductive to the stated aims of the Draft Transportation plan. Trails used for xc skiing, snowshoeing, snowmobiling, hiking are being destroyed to the point of not being fit even for ATV use itself. This is not sustainable. National, provincial and local ATV clubs have codes of conduct that recognize environmental protection and seem to be interested in improving public perception of their activity. Leadership is needed and the County is in a good position to strongly encourage controlled responsible ATV use in order to help curb the destruction to our natural environment and enjoyment of it by working with users. Taking no action will change nothing. ATV recreational use is generally seen as a detriment but with careful planning it could be a tourism asset similar to snowmobiling.
  - Snowshoeing is becoming increasingly popular and should be included always with mention of xc skiing, cycling and hiking etc.
19. Thank you for providing an overview of the transportation challenges in Grey. The model sounds promising , and I hope can be expanded more. I am deeply concerned about the extensive quarrying on our gorgeous escarpment. My hope is the County will seriously look into using recycled gravel, cheap, in the long run, can be very expensive. Wishing you the best in the difficult planning process, and the wisdom of foresight.
20. Road rationalization is important but also as important is meeting the needs of all residents of all corners of the County. Population looks for return in tax dollars spent and with the large contribution (27%) from Blue Mountains and with the consideration that County road investment in Blue Mountains does not meet defined criteria such as County roads around downtown Owen Sound, Hanover, and Duldalk. It would appear from our alternate viewpoint, that Blue Mountains is here only to subsidize costs for infrastructure beyond our boundaries and the possible downloading of certain current county roads. With no apparent up-loading, society today looks for return on their dollars to justify these costs, thus road rationalization should take dollar spent into consideration.
21. Fix Road 25 from Grey Road 3 to Bruce Road 10. Do not give Road 3 to west Grey - well looked after now.
22. Sidewalks must be mandatory in all urban areas. Cyclists requirements must be considered in all future road works, maintenance and new work. Public transit is a must in all of the county and

neighbouring counties. People should at least be given the option of whether or not to use their cars. Prepare for the end of the fossil fuel era.

23. Grey County is perhaps the best county in Ontario for serious cycling, whether road, cyclocross or mountain biking. Hills are needed for cycling, and by Ontario standards, Grey is blessed with them. This is most obvious in Town of Blue Mountains and Grey Highlands, but most of the rest of Grey is also adequately challenging, including West Grey and Southgate where our group spends much of its time. We applaud the County for recognizing the importance of cycling in Grey, not only for its own citizens, but also to potentially attract cycling tourists. When it comes to hard surfaced roads in Grey county, we have two main issues - safety and availability.

- a. **Safety** - most of our main County roads and Provincial highways do not have a hard-surfaced shoulder outside of the main travelled portion of the road for cyclists to use without coming into potential conflict with motorists. The volumes of traffic on our Provincial highways and most of the County roads are high enough that road cycling (essentially sharing the same part of the road with motorists) is not safe. We try to avoid these roads wherever possible, preferring the secondary township roads, which although they don't have paved shoulders, don't have high volumes of motorized traffic. It is not possible to totally avoid Provincial highways or County roads however - I live on a County road, so every ride has at least some riding on a county road.
- b. **Availability** - In many parts of the County, the township roads are gravel roads, and there is a limited availability of hard surfaced roads. Particularly in West Grey and Southgate, planning a long ride on continuous hard surfaced roads is very difficult. The Durham Cycling Group has essentially two routes that it can take to have a ride longer than 40 km, and due to upgrades this past summer, this was down to only one route with the need to use Highway 6 for the first and last 3 km of the ride.

■ **Recommendations:**

1. We recommend that all main County roads have a paved shoulder that will allow cyclists an area to ride outside of the main part of the road used by motorist. This shoulder does not have to be very wide to serve its purpose. The rationale for such a travel area is more completely outlined in the Share the Road program, and we feel that such a policy would not only make it safer for existing cyclists, but hopefully encourage more people to take up cycling for recreation and fitness, but also to meet their normal transportation needs.
2. If a narrow paved shoulder is put in place, transportation planners should try to avoid the need to put a rumble strip as a separator. Unless the paved shoulder is at least a metre wide, the rumble strip makes the safe use of the paved shoulder by road cyclists very difficult.
3. We recommend that the County work with its townships and cycling groups such as the Durham Cycling Group and the Owen Sound Cycling Club to consider a "strategic hard surfacing" plan. This plan would consider that budgets for increasing hard surfacing focus on those stretches of current gravel roads, that if hard surfaced could greatly increase the number of cycling routes without the need to use Provincial or main County roads. For example, in West Grey/Southgate the following two projects would greatly add to the routes available to cyclists with a minimum of hard surfacing:

- a. Hard surfacing 3.4 km of Southgate SDR 39 between the Southgate/West Grey Townline and Southgate Road 24 would add a loop that would allow cyclists to ride from Durham through Holstein to Mt. Forest without being on main roads. A cycling loop of at least 70-80 km could be put in place with only 3.4 km of hard surfacing.
    - b. Hard surfacing 2.0 km of West Grey Conc 2 between McCormack Sideroad and Grey County Road 12 would similarly add significant flexibility to routes out of Durham.
  4. While we would like to see all hard surfaced roads as pavement rather than tar and chip, we accept that budget realities are also an issue. We would recommend, however, that tar and chip construction should be done with a small and consistent aggregate size. Some of the recent tar and chip projects (County Road 23 a few years ago) used quite large stones in the mix, and riding, particularly in wet conditions is uncomfortable at best, and unsafe at worst.
  5. Updates - April 20 Consultations - With respect to the information provided for the April 20 Consultations, we have only a few comments.
24. County Roads are shown with proposed hard surfaced shoulder strips. Most are in the north part of the County , and we have no issues with those and agree with the need to concentrate much of this activity in the popular Beaver Valley/Blue Mountain areas. In terms of roads in the southern part of the county, we would recommend that any upgrades to County Road #4 include a hard surfaced shoulder strip. This is a fairly busy road, but provides excellent opportunity (in some cases the only reasonable opportunity) to link riding routes in the Durham area with riding routes to the east from Flesherton to the Beaver Valley and on to Blue Mountains. We could also recommend consideration of County Road #9, since this is also a popular riding route. The lighter traffic on this road as compared to #4 however does not make it as high a priority.
25. The straightening of County Road #9 through to County Road #10 is positive. The route west of Highway #6 (currently WG Conc 12) is an excellent riding route with challenging hills.
26. In terms of the recommendations for transfer between County Roads and Township Roads, we are not particularly concerned as long as there is some level of coordination between the County and municipalities to ensure that continuous hard surfaced routes are considered and maintained.
27. I live about half way between the Kemble women's Inst. lookout and 1316 Bay. The road from north of Presquile to 1316 Bay is getting very bad to drive on. It was never done to County standards. It is getting very, very bumpy with many pot holes that have to be patched up in a temporary way by the road crew all the time. The best section of our road is the 75 yd stretch just south of our place. 2 years ago the County dug out this sink hole down 3 feet and put proper fill and compaction in. This section will last for years just like the section you did from Oqendon to the Golf Course. It's pretty obvious that this is a done deal. Your are going to download the road from Cobble Beach to Oqendon to Georgian Bluffs and of course our taxes will go up as a result. Before you pull the plug on us, I think you should leave us with a proper road - if not O.P.S standards then to County standards. give us a good road like you have given those who live from the airport to the Golf Course. Fair is fair! Bye bye tourists - bye bye friends and family

- you soon won't want to use our road. The once proud and beautiful "Island View Drive" is done like dinner. Welcome back postal address changer - find us by chance or good luck!

28. I do have some concerns. I understand the transportation budget makes up the majority of the county levy I pay in property taxes. So if we reduce the number of county roads by a quarter, would it be a safe assumption that our taxes would go down by a proportionate amount? I can see it basically boiling down to a tax hike as our municipal taxes will go up [due to more infrastructure to maintain] and county taxes staying the same [they never go down] and suffering from less service on more roads. If money is that tight, why did we spend obscene amounts of money on a new logo we didn't need. Why are we considering additions to current buildings or new buildings for administration staff if we want to reduce our service?

29. As a keen cyclist I read the overall plan in general and the Active Transportation section more carefully. Below are my comments:

- The ideas regarding the paved shoulders and the Share the Road signs are terrific. The more people on bicycles on busy roads the safer we will all be. Since I first started cycling in the area in the early 1990s the motorist awareness of and concern for people on bicycles has improved dramatically.
- Rarely do cyclists encounter those drivers who intentionally bring their vehicles dangerously close to bikes as a sign of contempt. Nor are we exposed to the honking horns, obscene gestures along with crude comments very often. Quite a change in the past 20 some years.
- It would be wonderful to have the rail trails with better riding surfaces from Owen Sound all the way to Dundalk. What a great tourism incentive and opportunity for us locals to enjoy safe cycling routes. We see these all over Europe and increasingly in the U.S. It is definitely time to see more here at home.
- With good solid surfaces it is unlikely the ATV traffic will do much harm. That is not the case however in the County Forests.
- Many of us enjoy the slightly more adventurous riding on the trails and logging roads in the forests. For more than 10 years now a group of us have ridden every Friday during the cycling season and always make an effort to include several kilometres of off-road riding.
- This has become increasingly dangerous over the past few years as the numbers of ATV riders has grown. Often signs advise that motorized vehicles are not permitted but they do not seem to be understood.
- The deep ruts caused by the ATVs and the mud bogs and slicks created are extremely dangerous for cyclists and hikers. Once winter comes and the snow covers these areas cross country skiers are placed in harm's way as the ruts and puddles become hidden.
- A number of local municipalities have created by-laws allowing ATVs to use local roads. This has only encouraged the use of the forest routes.
- It would be appreciated by cyclists, hikers and cross country skiers if those roads could be blocked with good gates/fencing and signage posted regarding what is not allowed on the routes.
- Once the ATV drivers realize they cannot use these paths it would be even more appreciated if the dangerous ruts could be filled and perhaps some grading done

to make the routes more accessible and safe for non-motorized users. Thank you for all your efforts and for taking the time to read this note.

30. My comments are as follows:

- Grey County seems to be on top of most road repairs. If Grey wants to encourage cycling, the County will need to ensure that the quality of the repair asphalt/hard top meets the needs of cyclists. For example, a recent repair on Grey Road 32 between Hwy 10 and Grey Road 30 has what I call a very large "stone" aggregate in the mix making it very difficult for cyclists as it is quite rough on the narrower tires. Cars are OK other than a bit more road noise.
- If possible, have a dedicated paved bicycle lane on the shoulder or use existing former railroad paths (currently used for snowmobiles in the winter) for walkers and cyclists. If you are looking for an example of a good one, I often ride between Lakefield and Peterborough when visiting a friend. It has a type of gravel that is well packed for tires and is used by walkers, jogger and bicyclists.
- I would suggest that with increased traffic, there should be more passing areas (not just on hills for trucks) and shoulders need to be wider with appropriate armoring of the drop off so that significant rain events don't wash materials away requiring costly repairs.
- I know that it comes down to what can be done with limited money. However, this planned slow approach is the right way. For example, Hwy 26 between Owen Sound and Meaford is a much better stretch following the construction last year.

31. Here are my comments:

- I attended PIC #2 on April 18, 2013 , as my residence is located on a section of Grey Rd. 1 being considered for transfer to the municipality. There is a large stretch of this road, from the base of Sutherland's Hill to 1-2 km beyond Big Bay, that is in an advanced state of decay. It is also dangerous as motorists use snake-like maneuvers to avoid the lumps, bumps, depressions, patches, potholes and crumbling pavement in the roadway. It is probably the worst section of pavement in the County. Drive it and form your own impression.
- The road also serves an area with both high population density and real estate values, as well as shoreline vacation and recreation areas. As the former CR 26, it was retained by Grey County in a previous divestiture of roads and hence local residents were anticipating major improvement.
- My concern is that whatever capital has now been built up in the "roads that desperately need improvement" account will be diverted elsewhere. However, an item in the consultant's report is as follows:
  - For roads and bridges deemed local infrastructure, Grey County could consider
    - a staged approach to transferring roads (and)
    - financial compensation options to assist (Georgian Bluffs).
- I would like to suggest a combination of these approaches. Each year for (say) 10 successive years, Georgian Bluffs could obtain an estimate for a section of roadwork. This sum, in addition to routine maintenance costs, to be deducted from the county levy until the road is brought up to standard.



32. I'm sure you already have lots of reasons of your own to oppose the downloading of county roads to the lower tier municipalities, but I thought I'd add my two cents. If downloading were to happen, all of us who currently live on county roads would have to change our mailing addresses accordingly, especially on all formal documents, which would be a giant pain as you can imagine.
33. Having now reviewed the mandate of your master plan project, please allow me to offer further input, this time on the subject of public transportation. As you are no doubt aware, this area lost valuable intercity bus service at the end of last year. Aboutown NorthLink cancelled scheduled routes that connected Owen Sound with Toronto, Guelph and Kitchener, and served the many communities along those routes. On a personal note, our family was particularly impacted by these cancellations, as we have students who attend university in both Guelph and Waterloo. Perhaps the master plan could include an initiative to work with private operators, to restore the kind of intercity routes we've benefitted from in the past. Given that these routes were cancelled for reasons of economic viability, a search for a solution would likely have to explore the possibility of municipal subsidies, in order to keep fares at a reasonable level. I for one wouldn't have a problem with the idea of paying a dedicated public transit tax through my property tax bill to accomplish these objectives.
34. In the Technical Paper, Country of Grey Transportation Master Plan, Paper 3D – Active Transportation, on page 17 of 17, Figure 8: Potential Active Transportation Connections, it appears that there is a proposed paved shoulder on Grey Road 17A/B (also known as Derby Keppel Townline) from the corner of highway 6 east. However, it is not clear from the figure how far east the proposed paved shoulder will be provided. My specific recommendations in this regard are as follows:

- that the proposed paved shoulder on Grey Road 17A/B extend from Highway 6 east to at least to the four way stop with 17B/Somers Street/Nicol's Gully Road/13th Street West

NOTE: this will include the Grey Road 17B hill section between Park Street and West Street

- that the County encourage Georgian Bluffs and/or the City of Owen Sound to also implement paved shoulders from the same noted four way stop corner north via Somers Street and then east on 16th Street West to connect with 4th Avenue West to benefit active transportation users (and which is a much safer and perhaps more viable option than paved shoulders through Nicol's Gully due to topography constraints)

My further comments on these above two specific recommendations are as follows:

- there are many active transportation users routinely on Grey Road 17B include road cyclists heading towards road cycling routes north on Grey Road 17A, Bruce Trail users (with access to the Jones Fall Trail across from the intersection of 17A and West Street at the top of the 17B hill), and general cyclists and pedestrians,
- as a local resident (we are situated right on Grey Road 17B on the north side between Park Street and West Street) we observe cyclists, runners, joggers, walkers etc. attempting to use the 17B hill in front of our house and facing heavy traffic with their access to the gravel shoulder minimized by the post and wire safety barrier on each side – and we face this traffic ourselves when cycling, running, walking, etc.
- paved shoulder on both sides will create much safer conditions for the vehicles, bicycles and pedestrians

- paved shoulder on both sides will also encourage greater active transportation usage of the route, with numerous benefits (health, tourism, economic development).

If possible, I would appreciate a reply from someone knowledgeable on this specific location I am discussing who can clarify,

- if the proposed paved shoulder is already planned between highway 6 and the noted four way stop as I recommend above, and, if not,
- if my recommendations above can be reviewed and clearly built into the proposed active transportation connections in the master plan.

35. I recommend that you pave the shoulders of Hwy 17B from Somers Street to Hwy 17A. This portion of Hwy 17B is regularly used by walkers, runners and cyclists of all ages for non-vehicle transportation and recreation. It is one of the only routes for these people to move safely out of Owen Sound to access the Bruce Trail and the bike paths on 17A. People use this route even though it is currently unsafe to do so. I guess it is safer than any other route. Cars travel on Hwy 17B at speeds of 60 – 80kmp or higher. The site lines are poor because of the elevation of the Niagara Escarpment. The hill is also slippery in the winter. The current gravel shoulder is narrow placing walkers, runners and cyclists very close to fast moving vehicles. It is particularly dangerous going up the hill where they barricades force cyclists to use the road in spite of the cars coming over the hill being completely unable to see them. In the past six years since we have moved to our home located on Hwy 17B, there have been three car accidents on this stretch of road. In my opinion it is a minor miracle that none of the recreational users have been killed on this road yet. People are going to continue to use Hwy 17B for non-vehicle transportation and recreation. Please consider paving the shoulders on this road to make it safer for them to do so.

36. Our comments are as follows:

- Grey Road 1 starting at the Wiarton/Bruce County Line and ending at 3.2 km at Oxenden received sufficient points eleven (11) to remain a County Road. The remaining “**sliced off portion**” 29 km extending along the shore to Kemble Rock Road does not qualify with present consultant’s assessment, and would be recommended to be downloaded to Georgian Bluffs as a Township Road.
- The IVDAARA Board examined the points and was surprised to learn that the 29 km “**sliced off portion**” was awarded just one (1) point (for traffic volume). Twelve kilometres of this section has bike lanes for active transportation. Grey Road 1 starts at Wiarton and forms the Scenic Route to Kemble Rock Road. It does not end at Oxenden. It does not start at Oxenden. For this analysis, the two pieces the consultant severed will be referred to as Wiarton/Oxenden(W/O) and Oxenden/Kemble Rock(O/KR).

○ **Criterion 1 & 2 Urban Centre Upper Tier**

*Serving an urban centre (Wiarion), and upper tier- the King’s Highway (Highway #6-north south through Wiarion).*

Grey Road 1 (W/O) received four (4) points for urban centre and upper tier.

Moving to the east of Oxenden, the (O/KR) 29 km received zero (0). Would the (O/KR) section have become a highway if the urban centre was not there to serve the residents along the shoreline? It is difficult to accept the 4 and 0 allocation.

**Could this be reconsidered?**

- **Criterion 4 Barrier Service**

*Obstacle to cross. Grey Road 119, near Thornbury was awarded maximum 1 point because it traversed a barrier over Blue Mountain.*

*Score: 0/0 for both sections. Maps show a dark gray Niagara Escarpment following the shores of Georgian Bay. This is a definite barrier. Both the waters and bluffs poise a barrier to transportation. As a barrier, the bluffs must be climbed by steep hills. The County provides a higher standard in winter conditions (salt brine), than the Township. Taxpayers look to the County Roads to be the safest route in difficult weather. This barrier prevents cell phone service. Emergences must be considered.*

**Could this criterion be reconsidered for (one) point for 29 km/KR?**

- **Criterion 5 Resort / Recreation Service**

*Recreation must generate a min. of 700 vehicles trips per day during normal season of operation.*

*Score: W/O one (1) point (counter registered 1500 vehicles); O/KR zero (0) points.*

*The 1500 vehicles do not stop at Oxenden. Question why the one (1) point would be awarded to the 3.2 km section and not to the 29 km? There are a significant number of places of recreational interest along the 29 km section, such as: Wiarton Golf Club, Bruce Cave's, GSCA's Skinners Bluff Lookout, Cedar Hill Park and boat launch, Big Bay Federal dock and boat launch, Big Bay General Store / Ice Cream Store (a major stop for summer tourist traffic), Centennial Park, Keppel Croft Gardens (featured in May 2013 issue Canadian Gardening), KWI Lookout and a number of B & Bs.*

**Could this criterion be reconsidered for one (1) point for 29 km O/KR?**

- **Criterion 7 Urban Arterial Extension**

*This criterion was applied to reflect County roads which continued as urban arterials within an urban centre. 700 vehicles per day must continue through the intersection.*

*Score: W/O three (3) points; O/KR zero (0).*

Section 3.2 km received three (3) points because it connects to a Primary Settlement Area (Warton), while the 29 km connects not even to a Tertiary Settlement but a non-settlement area (Oxenden). It is difficult to understand this analyses since there is no stop sign on Grey Road 1 at Oxenden. It is difficult to visualize Grey Road 1 taking on a minimal role when it crosses through Oxenden.

**Could this division of points be reconsidered?**

- **Criterion 9 Traffic Speed**

*The intent of a County road is to move traffic efficiently through the County. Predominant speed of 80 km/h and designed for 80km/h.*

*Score: W/O one (1) point; O/KR zero (0).*

Warton to Oxenden 3.2 km

80 km/h for 44% of the 3.2km

Oxenden to Big Bay 14.7 km

80 km/h for 64% of the 14.7km

Big Bay to Kemble Rock Road 14.3 km

80 km/h for 100% of the 14.3 km

**Would it not seem the single point went to the wrong section?**

**O/KR section 24.0 km @ 80 km/h but no points.**

- **Criterion 11 Traffic Volumes**

*2 points for roads with volumes greater than 1500, 1 point for 500-999 vehicles.*

Score: W/O two (2) points; O/KR one (1) point.

**Why only one (1) point awarded to O/KR section?**

- **Criterion 14 Connects to a County Road in a Neighbouring Jurisdiction**

No section was awarded points (maximum 2). Does Grey Road 1 not join Bruce County at Wiarton? Grey Road 1 provides the route to Wiarton-Keppel International Airport – jointly owned by Wiarton/Bruce County and Georgian Bluffs/Grey County. The Grey County TMP Study Design refers to air travel in Section 2.6 Harbour and Airport: *“Opportunities for increased air travel as an option to create a more desirable tourist destination and economic incentive for industries will be explored.”*

**Could points be allocated here?**

**SUMMARY:**

*“Under the Public Transportation and Highway Act, Grey County has been granted the power to establish, maintain, add or remove designated roads from their County road system.”* Taxpayers understand that a fair and equitable road rationalization review, with acceptable criteria, is essential to set a threshold weight for inclusion/exclusion of roadways. This is a planning process to encompass a time horizon of the years 2021 and 2036. The Membership of IVDAARA must also feel that a fair and equitable assessment took place prior to the consultant signing off as the Quality Control Auditor.

37. I am pleased to see that the TMP is encouraging active transportation, including cycling. I, with a group of friends, try to get out twice a week in the spring, summer and early fall, to cycle the back roads of Grey County. It would be wonderful if we could travel the moderately busy paved roads - eg. 12, more safely, either with bike lanes, or wider shoulders. (We avoid highways such as County Road 4, and Highway 6). We understand that the roads are there, mainly for motorized traffic, but having a little more room to share where it is possible, would make our experience safer, and more enjoyable.

38. Below are my comments:

- Good to see proposed shoulder widening to use for biking. we are cyclists and use our bikes for business and pleasure.
- Public intercity transportation is poor. OK along Hwy 26 but no way to get from Markdale, Flesherton to Owen Sound for example.
- We need better public transportation to cities to the south (i.e. small bus to Toronto area. Greyhound has a virtual monopoly and only one route.

39. My comments are as follows:

- Much good exists within the plan and merits are abundant
- Much concern exists for the "unstated", particularly in the area of financial impacts on lower tiers, the balance of uploading/downloading between province/County/lower tiers

- Lower tiers "inheriting" bridges in less than outstanding condition is also a major concern
  - The Town of Hanover remains very concerned with the need to link County Road 10 with County Road 28 to address business park access/egress for truck traffic issues and the imminent school bus access/egress issues due to new secondary school site and bus traffic arriving via County Roads 4, 10, and 28.
40. The transfer of County Road 4 (10th Street) and County Road 10 to the Town of Hanover with 2011 ADT of 12600 and 8650 and a maintenance priority class 3 for 50 km/h would be very difficult for a small urban municipality to maintain as compared to our local roads with less than 2000 ADT. The northerly sections of County Road 10 is a boundary road and serves residents of the Municipality of Brockton which should be addressed in future maintenance and capital costs. Although the transfer proposed to Hanover is only approximately 1 km, the implications of high traffic flow and 8 of 9 traffic lights would have significant cost implications which have not been addressed. Previous request to address industrial park access needs addressed.
41. Below are a few comments:
- Transit Strategy: Giving limited funding available for public transit in general, I think identifying and exploring opportunities for developing public-private partnerships is a smart idea.
  - It is also important that inter-regional transit opportunities have been identified as strategies to be explored.
  - I agree that it is also very important to "investigate potential road network changes to support increased commercial usage".
42. I was thinking about the possible removal of Grey Road 3 and some of Bruce Road 10 (north end) from the County road systems, and how it would look with volumes on the Grey Bruce Line once those removed roads had significant surface deterioration, enough to move all the traffic onto the GB Line. Will the GB Line be able to handle the capacity? Would hate to download a road and then find that you either have to increase lanes, or take back a road in the case of heavy volumes.
43. Lack of public transportation presents a significant barrier to excellent health and wellbeing for clients and community members who live in south east Grey County. We strongly urge the County of Grey to make transit services a high priority in the Transportation Master Plan. We recognize transit services can take time to build but we would encourage the County to take action immediately, and over time, work toward a sustainable transit strategy to address the barriers presented by the current lack of public transportation. The relationship between health and transportation has been documented elsewhere and a brief summary can be found in the Grey Bruce Health Unit document titled "Building Health Communities Together: Active and alternative transportation to support healthy living in Grey Bruce" (Aitken, et.al.,2009). This document explains that transportation can influence mental health, physical activity levels, air and water quality, motor vehicle collision risk and especially accessibility to essential services and amenities including health care, employment, education and positive leisure opportunities.

At the SEGCHC we are mandated to do community engagement activities that will inform our service delivery so we can meet the needs of our community. Since the original Community Engagement Report in 2008 that was conducted in the planning stages of the CHC, to the present

day, our organization continues to hear about the challenges faced by clients in accessing services due to lack of transportation.

The following is a summary of some of the transportation needs and local rationale to highlight why public transportation is needed and of high importance for our clients and community:

#### Economically Disadvantaged

- People who are economically disadvantaged are often without adequate funds for transportation which prevents access to medical and social services (Community Engagement Report, 2008).

#### Seniors

- There are approximately 1250 seniors living alone in our catchment area, which can result in isolation that is exasperated by the lack of transportation (Community Engagement Report, 2008).
- Lack of transportation presents a significant barrier for seniors who wish to age at home, this is compounded by the lack of affordable housing (SEGCHC Advisory Group, March 2013)

#### Farm Families

- For farm families, the Community Engagement Report (2008) identified that support is needed for caregivers who may have transportation issues.
- While we do not currently have a population estimate, there is a significant population of Amish and Mennonite families in Grey County who use horse and buggy to travel. When having to travel longer distances for health services (e.g. Owen Sound or London), transportation is a barrier in terms of distance and the cost of accessing services. (Mennonite 101: Networking Day, 2012).

#### Youth

- In 2007, Public Health worked with local youth to identify local needs. Transportation was identified as a key barrier to participating in health promoting activities. One Grey Highlands Youth said in the focus groups, “There is no public transit to get anywhere...if there was, that would help.” (Youth Today...The Real Picture)
- In 2011, Peer Led Youth Focus Groups were held at Grey Highlands Secondary School. The youth involved identified transportation as a major barrier that prohibits participation in health promoting programs and they said that transportation was the number one issue that needs to be addressed. There are approximately 5000 youth within the four lower tier municipalities that our Centre serves, most of which would benefit from public transportation.

#### General Population

- Home and Community Support Services & Movin’ GB does not have enough capacity for all requests and flexibility is an issue. This service does not provide transportation to individuals under age 18. Every client must go through an intake process which may present additional barriers to service for hard to reach clients (Verbal Conversation for SEGCHC Transportation Proposal, 2012)
- At a stakeholder meeting in 2011, health and social service providers consistently identified the lack of transportation as a barrier to participation in health and social service programs for people at risk of poorer health (SEGCHC Community Conversation Stakeholder Meeting).



- Destination focused transportation is needed; there isn't a lot of places locally to buy shoes, shirts, etc. (Advisory Group, May 2013).
  - Transportation needs to accommodate people who work non-traditional hours and shifts (Advisory Group, May 2013).
  - There is a gap in existing services in that you have to "qualify" – but what if you don't meet the qualifications and still need a ride? (Advisory Group, May 2013)
  - "[You can get a] free ride to gamble, but not to [your]doctor" (Advisory Group, May 2013)
  - "How does family get to London to see ill family members [since often people are sent to hospitals in London]? (Advisory Group, May 2013)
  - In addition to this summary, please find attached comments from community members who provided feedback at our Centre.
  - Bus service from Eugenia -> Flesherton -> Markdale and back etc (daily)
  - Individual car service pick-up for people on disability once or twice a month for food and medical pick-up
  - A free monthly pass for disabled for bus service on Ontario Disability Social Pension
  - Bus services for people who live out in the county do not have license and a disability or old age people. Also for people who have ODSP cheque
44. We need transportation such as bussing for people with a disability. Also we need a car service want once or twice a month for grocery and medication pick-ups. As well as a free service for people on ODSP that live in the county or that live by themselves.
45. Need rides for: Owen Sound clothes, groceries, beach on a hot day, lift to golf course (once a month), lift to go get propane
46. Option 1 - The train: even small scale like Jamacia. Did this off load goods - service + pass. Transport.
47. Option 2 - Hire mini bus (van): Drivers like they do with the men notes, but lots of them.
48. Bus with bicycle racks - summer long
49. Why. People on disabilities really cannot afford can insurance
50. Transportation is not an issue for me personally as I am fortunate. I have my own vehicle and can luckily afford to put gas in it. However, through my work as a mental health counsellor in Markdale, I am constantly faced with the challenge of how to get isolated and impoverished citizens connected within the community. Often our clients do not have vehicles or families who can provide transportation to them. As a result, they are often left alone unable to access the services they need whether that be the grocery store or their doctor. Yes, they could live in town where things are in walking distance, but we all know about the shortage of affordable housing. Transportation may initially appear as an added expense; however, if you look at the issue more closely, you would see that accessible transportation can greatly improve people's quality of living thus decreasing other unnecessary costs (i.e. psychiatric hospitalizations etc.).
51. To help meet the needs of those who cannot access transportation for the following:
- Medical appointments
  - Counselling appointments

- Support for mental health and addiction services
52. Transportation is challenge because of the following:
- buses
  - fuel is becoming more expensive
  - city taxes
  - once a week trip
53. My eye doctor has send that I am not able to get my license, so I am not able to get to my doctor, go shopping or just going out.
54. We need a bus or something every 1/2 hour from shopping etc in Markdale.
55. I run a soc-rec in Markdale. Lots of people in smaller communities - Eugenia, Dundalk, Flesherton, Durham, Berkeley, and Chatsworth unable to attend - cannot get here. Transportation that might be available through G/B and day away only drive to medical appointments our service does not qualify. We do not have funding to supply transportation. Our program is a much needed service and helps those who need it, if they can get here. Please help!
56. When I moved to Grey County, I was not disabled low vision. Home and community has been my transportation support and C.M.H.Q at times. We are all social creatures and must be with other people. Shopping etc. is a challenge, gas for the lawnmower next to impossible. moving to a City would be a shock to my health fear.
57. I am having surgery on June 5/13 and will not be able to drive for a few months and because of this I have no transportation to and from my doctor's appointments and my therapy appointments and every where I have called including the government I have gotten no where they tell me I'm on my own. We need to fix this problem so it will help more patients get better for their healing.
58. I was going to smart taxi service but insurance costs were at the time \$6000.00/yr per car (wow!). To take a taxi from Dundalk to Flesherton is \$50.00 plus. Our area cannot get around now that Greyhound is done coming up this way also. If there was transportation people could get here to see a doctor cheaper and easier.
59. There is no way to go anywhere without a car. Taxis are expensive and never around. Going to the airport is a challenge for retired people who travel in winter, \$150 taxi ride 1 way. One has to take rides and depend on neighbours. Going to hospital in Owen Sound for tests is a long ride, no bus or train.

### 3.0 Municipal Comments

The following are comments received from the local municipalities and adjacent Counties:

#### **Owen Sound**

At the Owen Sound City Council meeting held on May 6, 2013, the following resolution R-130506-015 was adopted:

"THAT in consideration of a report dated April 29, 2013 from the Director of Operations, City Council hereby authorizes staff to provide, in writing to the County, the comments noted within the report regarding Grey County's Draft Transportation Master Plan; and further

THAT City Council cannot support Grey County's Draft Transportation Master Plan."

The following Council endorsed comments were provided in response to your request for comments:

1. The Draft County Transportation Master Plan is silent in terms of rationale for the recommendation to exclude County Road Nos. 5 and 15 within the City of Owen Sound limits from the County road system. The proposed road rationalization process scores them sufficiently to remain as County Roads. The Draft County Transportation Master Plan should, at a minimum, provide justifiable reasoning and appropriate criteria based upon the Ontario Goods Roads Association model to support this recommendation;
2. The Draft County Transportation Master Plan uses a modified version of the Ontario Goods Roads Association rationalization criteria. One modification to these criteria was to provide an additional one (1) point for road sections with existing or potential truck generating area. The Draft County Transportation Master Plan does not identify this additional one (1) point distinctly within the publicly available documentation nor identify what existing or potential truck generating property is prompting the additional point. As a result, it is difficult to determine if the criterion was applied uniformly and appropriately;
3. Grey County and its consultants for the Draft County Transportation Master Plan have undertaken two (2) public information sessions. These sessions have not provided proper public consultation process whereby the public at large can hear the comments or questions of others. A true public consultation in the form of a public meeting with a formal presentation followed by a formal question/comment and answer session is required;
4. The Draft County Transportation Master Plan mapping and information is not presented in an alternate scale such that the reviewer or public can clearly identify the County road system within the limits of the City of Owen Sound;
5. The Draft County Transportation Master Plan criteria considers resort and recreational areas but does not consider regional destinations such as institutions (i.e. schools, colleges, hospitals, government offices), major regional attractions and venues (major sport teams, cultural centres, theaters), regional industry transportation links (i.e. harbour, industrial parks), and regional retail and commercial developments;
6. The Draft County Transportation Master Plan is currently silent on financial considerations related to the implementation of the plan. This information is essential to undertake an informed decision making process such that staff and local Councils can undertake fulsome analysis of the implications of the Draft Transportation Master Plan; and
7. The Draft County Transportation Master Plan, with respect to implementation, may not be in compliance with the Agreement or its intent between the City and the County upon the City entering the County system.

### **Township of Southgate**

Southgate Council approved and forwarded the following comments and specific issues:

1. That further dialogue with each lower tier municipality is required in this process;
  2. A three step process should be created going forward that addresses both roads and bridges issues:
    - i. First, determine what are major (higher traffic and connectivity routes) and minor routes in the county roads system;
    - ii. Once step (i) process is complete, consider the best single service delivery option for roads and bridges in the areas of maintenance, engineering, design, construction, etc.;
    - iii. Once step (ii) process is complete, complete a report on the downloading of the appropriate revenues and development charges to the lower tiers for added servicing they will be providing to maintain the additional roads and bridges infrastructure.
  3. Consideration for agriculture equipment transportation compatibility on all roadways;
  4. Consideration for buggy traffic considerations for alternate routes around higher volume traffic routes; and
  5. Consideration for active transportation alternate routes to promote community tourism.  
Carried. No. 227-13
- Additional comments from the Township of Southgate include:
    - Upper and lower roads service delivery should be considered based on new municipal maintenance standards.
    - Roads and bridges should be maintained by lower tiers.
    - Bridge and engineering support should be managed by upper tier to support lower tiers projects. Provide directions to lower tiers on bridge guard railing, centre lines etc.
    - Eliminate duplication of patrols, facilities (sand domes)
    - Lower tiers complete construction projects with local contractors and access to municipal aggregate.
    - Need greater focus on bike routes in Southgate area to connection links to other counties (Wellington and Dufferin).

*Note: In addition to the above comments, Staff Reports (CAO-2013- 010) and (CAO-2013- 011) were also provided as an attachment. A summary of the comments from the above-noted staff report is summarized below:*

- What needs to be considered in our discussions going forward is the Ontario Regulation 239/02 and amended by Ontario Reg. 47/13 as it relates to the new Minimum Maintenance Standards (MMS).
- At the end of the day we need to consider what is in the best interest of our ratepayers and the most efficient use of our upper and lower tier tax dollars. Some considerations that should be part of the Grey County Transportation Master Plan to be considered long term is:
- One entity to provide operational roads maintenance in each municipality;
- One entity to provide annual maintenance of bridges, such as washing and maintaining deck roadway surfaces in each municipality;
- One entity should make the decisions on the road construction in each municipality based on
  1. Their ability;
  2. Access to municipal equipment;

<ul style="list-style-type: none"> <li>3. Manpower skills;</li> <li>4. Access to local or municipally owned aggregate resources; and</li> <li>5. Access to local contractors for entire projects or sub-contracting components of a road building projects is most often more efficient than municipally lead construction projects.</li> </ul> <ul style="list-style-type: none"> <li>▪ The County providing engineering and consultant services for all roads in the County that are a classification level 3 or 4 and higher. The County would determine construction requirements, pavement quality, depth of pavement, placement of centre lines, bike lanes and other servicing needs; and</li> <li>▪ The County consider providing inspection, engineering and construction for bridges greater than a defined deck span of 3 or 4 metres and all County line bridges.</li> <li>▪ The financial impact is not known at this time on municipal budgets. However a defined single layer service approach in the delivering of roads maintenance, roads construction, bridge maintenance, bridge construction and engineering responsibilities would definitely create efficiencies, eliminate duplication and stretch the efficiency tax dollars to improve our infrastructure. Should any roads get downloaded to or swapped with the lower tiers, there would have to be a discussion around: <ul style="list-style-type: none"> <li>1. The financial transfers to go along with each roadway to provide maintenance services;</li> <li>2. The condition of the roads at the time of assumption; and</li> <li>3. Future capital reserve construction funding component.</li> </ul> </li> </ul>
<p><b>Municipality of Meaford</b></p> <p>The following comments were provided by Meaford:</p> <ul style="list-style-type: none"> <li>▪ Grey Rd 11 : <ul style="list-style-type: none"> <li>- AADT- trucks estimated at 0 - why and how?</li> <li>- did the County consider trucks from Quarry to Highway 6 &amp; 10 via Grey Road 18?</li> <li>- criteria - Highway 26 connection 3 Industry Quarry, 2 Speed, 1 Volume 1.5 - therefore, 6.5</li> <li>- Why did County score only 3.5?</li> </ul> </li> <li>▪ Grey Rd 12: <ul style="list-style-type: none"> <li>- North South connection from Meaford to Markdale through Grey Highlands</li> <li>- Highway 26 - Highway 10 connection - Average 2, Speed 1, Volume Average 2.25</li> <li>- Note - criteria should be average through both municipalities, Markdale west, Highway 10 to Highway 6 to remain County</li> <li>- What if any value in the exchange?</li> <li>- What improvements will be made prior to transfer?</li> <li>- Will there be a reduction in County levy to reflect maintenance reductions?</li> <li>- Will there be a transition period to cover Municipal increased costs, roads and bridges?</li> <li>- Need better understanding how truck volumes estimated at 0 for Grey Roads 11, 12, 15, 18, 29.</li> </ul> </li> </ul>
<p><b>Municipality of West Grey</b></p> <p>The Municipality of West Grey have reviewed the contents of the draft Grey County Transportation Master Plan and are very concerned and not in favour of the proposed downloading of roads and bridges that are set out in the proposed plan.</p> <p>If the proposed plan was implemented it would see the downloading of approximately 60 kilometers of</p>

roads and 19 bridges placed back in the West Grey roads system.

Some of the impacts on West Grey would be increased staff, equipment and materials for summer and winter maintenance to meet the minimum maintenance standards and capital upgrades to reconstruct and maintain roads and capital expenditures for bridge rehabilitation and or replacement.

In 2006 Grey County downloaded many kilometers of roads to West Grey that required reconstruction and pavement maintenance right after the roads were downloaded. In turn Grey County Transportation uploaded roads that had been recently reconstructed and to this day there has been only minimal maintenance required for these roads by Grey County. West Grey in turn had to invest capital dollars to reconstruct the downloaded roads. This impacted the West Grey roads program and capital expenditures for many years.

West Grey Council and staff are asking that the County of Grey Transportation Master Plan Review Committee take into consideration the huge impact this proposal would have on West Grey and revise the proposed plan to make it more acceptable.

### **Town of The Blue Mountains**

Town of The Blue Mountains provided the following comments on the Road Rationalization criteria:

#### Criteria 1:

- 1a - Separate from Criteria 2
- 1b - Change Secondary to 2 points and Tertiary to 1 point to recognize importance of the small settlements in the County system.
- 1c - Add Craighleith to Table 2 as a primary settlement area in Technical Paper 3b - Rationalization of Road Network
- 1d - Credit GR2 with 4 points for linking to a primary settlement area (Thornbury / Clarksburg)
- 1e - Credit GR119 connecting to tertiary settlement are (Ravenna)
- 1f - Credit GR13 connecting to tertiary settlement are (Heathcote)

#### Criteria 2:

- 2a - Separate this criterion from Criteria 1
- 2b - Assign a score of 1 point for connecting to major institutional / commercial / industrial complexes and remove 1 point from the primary settlement score in Criteria 1

#### Criteria 3:

- 3a - utilize only the truck count data to keep the criteria objective
- 3b - Base the truck count on 25yr projection
- 3c - If Criteria 3B utilized, clarify locations of designated truck generating areas

#### Criteria 4:

- 4a - Credit GR 13 from GR4 to GR40 for offering barrier service with respect to paralleling the Beaver River

#### Criteria 5:

- 5a - Credit GR119 from GR2 to GR19 with providing resort service
- 5b - Base traffic volumes on 25yr projection



Criteria 6:

None

Criteria 7:

7a - Base traffic volumes on 25yr projection

7b - Improve the clarity on the application of the criterion

7c - Credit GR113 with 3 points

Criteria 8:

8a - Clearly describe how the criterion is to be applied

8b - Utilize this criterion after all other criteria applied to "fill" gaps in the County Road Network

8c - Reinstate Grey 2006 criteria to ensure county road density is adequate in rural areas

Criteria 9:

9a - Credit GR 119 with a point for predominately (>50%) 80 km/hr speed limit

9b - Provide an objective percentage that defines "majority" of the road for clarity of application

Criteria 10:

10a - Reinstate the Grey 2006 criterion or lower the cut-off weight

Criteria 11:

11a - Whenever traffic volumes are considered, it is of utmost importance that the 25yr projection must be utilized to ensure the road classification is proactive instead of reactive

11b - Add rows for higher traffic volumes; suggest 4.5 points for 4000 - 4500 AADT, 5 points for over 4500 AADT

Criteria 12:

12a - Road allowances at 30m plus should receive 1 point

Criteria 13:

13a - Credit GR's that connect to other GR's and Provincial Highways or provide an objective description of when the criterion is utilized

13b - Clarify application of the criterion

Criteria 14:

None

Criteria 15:

15a - Credit GR119 as compliant with this criterion

Criteria 16:

None

Criteria 17:

17a - Develop criteria that considers the impact of the highest monthly average daily traffic on the County Road Network; suggest 0.5 point for PF=1.25 to 1.5, 1 point for PF=1.5 to 1.75, 2 points for PF>1.75; however, the criterion must be based on industry accepted data such as the MTO Seasonal Variation Curves

Other comments include:

- A - Refine the description and application of the road rationalization criteria to add clarity to the assessment
- B - Consider how cyclists, pedestrians, entrance densities and scenic route or tourism designation should affect the classification of roads
- C - Pay particular attention to addressing future traffic volumes (25 yr projection), rural cell infilling, and peak monthly traffic volume during criteria review
- D - To avoid, or at least minimize, post-assessment reclassification, revise the draft criteria by developing additional criteria and/or including criteria that subtracts points to avoid having to subjectively reclassify roads, or accept the results of the criteria based assessment
- E - Provide background information, criteria and justification with respect to bridge rationalization
- F - Prepare a detailed transition plan and appropriate funding plan, that is agreed upon by the County and lower tier municipalities over a set period of time to allow lower tier municipalities to plan for the future operation, maintenance and reconstruction of the roads and bridges.

### **Municipality of Grey Highlands**

The Municipality of Grey Highlands Council requests that the County of Grey not to proceed with any further public review of the County of Grey Master Transportation Plan until a consultation with lower tier municipalities is conducted.

In Grey Highlands Report to Council dated May 13, 2013, the following comments were provided:

- **TRANSIT SERVICES COMMENTS**

A recurrent theme will be the lack of any meaningful consultation with local municipalities at the political or staff level. In addition, the opportunities with respect to an overall transit service know no boundaries. For example, coordination with the Town of Collingwood and Simcoe Rail is good but other opportunities must be explored. For example, there is an existing rail bed from Dufferin County and through Grey County. What potential might there be from an economic development perspective if discussions were to take place between the two Counties, What is the opportunity to bring Metrolinx into discussions? Is there capacity to extend commuter travelling via train. Given the scope of such a project, P3 Canada funding could be accessed. The success of any meaningful transit strategy will lay with involvement and coordination with local municipalities.

The County should be encouraged to move forward in this area and incorporate involvement with local municipalities to assist in the successful implementation of this element.

- **ACTIVE TRANSPORTATION SUMMARY COMMENTS**

The County should be encouraged to proceed with this element of the MTP given the natural heritage features and the economic development opportunities that can be enhanced as a result of this element, It is critical that coordination with the local municipalities is established at the early stages to avoid duplication and create synergies where possible.

- **GOODS MOVEMENT STRATEGY SUMMARY**

To establish an effective strategy, coordination will be required from all levels of Government. The key will be to ensure that the dialogue begins in the early stages. By moving forward in this

way, there may be some opportunities to find savings at the local level (i.e. if traffic is reduced due to routing of truck traffic onto County Roads) through minimum maintenance standards. More analysis would need to be conducted through the mapping process and any comments are anecdotal in nature at this stage due to the lack of key stakeholder consultation, financial information and data. However there is merit in exploring this element from a community and economic development perspective.

- **ROADS AND BRIDGES RATIONALIZATION SUMMARY**

Currently, there are significant operational changes and impacts that are currently being examined as a result of legislative changes.

Consideration of Ontario Regulation 239/O2 and amended by Ontario Reg, 47/13 as it relates to the new Minimum Maintenance Standards (MMS) have not been identified as part of the MTP. MMS requirements for lower tiers will demand more manpower allocations to patrol roads, completing inspections, documenting & maintaining records, the monitoring of weather conditions and ice formation prevention. This regulation will create an upper and lower tier duplication of efforts in both patrol and roads maintenance service in Grey Highlands, CAO Report 13.11 identified in detail the requirements set out in the Minimum Maintenance Standards.

The approach of roads and bridges rationalization must consider what is in the best interest of our collective ratepayers and the most efficient use of our upper and lower tier tax dollars. Some considerations that should be part of the MTP:

1. One entity to provide operational roads maintenance in each municipality;
2. One entity to provide annual maintenance of bridges, such as washing and maintaining deck roadway surfaces in each municipality;
3. One entity should make the decisions on the road construction in each municipality based on:
  - Their ability;
  - Access to municipal equipment;
  - Manpower skills;
  - Access to local or municipally owned aggregate resources; and
  - Access to local contractors for entire projects or subcontracting components of a road building projects is most often more efficient than municipally lead construction projects.
4. The County providing engineering and consultant services for all roads in the County that are a classification level 3 or 4 and higher. The County would determine construction requirements, pavement quality, depth of pavement, placement of centre lines, bike lanes and other servicing needs
5. The County considers providing inspection, engineering and construction for all bridges greater than a defined deck span of 3 or 4 meters and all County line bridges.

The financial impact is not known at this time on municipal budgets. However a defined single layer service approach in the delivering of roads maintenance, roads construction, bridge maintenance, bridge construction and engineering responsibilities would definitely create efficiencies, eliminate duplication and stretch the efficiency tax dollars to improve our infrastructure.

Should any roads get downloaded to or swapped with the lower tiers, there would have to be a discussion around:

1. The financial transfers to go along with each roadway to provide maintenance services;
2. The condition of the roads at the time of assumption;
3. Future capital reserve construction funding component;
4. Liability related to existing claims;
5. Catch basins and signage; and
6. Asset transfer related to existing shops, depots and equipment.

### **Bruce County**

The Engineer is of the opinion that the Grey County plan would benefit from the following comments:

- There appears to be a number of main corridors and it may be worthwhile to identify improvements or issues within the individual corridors. A major corridor is shared between the two Counties that is Grey Road 10 in the south and Grey Bruce Line in the north. The Engineer feels that the following issues should be considered/addressed:
  1. Directional signage north of Clifford,
  2. Awkward alignment and stop signs in Neustadt,
  3. Alignment in Hanover for through traffic,
  4. Intersection improvement at Scone,
  5. Intersection improvement at Highway 21 at Alvanley.
- We wish to comment on County connectivity. There are a number of eastwest collector/arterial roads that flow between the two counties. The Engineer wishes to make the following comments:
  1. Bruce Road 6 starts at Highway 21 near the lake and moves through the communities of Pine River, Ripley, Holyrood, Teeswater, Ambleside, and Mildmay to the boundary with Grey County. Please note that Bruce Road 6 East is now on Carrick Concession 8 or opposite Normanby Concession 12. The Engineer supports that Grey County is considering aligning a County Road opposite Bruce Road 6 East. This will maintain this east-west corridor.
  2. We support the Grey County proposal to create a County Road opposite Bruce Road 19 at Roberts Farm Equipment.
  3. Bruce Road 40 starts at Highway 21 near the lake and proceeds eastward over Bruce Road 3, through Dobbinton, over Bruce Road 10 and subsequently to the Grey County boundary. Grey County recognizes the alignment of Road 40 through their community which shall provide a further east-west corridor.
  4. Bruce Road 17 starts at Highway 21 in Port Elgin and proceeds eastward through Burgoyne, Arkwright, Invermay, and Tara and onto Bruce Road 5 to the recently constructed signalized intersection on the Grey County boundary. It appears that Grey County is not extending this road further to the east. We question if this is prudent.
  5. We are uncertain if we agree with the treatment in Hanover by not continuing Grey CR 4 and Grey CR 10 into, and through, the urban areas.
- The Engineer is intrigued with the discussion on paved shoulders and bike lanes.
- The Master Plan also deals with County bridges on local roads. Grey County shall review a set of criteria to determine the appropriate jurisdiction of County bridges on local roads. Bruce County undertook a review of County bridges in 2005 and has been addressing Bruce County bridges on local roads which are no longer on municipal boundaries in order that the bridges are aligned with the most appropriate jurisdiction. The Engineer hopes to prepare a brief

report on the status of County bridges on local roads for the Bruce County Highways Committee meeting in June.

## **Hanover**

### **RECOMMENDATION:**

THAT Hanover Council request the County of Grey give consideration for including in the County Road System, the extension of 2nd Street or another east/west route as a southerly bypass for vehicles accessing our industrial park making deliveries while enroute to other centres. AND THAT any currently designated County Roads remain with the County Road System.

### **REPORT:**

Previously in 2001 and 2002 the County of Grey completed a Roads Rationalization Study as a result of Provincial Highway Transfers to the County and to ensure that local roads serve primarily the needs of local population and that the County Roads serve as a continuous transportation network.

Concern was expressed at that time regarding criterion for Heavy Industry Service which only requires the County Road System to be provided within four kilometers of consistent major attractions or generators of heavy vehicles. This would exclude the County from providing any bypass within four kilometers of our industrial park.

We felt that the inclusion to provide service to reduce traffic congestion in urban areas would warrant the extension of 2<sup>nd</sup> Street or another east/west route as a southerly bypass accessing our Industrial Park making deliveries while enroute to other centres.

Our concern was noted in the Road Rationalization Study 2001/2002 showing the road deletions, additions and future consideration although no consideration was enacted. The result of Road Rationalization Study 2001/2002 was that there were no deletions recommended for any of the County roads running through Hanover.

Attached is a map showing the Town of Hanover road network with the County Road System highlighted as well as **showing** the proposed extension of 2<sup>nd</sup> Street.

## **Township of Georgian Bluffs**

### **Summary of Georgian Bluffs Township comments**

- Refine the description and application for each of the road rationalization criteria to add clarity to the assessment
- Consider how cyclists, pedestrians, entrance densities and scenic route or tourism designation should affect the classification of roads
- Pay particular attention to addressing future traffic volumes (25 year projection), rural cell infilling, and peak seasonal monthly traffic volume during criteria review
- To avoid, or at least minimize post-assessment reclassification, the County and their consultant should revise the draft criteria by developing additional criteria and/or including criteria that subtract points to avoid having to subjectively reclassify roads; or accept the results of the criteria-based assessment.

**Criteria 1: - Connects Urban Centre's**

- Separate from Criteria 2
- Change Secondary to 2 points and Tertiary to 1 point to recognize importance of the small settlements located on the county road system

**Criteria 2: - Upper Tier Connector**

- Separate this Criteria from Criteria 1
- Assign a score of 1 point for connecting to major institutional/ commercial/ industrial complexes or areas and remove 1 point from the primary settlement score in criteria 1

**Criteria 3: - Heavy Industrial Service**

- Utilize only the truck count data to keep the criteria objective
- Base the truck count on a 25 year projection and allow for known short term operations
- If criteria 3B is utilized, clarify locations of designated truck generating areas

**Criteria 4: - Barrier Service**

- GCR # 1 provides access around the Escarpment; however has not been assigned the weighting

**Criteria 5: - Resort/Recreation Service**

- Base traffic volumes on a 25 year projection
- GR1, Kemble Rock Road to Zion Church Road were not given weighting of 1
- GR170 serving Shallow Lake was not given weighting of 1

**Criteria 6: - Urban Cell Service**

- None

**Criteria 7: Urban Arterial Extension**

- Provide other County sections one point based on Secondary Settlement, i.e. – GR 5 and 170
- Improve the clarity on the application of the criteria

**Criteria 8: Rural Cell Service**

- Clearly describe how the criteria are to be applied
- Utilize this criterion after all other criteria applied to “fill” gaps in the county road network
- Reinstate Grey 2006 criteria to ensure county road density is adequate in rural areas

**Criteria 9: - Traffic Speed**

- Provide an objective percentage that defines “majority” of the road for clarity of application
- Be consistent in the awarding or weighting, i.e. based on by-law, average speed, etc.

**Criteria 10: - Road Surface**

- Reinstate the Grey 2006 criterion or lower the cut-off weight



**Criteria 11: - Traffic Volumes**

- Whenever traffic volumes are considered, it is of utmost importance that the 25 year projection must be utilized to ensure the road classification is proactive instead of reactive
- Add rows for higher traffic volumes; suggest 4.5 point for 4000-4500 AADT, 5 points for over 4500 AADT

**Criteria 12: - Road Right-of-Way Width**

- Reinstate the Grey 2006 criterion or lower the cut-off weight

**Criteria 13: - Internal County Road Continuity**

- Credit GCR that connect to other GCR and provincial highways or provide an objective description of when the criterion is utilized
- Clarify application of the criterion

**Criteria 14:- External County Road Continuity**

- None

**Criteria 15: - Urban By-Pass Function**

- None

**Criteria 16: - Emergency Detour Routes**

- Consider using this criteria

**Criteria 17: - Peak Seasonal/Monthly Volumes**

- Develop criteria that consider the impact of the highest monthly average daily traffic on the county road network; suggest 0.5 point for PF=1.25, 1 point for PF-1.5, 2 points for PF.1.5; however, the criteria must be based on industry accepted data such as the MTO seasonal variation curves

# GREY COUNTY WANTS TO HEAR FROM YOU!

*Are you interested in the future of Grey County's transportation networks? Are you passionate about active transportation? Do you have ideas for transportation solutions that will drive our economy forward? We need your input!*

*Join us on April 18th or April 20th and help shape the future of our community by contributing to Grey County's Transportation Master Plan.*

## ABOUT THE GREY COUNTY TRANSPORTATION MASTER PLAN

Grey County is currently undertaking a Transportation Master Plan (TMP).

This strategic plan will direct policies and infrastructure initiatives for the County's transportation system for the next 25 years.

The plan is intended to set the direction for addressing our community's short, medium and long-term transportation needs.

## TRANSPORTATION MASTER PLAN GOALS

- 1) Create a vision for all modes of transportation in Grey County, with a particular focus on encouraging active transportation options (cycling, walking/running)
- 2) Identify transportation network constraints and opportunities, as well as required infrastructure improvements/expansions to ensure the continued safe and efficient movement of people and goods to the year 2036.
- 3) Ensure that the Transportation Master Plan is fully aligned with the County's vision and goals, identified in the County Corporate Strategic Plan and other County plans/strategies.
- 4) Establish solutions reflective of the present economic climate and future conditions.
- 5) Coordinate and establish partnerships with public and private agencies.

## HOW CAN YOU GET INVOLVED?

Public Consultation is a key component of this process and we want to hear from you! The upcoming consultation events are the second of two sets of Public Information Centres. Alternative strategies and a draft of the preferred Transportation Master Plan will be presented to the public for comment at these events. Consultation events will be taking place at the following times in multiple locations. Mark your calendar and help us shape the future of Grey County.

### THURSDAY APRIL 18, 2013 - 5-7pm

**Flesherton Kinplex** 102 Highland Drive, Flesherton ON AND **Grey County Administration Building**, 595 9th Avenue East, Owen Sound ON

### SATURDAY APRIL 20, 2013 - 2-4pm

**The Blue Mountains Municipal Office** 32 Mill Street, Thornbury ON AND **Hanover Municipal Office** 341 10th Street, Hanover ON

More information about Grey County's Transportation Master Plan can be found by visiting us on the web at:

<http://www.grey.ca/services/planning-development/transportation-master-plan/>

For more information, or to submit your comments on the TMP if you cannot attend one of the consultation events, please contact:

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# WELCOME TO



## THE GREY COUNTY TRANSPORTATION MASTER PLAN

### PUBLIC OPEN HOUSE 2

**Date:** Thursday, April 18, 2013

**Time:** 5:00 to 7:00 PM

**Location 1:** Flesherton Kinxplex  
102 Highland Drive, Flesherton

**Location 2:** Grey County Administration Building  
595 9th Ave. East, Owen Sound

**Date:** Saturday, April 20, 2013

**Time:** 2:00 to 4:00 PM

**Location 1:** The Blue Mountains Municipal Office  
32 Mill Street, Thornbury

**Location 2:** Hanover Municipal Office  
341 10th Street, Hanover



# PUBLIC OPEN HOUSE

This Public Open House is to present the draft recommendations of the Grey County Transportation Master Plan for public input. We invite you to fill out a comment sheet with your comments and suggestions.

## We want to hear from you!







# PURPOSE OF THE STUDY

- The Transportation Master Plan (TMP) is a strategic plan that directs policies and infrastructure initiatives in Grey County. It is developed within the context of the existing transportation system and travel characteristics in Grey.
- The TMP addresses short, medium, and long-term transportation needs for all modes of travel and will provide input to future environmental assessments and official plan updates.





# EXISTING TRAFFIC CONDITIONS

The transportation system in Grey County consists of the following:

- Provincial, County and local roads
- Airports and harbours
- Rail corridors and trails

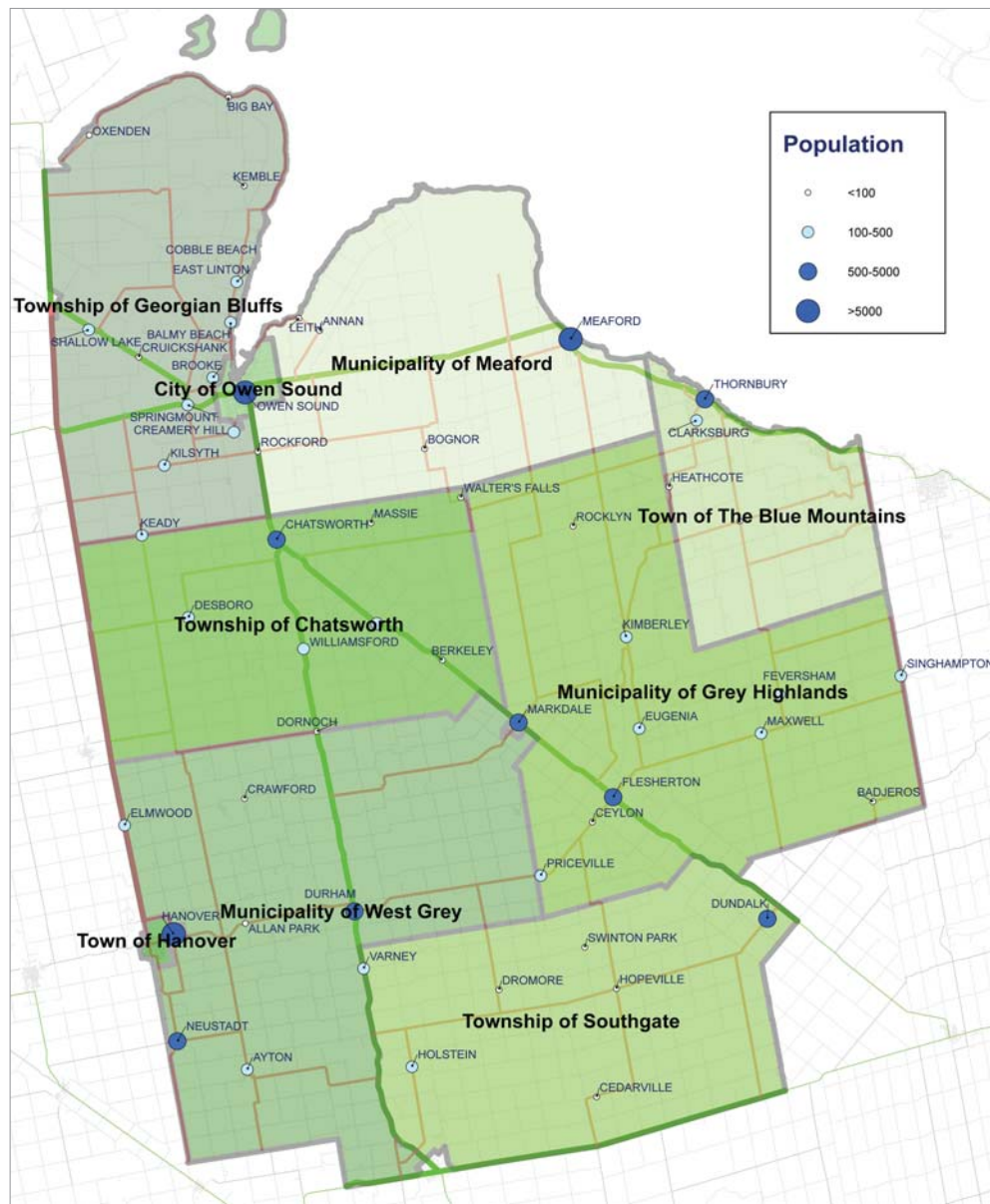






# EXISTING TRAFFIC CONDITIONS

The urban centres and settlement areas within Grey County generate travel demand, change the characteristics of County roads and, in some cases, create road network discontinuities.





# NEED AND JUSTIFICATION

- Accommodate traffic volumes and safe operating speeds through communities.
- Address road discontinuities.
- Rationalize County road network and bridges.
- Accommodate pedestrians, cycling and non-motorized travel.
- Opportunities to better meet desire for transit service.
- Opportunities to better achieve economic and strategy objectives through air, marine and rail travel.
- Opportunities to better utilize County capital budget to meet County needs.





# TRANSIT

## STRATEGY FOR GREY

- Alternate Service / Demand Responsive Service
- Coordinate services with other departments or agencies
- Investigate extensions of local scheduled transit service beyond urban areas
- Inter-municipal links through Public-Private Partnership with service providers
- Coordinate inter-regional service with the Town of Collingwood and Simcoe County
- Integrate with a long-term rail protection strategy





# ACTIVE TRANSPORTATION

## STRATEGY FOR GREY

### ■ Active Transportation Master Plan

- Walkability guidelines
- Promotion

### ■ Network Connections

- Provide paths and trails
- Provide sidewalks, bike lanes within urban areas
- Continue to develop paved shoulders
- Signage on Grey and local roads

### ■ Support changes to Highway Traffic Act to permit cycling on shoulder of a roadway





[illegible]



# GOODS MOVEMENT

## STRATEGY FOR GREY

### ■ Investigate specific network changes

- Grey Road 9 westerly extension
- Grey Road 25 westerly extension
- Grey Road 14 southerly extension
- Dundalk alternate route

### ■ Develop supplementary signage strategy

- County Road 18 around Owen Sound
- County Road 28 around Hanover

### ■ Establish a design policy (pavement design, load restrictions and road design elements) for primary and secondary truck routes







# COMMUNITY TRAFFIC

## STRATEGY FOR GREY

- **Speed management program for transition zones**
- **Toolbox of retrofit traffic calming measures**
  - Horizontal deflection
  - Signage and Speed Watch program
  - Visual treatments
  - Enforcement and education
- **Implement policy and procedures for traffic calming measures**
  - Confirm need based on speed surveys, design conditions and cause of public concern
  - Public and stakeholder input
  - Available funding for construction



# ROAD AND BRIDGE RATIONALIZATION

## Objective

- confirm which roads and bridges should be under County vs local jurisdiction
- establish a hierarchy of County roads (e.g. major vs minor County roads)
- ensure appropriate accountability to the road and bridge users and application of standards and practice that best suit the road and bridge classification

## County roads

- are primarily transportation corridors and should provide connectivity and a good level of service to the road users
- should be capable of being upgraded and maintained to a reasonable standard
- should be along the shortest practical route, along existing streets and roads
- should not extend through downtown areas where access to development is the primary need and pedestrian traffic is greatest



# ROAD RATIONALIZATION

## Assessment based on the following criteria

- connects to urban and/or commercial centres, and provincial highways
- accommodates significant truck traffic and/or provides service close to major truck generators (e.g. pits & quarries)
- provides service across physical barriers (e.g. escarpment, wetlands)
- provides service to major recreational or resort areas (e.g. Blue Mountain)
- provides service on those roads which are extension of urban arterial roads
- traffic and design speeds ( $\geq 80$  km/h)
- traffic volumes

## Other considerations

- Is the road continuous within Grey County?
- Does the road continue beyond Grey County as an adjacent County road?
- Does it serve as an alternate route for a built-up area and/or provide congestion relief?
- Is the road a duplication of a Provincial highway or other County road?

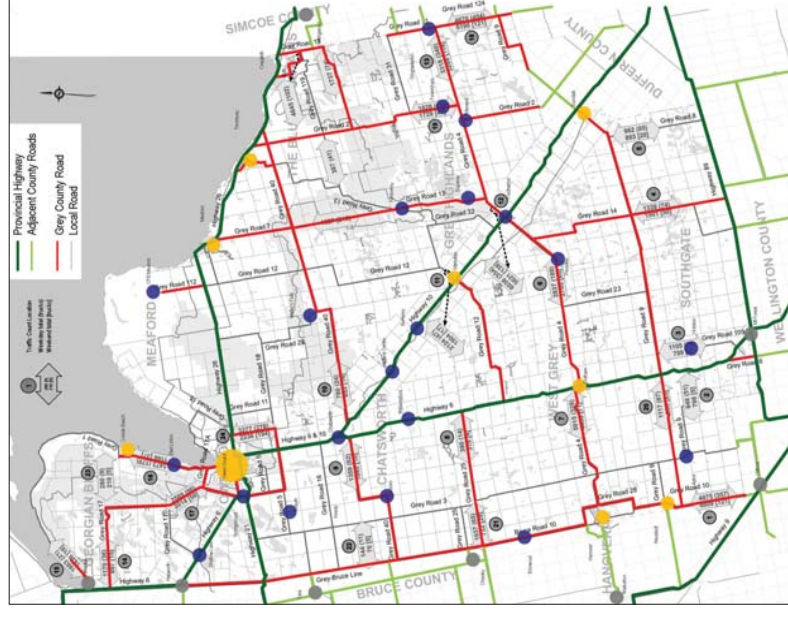
# ROAD AND BRIDGE RATIONALIZATION

- For roads and bridges deemed local infrastructure, Grey County could consider:**
- a staged approach to transferring roads
  - financial compensation options to assist local municipalities

**Existing County Road Network**



**Proposed County Road Network**





# BRIDGE RATIONALIZATION

Why should structures on non-County roads be County structures?

## Consideration for:

- County vs local road (including designation as a former townline)
- significance of water crossing
- financial implications
- need for structure/crossing (is it possible that the structure could be closed or removed)





# NEXT STEPS

## The next steps for the Transportation Master Plan are:

- Review all comments and suggestions from public and agencies following the second Public Open House.
- Based on public and agency input, identify and recommend the preferred network solution.
- Prepare implementation strategy.
- Document the study in the Transportation Master Plan Report.





## YOUR INPUT IS IMPORTANT!

Please fill out a comment sheet with your comments and suggestions. If you wish to be put on our mailing list, require further information, or wish to provide any input to the study, please contact the project team:

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## APPENDIX B TRAFFIC DATA ANALYSIS

## Traffic Volume Data

Automated Traffic Recorder (ATR) surveys for weekday and weekend periods were conducted at 19 link segments by Accu-Traffic Inc. At some locations, the surveys were undertaken for three weeks to act as control locations within the study network to capture the summer, long weekend, and fall traffic patterns. The Transportation department at Grey County also collected traffic data on municipal road locations as part of the investigation into County road rationalization.

**Table B-1: ATR Count Date and Location**

	Location	Date
1	Grey Road 10 N of Minto-Normanby Townline	August 23 to August 26, 2012 August 30 to September 3, 2012 September 6 to September 9, 2012
2	Grey Road 9 W of Concession 2	August 23 to 26, 2012
3	Grey Road 109 N of Side Road 56	August 23 to 26, 2012
4	Grey Road 14 S of Southgate Road 10	August 23 to 26, 2012
5	Grey Road 8 S of Southgate Road 10	August 23 to 26, 2012
6	Grey Road 4 E of Grey Road 23	August 23 to 26, 2012 August 30 to September 3, 2012 September 6 to September 9, 2012
7	Grey Road 4 E of Concession 2	August 23 to 26, 2012
8	Grey Road 25 (Glenelg-Holland Townline) E of Highway 6	August 23 to 26, 2012
9	Grey Road 40 W of Highway 6	September 6 to September 9, 2012
10	Grey Road 40 E of Highway 10	August 23 to 26, 2012
11	Grey Road 12 W of E Black Line	August 23 to 26, 2012
12	Grey Road 4 E of E Black Line	August 23 to 26, 2012
13	Grey Road 4 W of Grey Road 124	August 23 to 26, 2012
14	Grey Road 17 (Boat Lake Road) W of Zion Church Road	August 23 to 26, 2012
15	Grey Road 1 W of Zion Church Road	August 23 to 26, 2012
16	Grey Road 1 N of Lindenwood Road	August 23 to 26, 2012
17	Grey Road 17 W of Sarawak Keppel Townline	August 23 to 26, 2012
18	Grey Road 124 N of Maple Valley	August 23 to 26, 2012 August 30 to September 3, 2012 September 6 to September 9, 2012
19	Grey Road 2 N of Ice River Springs Water Co Building	August 23 to 26, 2012
20	Concession 12 - 1.2 km west of Kings Highway 6	August 31 to September 7, 2012
21	Bentinck/Sullivan T/L - 1.0 km west of Grey Road 3	August 31 to September 7, 2012
22	Sideroad 2 Sullivan - 700 m west of Grey Road 3	August 31 to September 7, 2012
23	Concession 20 - Georgian Bluffs	August 23 to 30, 2012
24	Concession 10 Sydenham (at Story Book Park Road)	August 23 to 30, 2012

Seasonal ATR data was provided by the County of Grey for various locations within the County. The data included the following seasons as illustrated in **Table B-2**.

**Table B-2: Seasonal ATR Counts**

Count Year	Winter	Spring	Summer	Fall
2009 ATR Counts	x	x	x	x
2011 ATR Counts	x	x	x	x
2012 ATR Counts	x	x	x	n/a

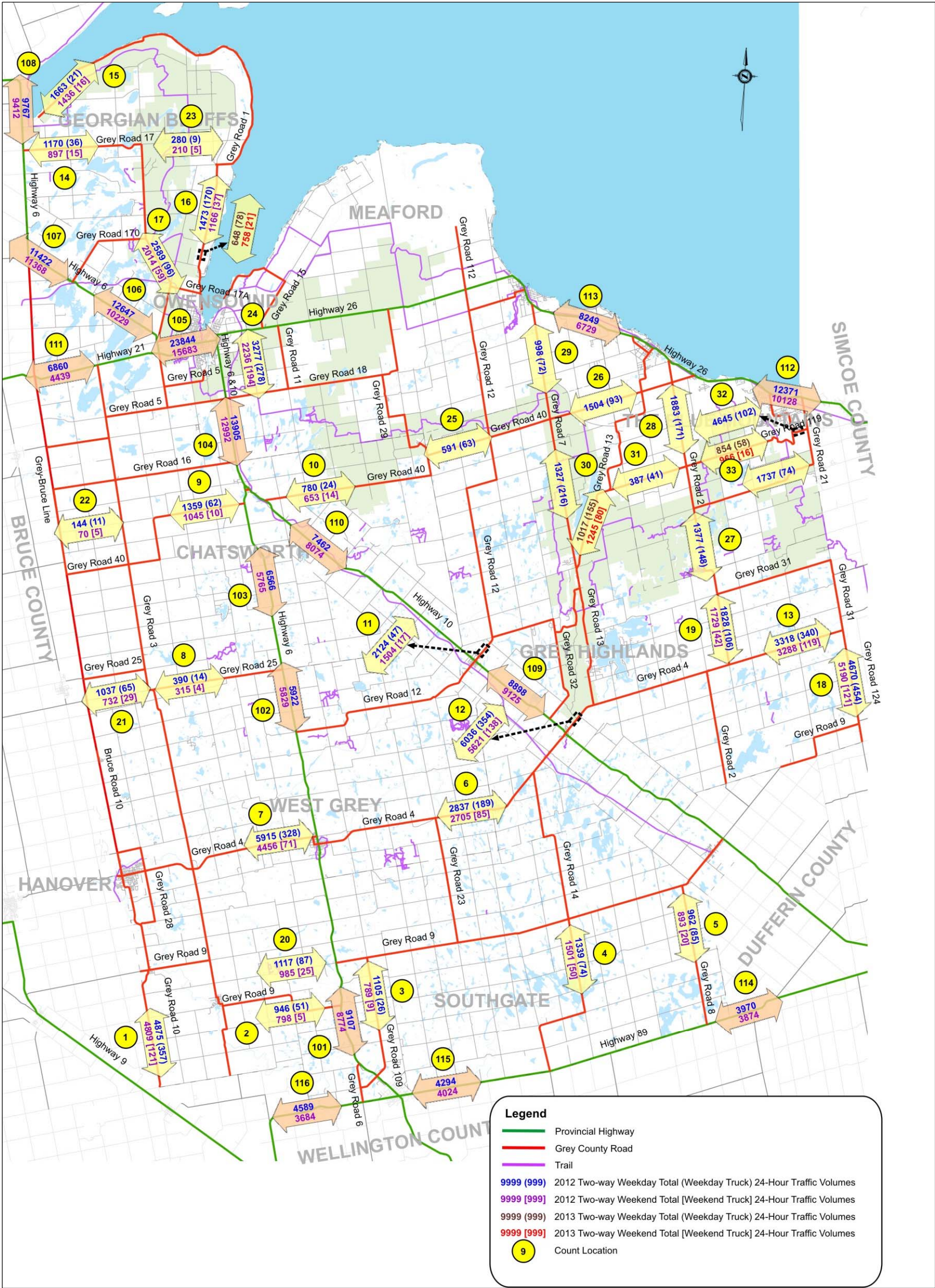
The Ministry of Transportation provided 2012 spring and summer traffic volumes for various location on the Provincial Highways 6, 10, 21, 26 and 89 within the County of Grey. **Table B-3** below details the locations of the MTO counts by highway.

**Table B-3: MTO Count Locations**

MTO Count Location #	Hwy	Location
101	6	4.5km North of Wellington - Grey Boundary
102	6	2.6km North of Grey Road 12 - Markdale Road
103	6	8.1km North of Chatsworth Road 24
104	6	5.2km North of Highway 10 - Chatsworth
105	6	3.3km West of Highway 10/26
106	6	3.2km North of Highway 21 - Grey Road 18
107	6	6.6km North of Concession Road 5
108	6	5km North of Grey Road 5
109	10	4.0km West of Grey Road 4 - Flesherton
110	10	6.4km West of Grey Road 24
111	21	7.3km East of Bruce Road 10 - Grey Bruce Line
112	26	2.1km West of Osler Bluff Road
113	26	1.1km West of Christie Beach Road
114	89	3.1km West of Dufferin Road
115	89	10km West of Wellington & Grey Road 14
116	89	10.5km West of Highway 6 - Mount Forest

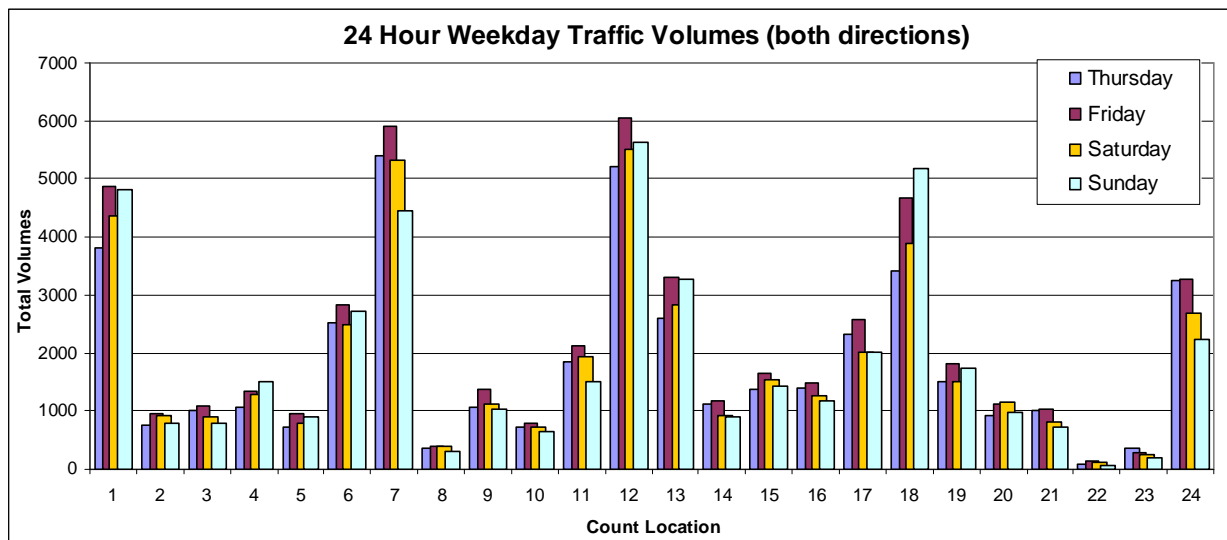


Figure B-1: 24-Hour Existing Traffic Volumes



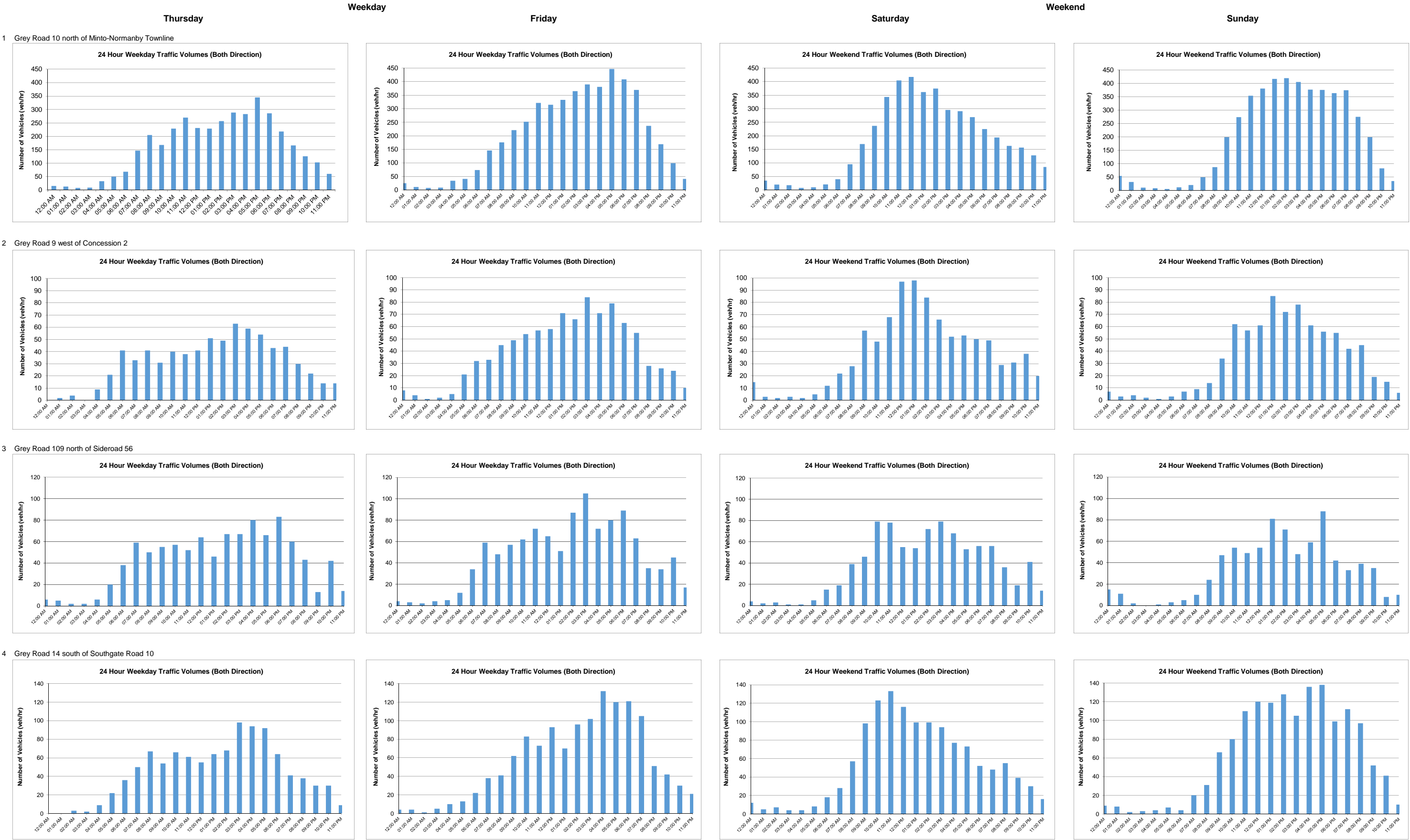
A comparison of 24-hour volumes for all 24 county locations is shown below. The count location codes correspond to the location provided in **Table B-1**. In general, the data shows that Friday has the highest traffic volumes.

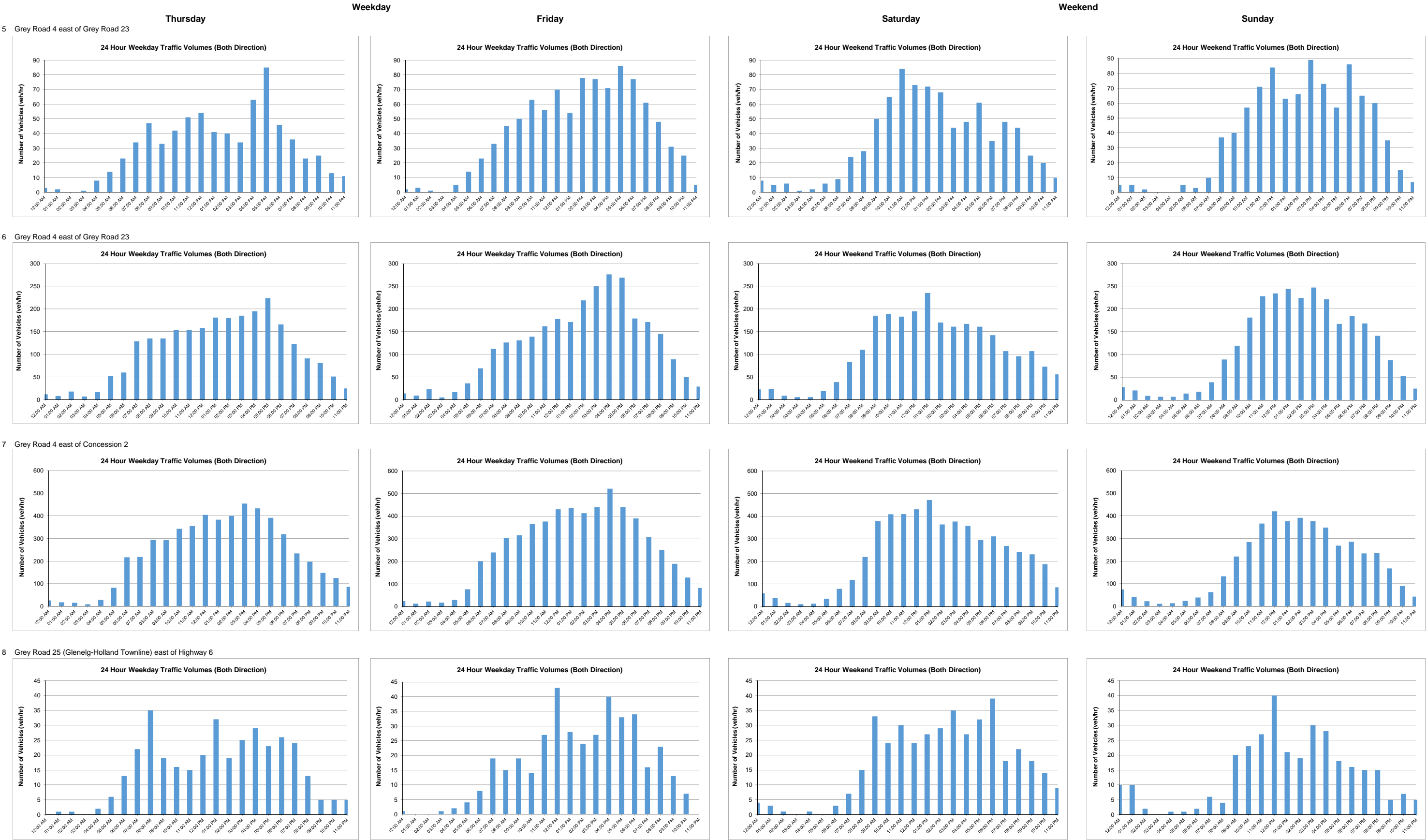
**Figure B-2: 24-Hour Traffic Volume Comparison**



Hourly volumes for each of the counts at the 19 County road locations are provided in the following charts.







Weekend

6 Grey Road 4 east of Grey Road 23

24 Hour Weekend Traffic Volumes (Both Direction)

Time	12:00 AM	01:00 AM	02:00 AM	03:00 AM	04:00 AM	05:00 AM	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	11:00 AM	12:00 PM	01:00 PM	02:00 PM	03:00 PM	04:00 PM	05:00 PM	06:00 PM	07:00 PM	08:00 PM	09:00 PM	10:00 PM	11:00 PM	
Volume	2	2	1	1	1	2	5	6	18	22	18	19	235	232	243	221	246	218	165	182	166	139	89	51	26

Sunday

7 Grey Road 4 east of Concession 2

24 Hour Weekend Traffic Volumes (Both Direction)

Time	12:00 AM	01:00 AM	02:00 AM	03:00 AM	04:00 AM	05:00 AM	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	11:00 AM	12:00 PM	01:00 PM	02:00 PM	03:00 PM	04:00 PM	05:00 PM	06:00 PM	07:00 PM	08:00 PM	09:00 PM	10:00 PM	11:00 PM
Volume	25	22	12	10	8	10	15	40	88	120	180	228	235	243	221	165	182	166	139	89	51	26	26	26

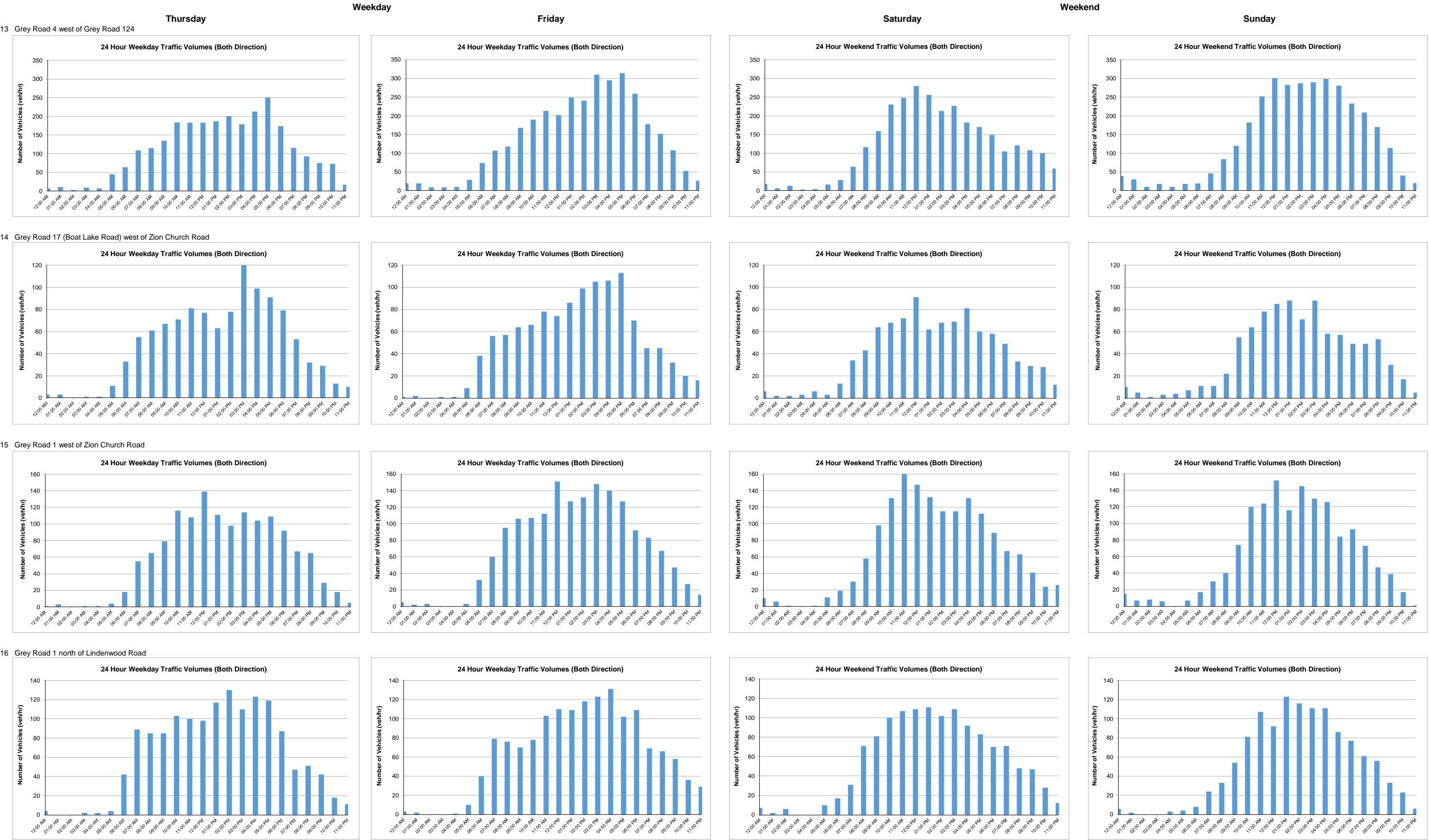
Sunday

8 Grey Road 25 (Glenelg-Holland Townline) east of Highway 6

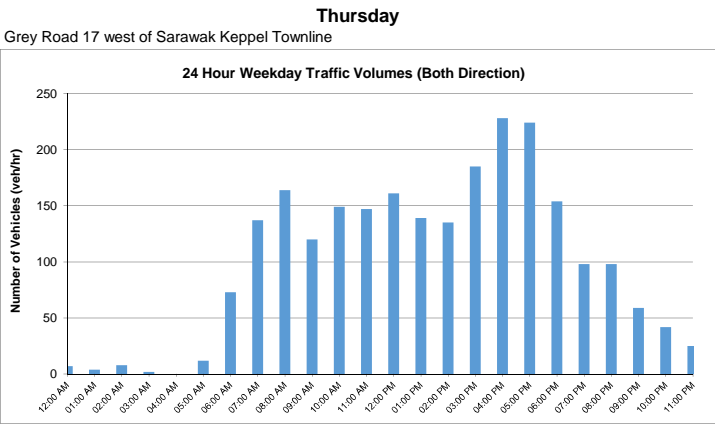
24 Hour Weekend Traffic Volumes (Both Direction)

Time	12:00 AM	01:00 AM	02:00 AM	03:00 AM	04:00 AM	05:00 AM	06:00 AM	07:00 AM	08:00 AM	09:00 AM	10:00 AM	11:00 AM	12:00 PM	01:00 PM	02:00 PM	03:00 PM	04:00 PM	05:00 PM	06:00 PM	07:00 PM	08:00 PM	09:00 PM	10:00 PM	11:00 PM
Volume	75	35	20	15	10	10	15	40	130	220	280	360	420	370	380	370	350	270	280	230	230	160	90	40

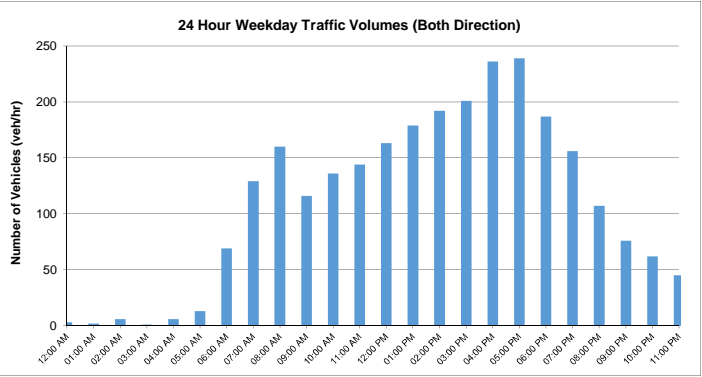




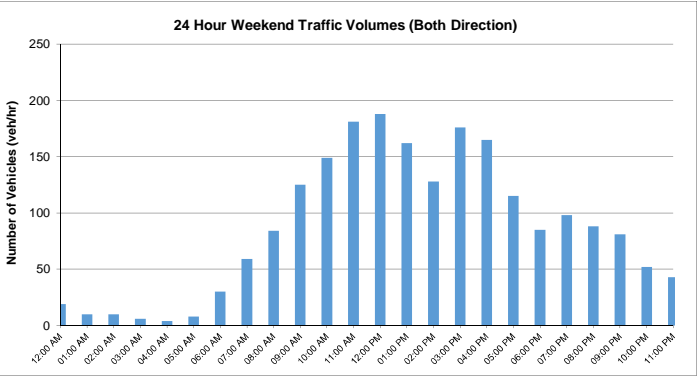
17 Grey Road 17 west of Sarawak Keppel Townline



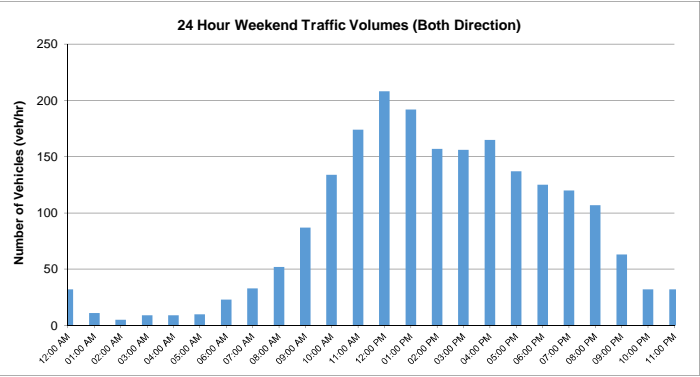
Friday



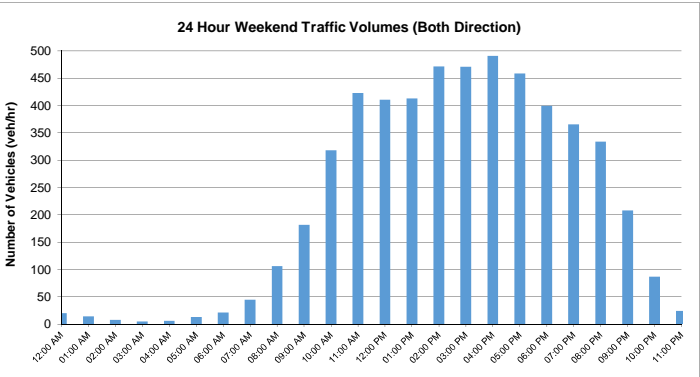
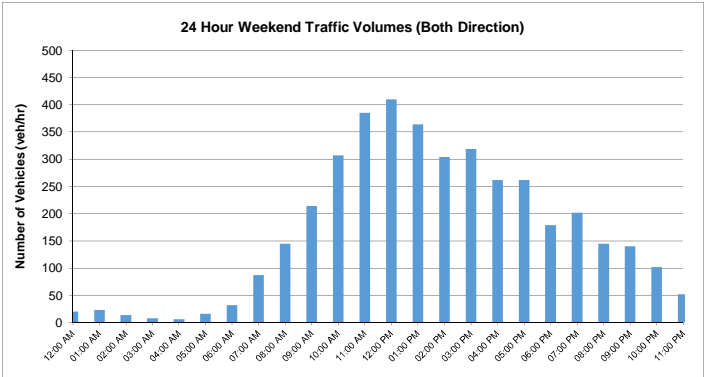
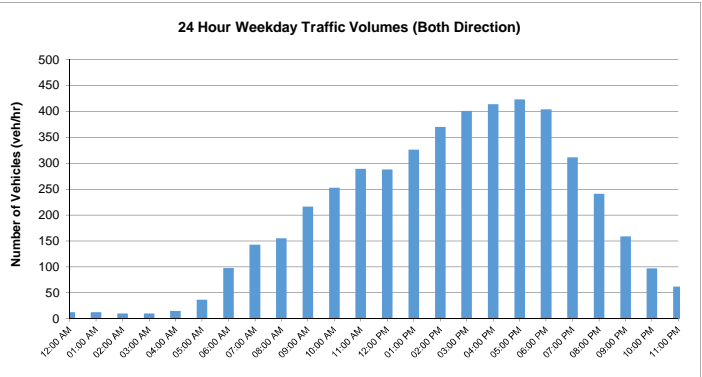
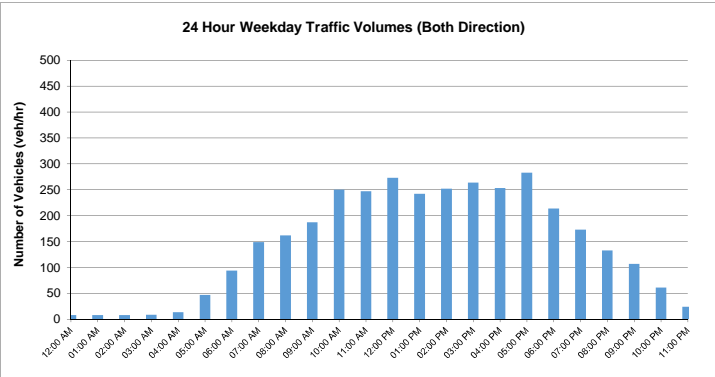
Saturday



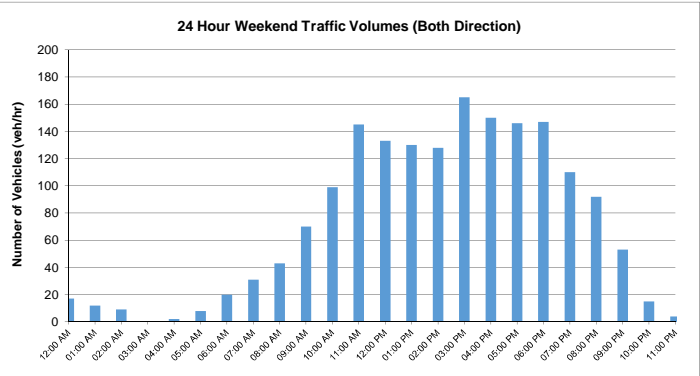
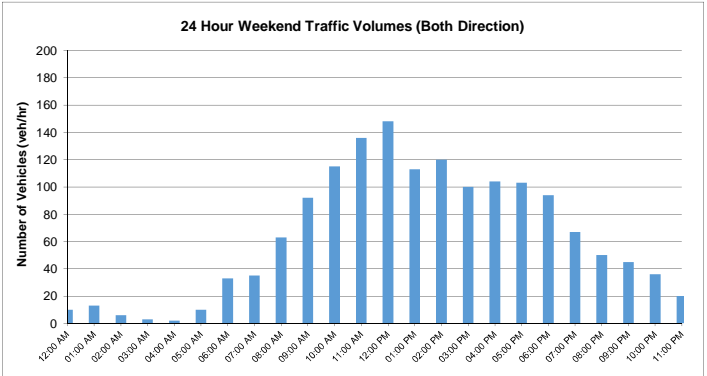
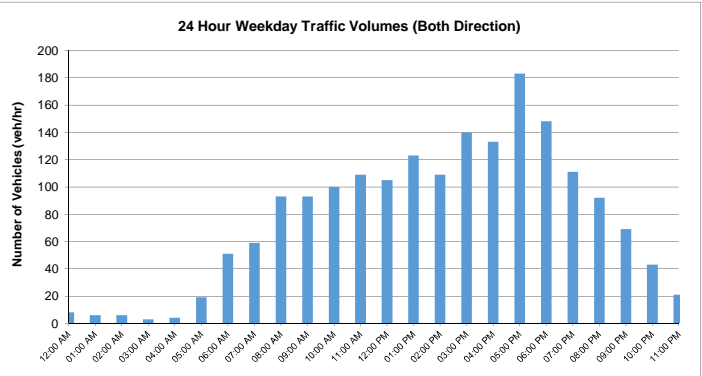
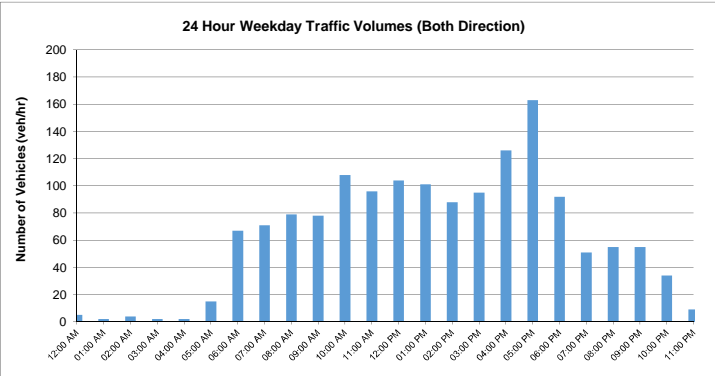
Sunday



18 Grey Road 124 north of Maple Valley



19 Grey Road 2 north of Ice River Springs Water Co Building



## **APPENDIX C**

### **BACKGROUND DEVELOPMENTS**



Table C.1 - Background Developments (from The Town of The Blue Mountains Comprehensive Transportation Strategic Plan Report)

Number	Development	Weekday AM Peak			Weekday (Friday) PM Peak			Weekend Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
1	Lora Bay Phase 3	10	5	16	10	15	25	17	18	35
2	Keeper's Cove	23	11	34	23	33	55	37	40	76
3	Trailwoods	18	45	63	55	33	88	N/A	N/A	N/A
4	Far Hills	5	14	18	15	9	24	12	10	23
5	Far Hills	3	10	13	11	6	17	9	7	16
6	Mill Pond Homes	2	10	12	10	5	15	7	6	13
7	Greystone	5	14	19	16	9	25	13	11	24
8	Applewood Estates	3	9	12	10	6	16	8	7	15
9	11 Bay Street	2	7	10	8	5	13	7	6	12
10	Georgian Glen	4	2	5	4	5	9	6	6	12
11	Georgian Bay Estates	5	3	8	5	8	13	9	9	18
12	The Ridge Estates	5	2	7	5	7	11	7	8	15
13	Peaks Meadows	4	2	6	4	6	10	7	7	14
14	Reekie 16	1	1	2	1	2	3	2	2	4
15	Woodlands By Sierra	3	1	4	3	4	6	4	4	9
16	Lendevay	2	1	3	2	3	5	3	4	7
17	Eden Oak (Trailhead Golf and Residence Club)	5	26	31	25	13	38	18	15	33
19	Willow Creek	5	16	21	18	10	28	14	12	26
20	Monterra Phase 2	6	3	8	6	8	14	9	10	19
21	Westbrook	35	117	152	128	72	200	99	84	183
22	Intrawest IRCG	2	9	11	9	4	13	6	5	12
23	Intrawest Village CRU's	N/A	N/A	N/A	N/A	N/A	N/A	62	62	124
24	LMCM Holdings	4	2	7	4	6	11	7	8	15
25	Neighbourhoods @ Delphi	14	62	76	53	42	95	N/A	N/A	N/A
26	PB Holdings	7	22	29	24	14	38	N/A	N/A	N/A
27	Lora Bay Phase 2	59	96	155	121	95	216	108	108	216
28	Matesa	1	7	8	7	3	10	5	4	9
29	Victoria Close	2	6	8	6	4	10	5	4	9
30	Trillium Apartments	2	11	14	11	5	16	8	7	15
31	Taberra	10	10	20	9	11	20	N/A	N/A	N/A
32	George Fleming (Phase 4)	9	9	18	8	10	18	10	11	21
32	George Fleming (Phase 5)	6	6	12	6	7	13	7	8	15
32	George Fleming (Phase 6)	22	23	45	20	26	46	26	28	54
33	Craigleith Developments	18	9	27	18	25	43	29	31	60
18/34/35	Becker & Tyrolean Lowlands (Nippissing Ridge Golf Course Community) & St. Antons (Hillside)	51	157	208	162	97	258	127	114	241
36	Town of the Blue Mountains	0	1	1	1	0	1	0	1	1
38	BMR South End	N/A	N/A	N/A	N/A	N/A	N/A	384	384	768
39	Von Teichman	1	1	2	3	3	6	4	4	7
40	Applewood	11	7	18	31	34	66	45	42	87
41	CarQuest	4	2	6	10	11	21	15	14	28
42	Thornbury Horse Park	43	106	149	96	85	181	N/A	N/A	N/A
43	Pollard	9	26	35	29	17	46	23	20	43
44	Camperdown East 1	0	0	0	0	1	1	1	0	1
45	Johnstone	2	1	4	2	3	6	4	4	8
46	McClellan/Cooper/Goodman	1	1	2	1	2	3	2	2	4
47	Bannerman	1	1	2	1	2	3	2	2	4
48	Oelbaum	11	5	16	11	15	26	17	19	36
49	Georgian International	53	192	245	206	113	318	156	133	289
50	Le Scandinave	9	4	13	9	13	21	14	15	30
51	Park Lee Choi Yun	21	13	34	59	64	123	85	78	163
37/52	Terrasan1 & Havens	192	199	391	271	210	481	274	235	509
	<b>Total</b>	<b>710</b>	<b>1286</b>	<b>1996</b>	<b>1545</b>	<b>1181</b>	<b>2726</b>	<b>1713</b>	<b>1610</b>	<b>3323</b>

**Table C.2 - Background Developments (from Traffic Studies)**

Number	Development	Weekday AM Peak			Weekday PM Peak			Weekend Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
53	Nipissing Golf Course <sup>1</sup>	N/A	N/A	N/A	168	156	324	168	156	324
54	Georgian Villas	N/A	N/A	N/A	365	295	660	380	350	730
55	Duntroon Quarry Expansion	34	34	68	15	15	30	N/A	N/A	N/A
56	Handy Pit Expansion	20	20	40	20	20	40	N/A	N/A	N/A
57	Meaford Highlands Resort	179	232	411	323	290	613	408	411	819
58	Sliver Creek at Craigeleith	258	261	519	361	284	645	388	333	721
59	Eden Oak <sup>2</sup>	18	83	101	81	40	121	81	40	121
60	Georgian Gate	N/A	N/A	N/A	525	324	849	421	388	809
61	Stayner <sup>2</sup>	98	165	263	189	170	359	189	170	359
62	Osprey Quarry	18	18	36	18	18	36	N/A	N/A	N/A
63	Georgian Gate <sup>1</sup>	N/A	N/A	N/A	282	240	522	282	240	522
64	Croft Pit	6	6	12	6	6	12	N/A	N/A	N/A
65	Eilo Leal (Summer Event)	0	0	0	0	0	0	333	333	666
66	Retreat Centre	50	12	62	12	50	62	4	4	8
67	Lora Bay Golf Course	N/A	N/A	N/A	247	231	478	215	220	435
	<b>Total</b>	<b>681</b>	<b>831</b>	<b>1512</b>	<b>2612</b>	<b>2139</b>	<b>4751</b>	<b>2869</b>	<b>2645</b>	<b>5514</b>

<sup>1</sup> Traffic assessment assumed weekend trip generation for weekday PM

<sup>2</sup> Traffic assessment assumed weekday PM trip generation for weekend

Figure C-1: Background Developments in The Blue Mountains Area

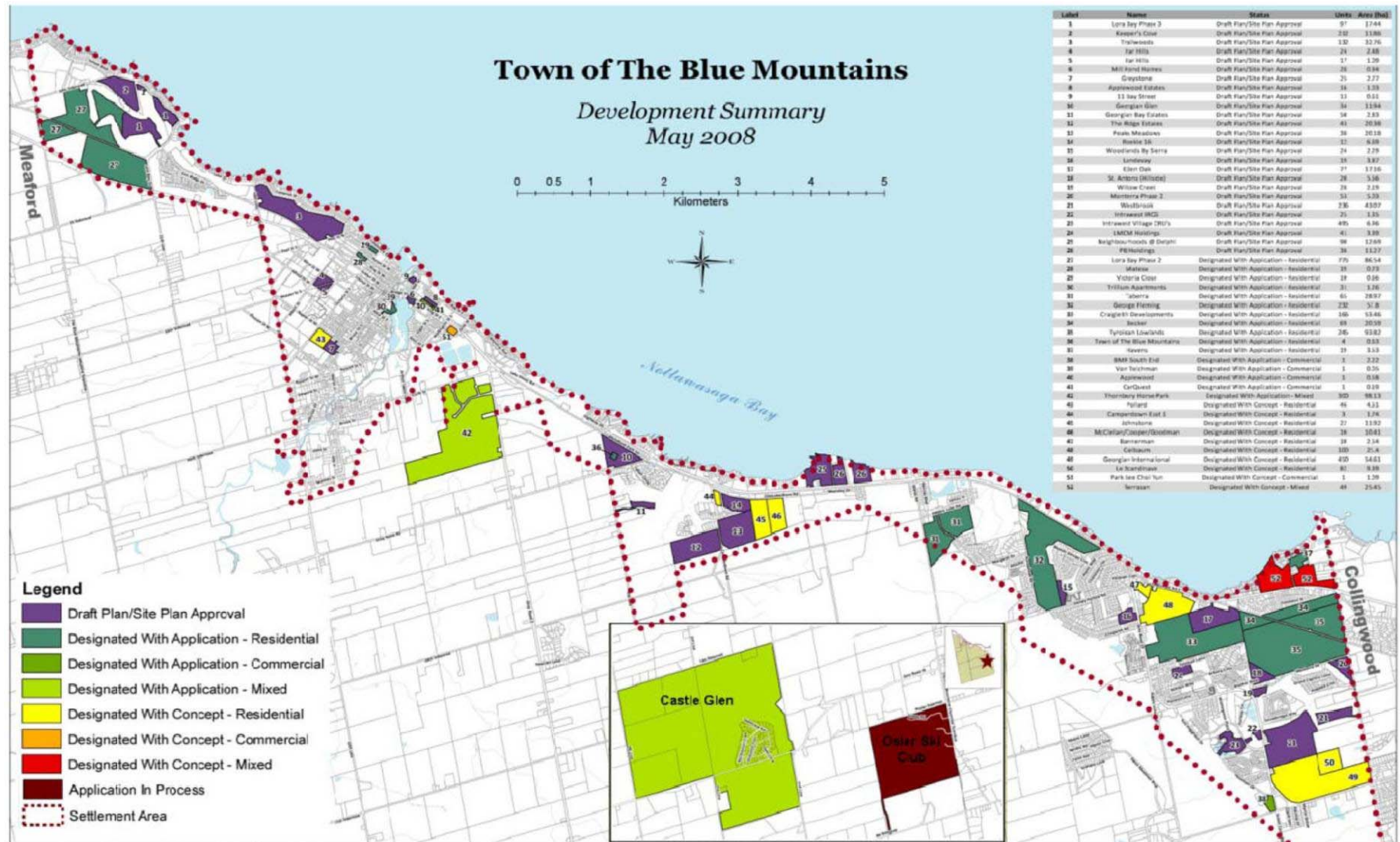
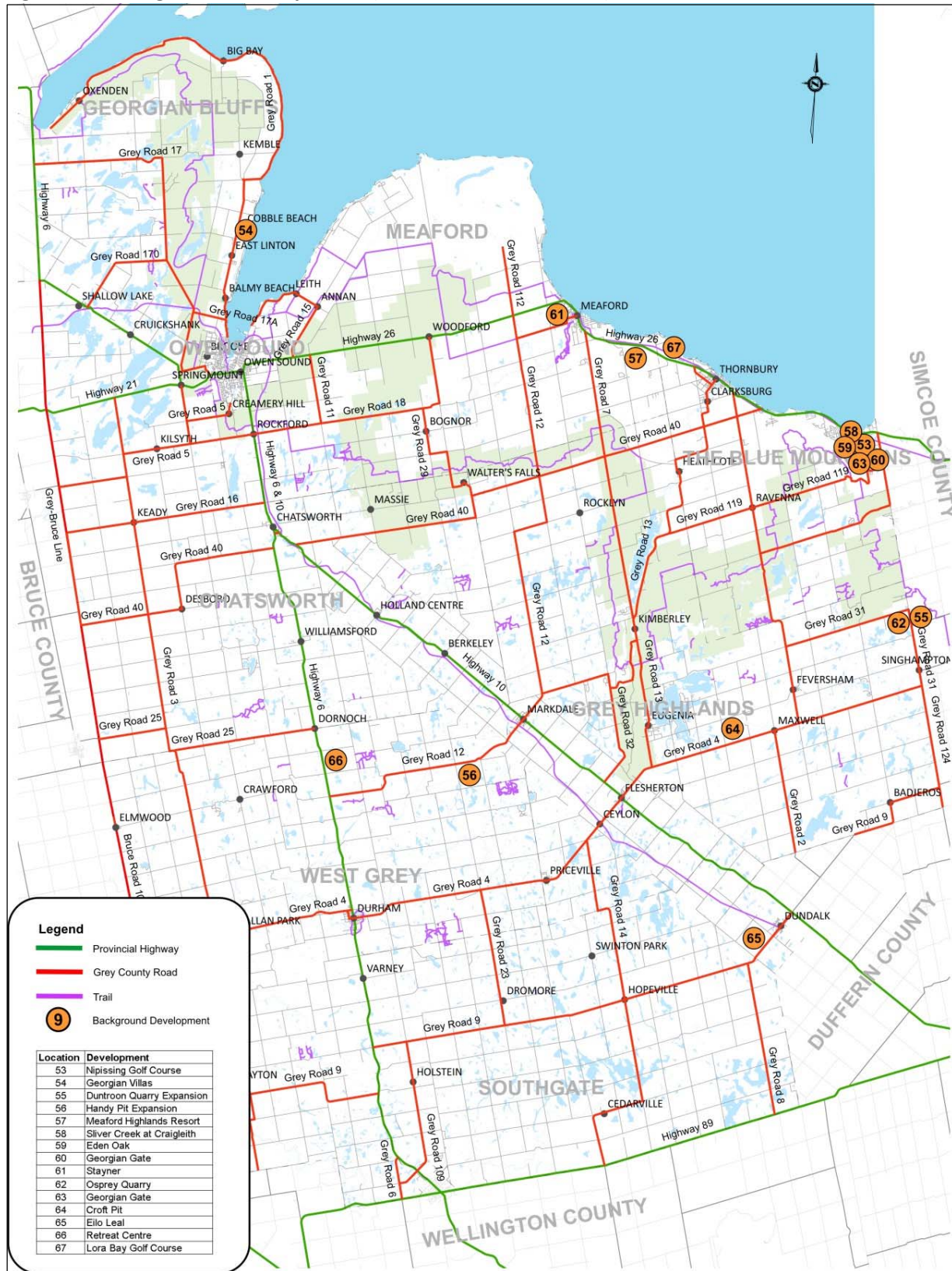


Figure C-2: Background Developments (based on Traffic Studies)

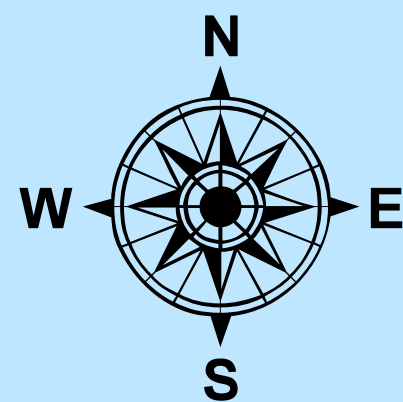
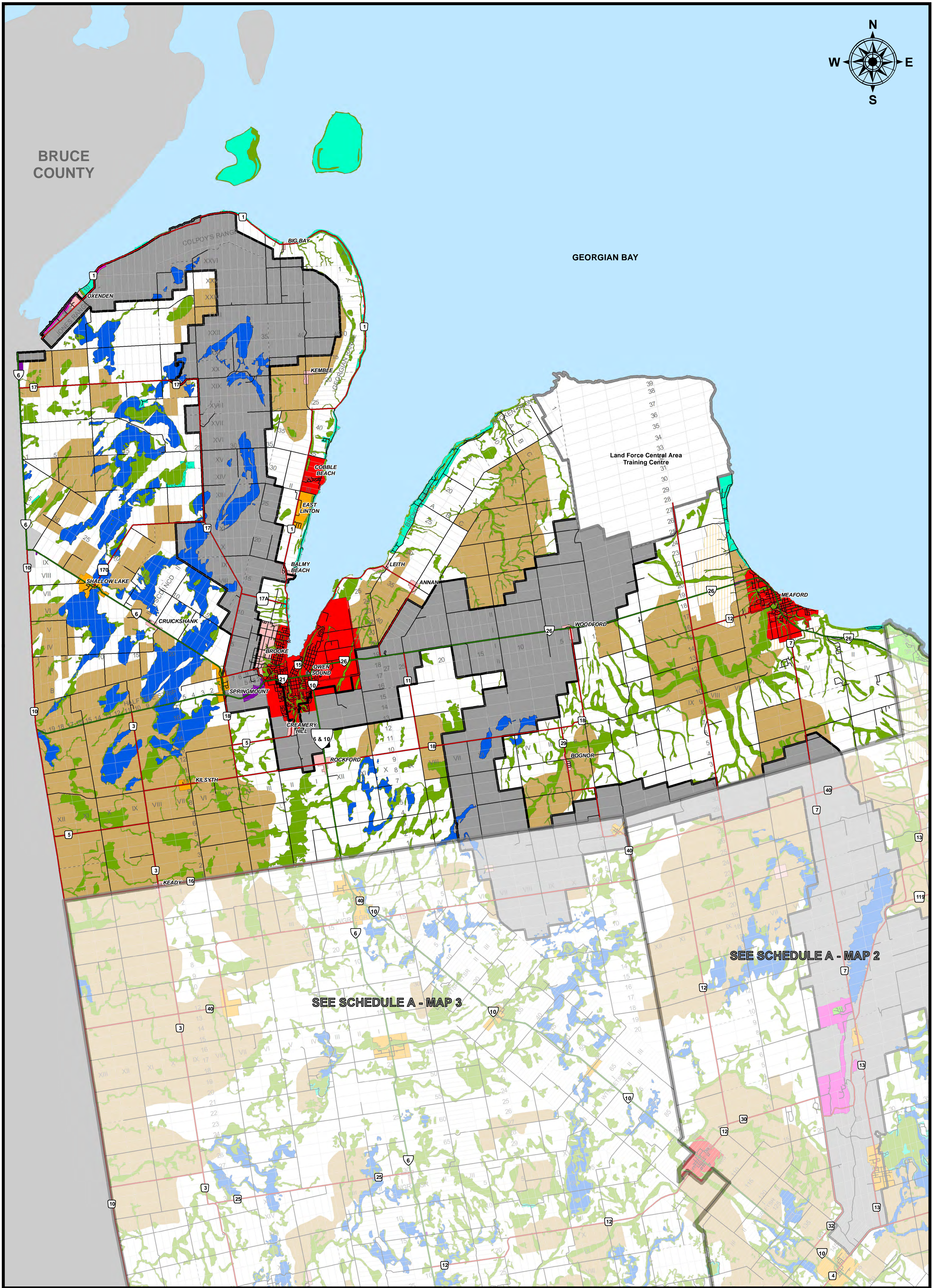


**APPENDIX D**  
**ROAD RATIONALIZATION CRITERIA AND ASSESSMENT**



## **Grey County Official Plan Schedule A**





BRUCE COUNTY

GEORGIAN BAY

Land Force Central Area Training Centre

SEE SCHEDULE A - MAP 2

SEE SCHEDULE A - MAP 3



THE COUNTY OF GREY  
OFFICIAL PLAN  
SCHEDULE A  
Land Use Designations  
MAP 1

LEGEND

- |                      |                             |   |
|----------------------|-----------------------------|---|
| — Provincial Highway | Primary Settlement Area *   | Hazard Lands                                  |
| — County Road        | Secondary Settlement Area * | Provincially Significant Wetlands             |
| — Local Road         | Tertiary Settlement Area *  | — Niagara Escarpment Plan Boundary **         |
| ----- Seasonal Road  | Inland Lakes & Shoreline    | — Niagara Escarpment Development Control Area |
| Agricultural         | Recreational Resort Area    | Escarpment Recreation Area                    |
| Special Agriculture  | Space Extensive Commercial  |   |
| Rural                | Space Extensive Industrial  |   |
- \* refer to Secondary Schedules for further detail.  
\*\* certain settlement areas within the Niagara Escarpment Plan Boundary may be subject to Development Control.

SCALE 1: 95,000

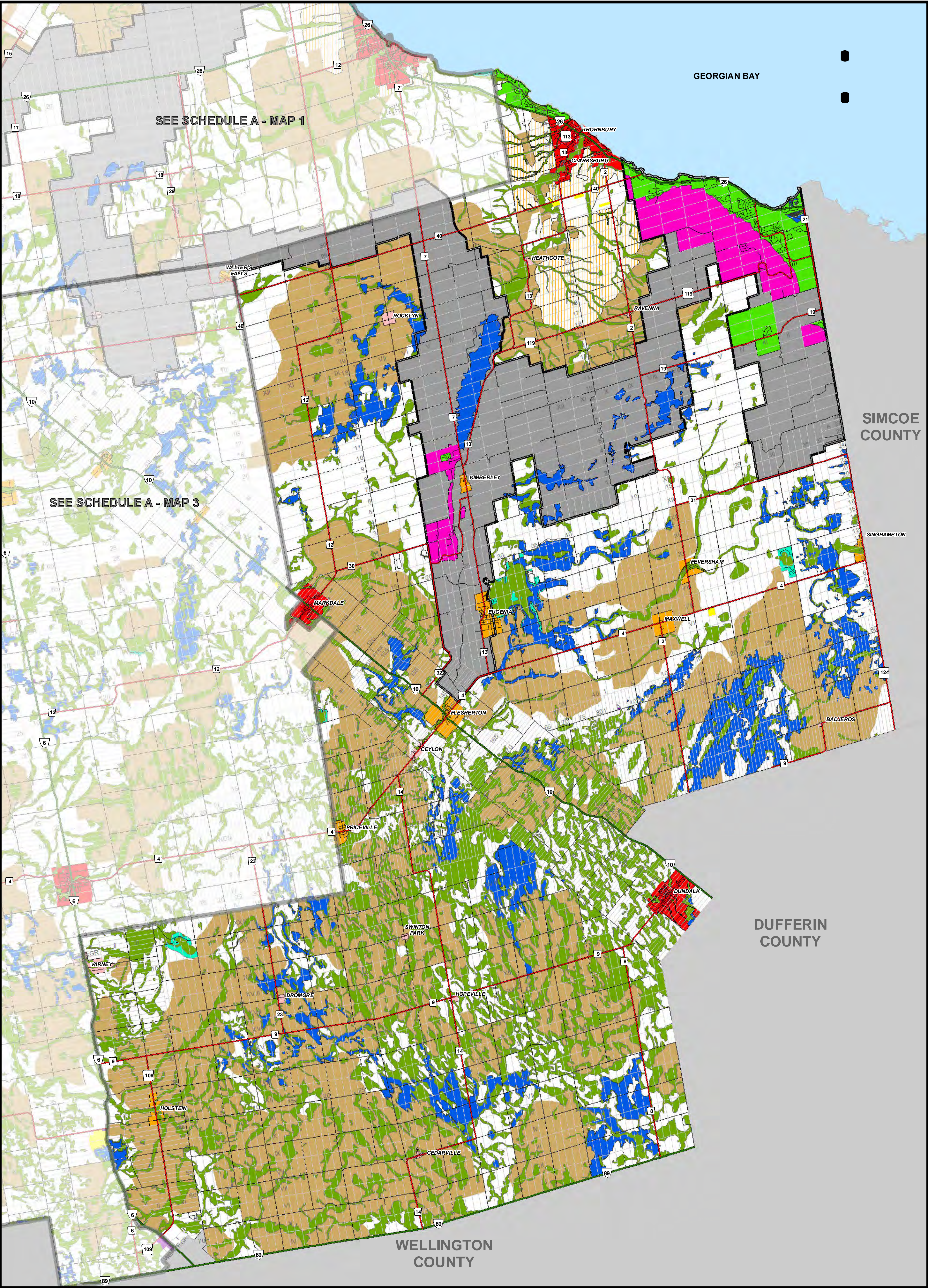
0 1,125 2,250 4,500 6,750 9,000 Meters

AUTHOR: Grey County Planning and Development  
FILE NAME: GR\_OP\_SchedA\_Map1northX36\_June25 2012.mxd  
APPLICATION: ArcMap  
DATE: June 25, 2012  
PROJECTION: UTM zone 17N / NAD83  
SOURCE: Teranet / Ontario Ministry of Natural Resources

INTERACTIVE MAP: [maps.grey.ca](http://maps.grey.ca)  
DOWNLOAD PDF: [grey.ca](http://grey.ca)

This map is for illustrative purposes only. Do not rely on this map as being a precise indicator of routes, location of features or surveying purposes. This map may contain cartographical errors or omissions.





**THE COUNTY OF GREY  
OFFICIAL PLAN**

**SCHEDULE A  
Land Use Designations**

**MAP 2**

**LEGEND**

- |                     |                             |   |
|---------------------|-----------------------------|---|
| Provincial Highway  | Primary Settlement Area *   | Hazard Lands                                |
| County Road         | Secondary Settlement Area * | Provincially Significant Wetlands           |
| Local Road          | Tertiary Settlement Area *  | Niagara Escarpment Plan Boundary **         |
| Seasonal Road       | Inland Lakes & Shoreline    | Niagara Escarpment Development Control Area |
| Agricultural        | Recreational Resort Area    | Escarpment Recreation Area                  |
| Special Agriculture | Space Extensive Commercial  |   |
| Rural               | Space Extensive Industrial  |   |

\* refer to Secondary Schedules for further detail.

\*\* certain settlement areas within the Niagara Escarpment Plan Boundary may be subject to Development Control.

**SCALE 1: 95,000**

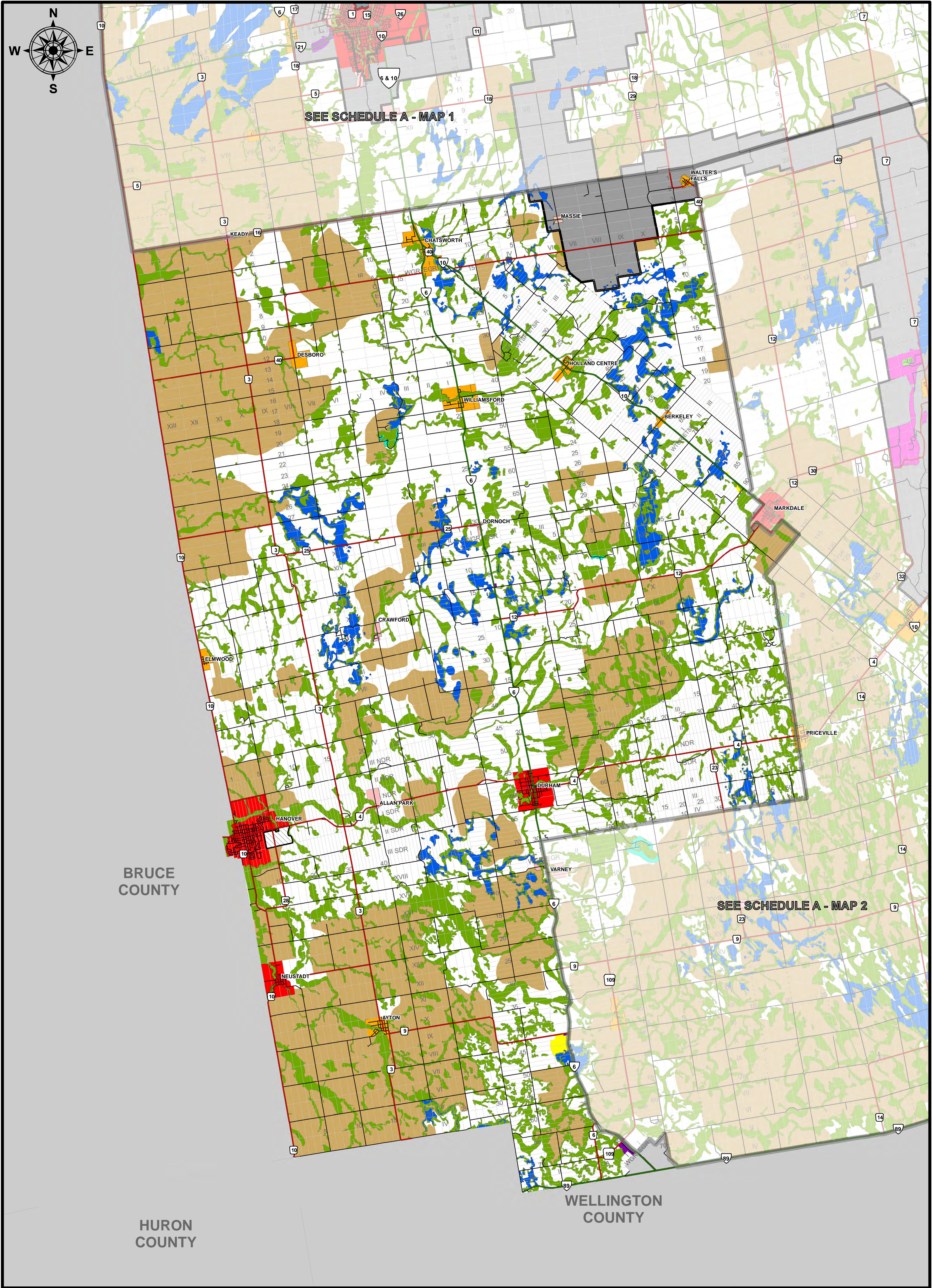
0 1,125 2,250 4,500 6,750 9,000 Meters

AUTHOR: Grey County Planning and Development  
FILE NAME: GR\_OP\_SchedA\_Map2eastX36\_June25 2012.mxd  
APPLICATION: ArcMap  
DATE: June 25, 2012  
PROJECTION: UTM zone 17N / NAD83  
SOURCE: Teranet / Ontario Ministry of Natural Resources

INTERACTIVE MAP: [maps.grey.ca](http://maps.grey.ca)  
DOWNLOAD PDF: [grey.ca](http://grey.ca)

This map is for illustrative purposes only. Do not rely on this map as being a precise indicator of routes, location of features or surveying purposes. This map may contain cartographical errors or omissions.





THE COUNTY OF GREY  
OFFICIAL PLAN  
SCHEDULE A  
Land Use Designations  
MAP 3

LEGEND

- |  |                             |   |
|--|-----------------------------|---|
| Provincial Highway                           | Primary Settlement Area *   | Hazard Lands                                |
| County Road                                  | Secondary Settlement Area * | Provincially Significant Wetlands           |
| Local Road                                   | Tertiary Settlement Area *  | Niagara Escarpment Plan Boundary **         |
| Seasonal Road                                | Inland Lakes & Shoreline    | Niagara Escarpment Development Control Area |
| Agricultural                                 | Recreational Resort Area    | Escarpment Recreation Area                  |
| Special Agriculture                          | Space Extensive Commercial  |   |
| Rural  | Space Extensive Industrial  |   |
| Deferred Lands Pending Future Board Decision |                             |   |

\* refer to Secondary Schedules for further detail.  
\*\* certain settlement areas within the Niagara Escarpment Plan Boundary may be subject to Development Control.

SCALE 1: 95,000

0 1,125 2,250 4,500 6,750 9,000 Meters

AUTHOR: Grey County Planning and Development  
FILE NAME: GR\_OP\_SchedA\_Map3westX36\_June25 2012.mxd  
APPLICATION: ArcMap  
DATE: June 25, 2012  
PROJECTION: UTM zone 17N / NAD83  
SOURCE: Teranet / Ontario Ministry of Natural Resources

INTERACTIVE MAP: [maps.grey.ca](http://maps.grey.ca)  
DOWNLOAD PDF: [grey.ca](http://grey.ca)

This map is for illustrative purposes only. Do not rely on this map as being a precise indicator of routes, location of features or surveying purposes. This map may contain cartographical errors or omissions.



## **Criteria-based Assessment**

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 1	County Line, Warton Town Limits	Zion Church Road	Georgian Bluffs
Grey Road 1	Zion Church Road	Kemble Rock Road	Georgian Bluffs
Grey Road 1	Kemble Rock Road	Grey Road 17A	Georgian Bluffs
Grey Road 1	Grey Road 17A	10th Street West	Georgian Bluffs/Owen Sound
Grey Road 2	Grey Dufferin Boundary	Grey Road 4	Grey Highlands
Grey Road 2	Grey Road 4	Highway 26	Grey Highlands/Blue Mountains
Grey Road 3	Grey/Wellington Boundary	Grey Road 9 (E)	West Grey
Grey Road 3	Grey Road 9 (E)	Grey Road 25	West Grey
Grey Road 3	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 4	Grey/Bruce Boundary	Grey Road 10	Hanover
Grey Road 4	Grey Road 10	Grey Road 28	Hanover
Grey Road 4	Grey Road 28	Grey Road 3	West Grey
Grey Road 4	Grey Road 3	Highway 6	West Grey
Grey Road 4	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 4	Highway 10	Grey Road 124	Grey Highlands
Grey Road 5	Grey Road 10	Grey Road 3	Georgian Bluffs
Grey Road 5	Grey Road 3	Grey Road 18	Georgian Bluffs
Grey Road 5	Grey Road 18	Beginning of 2nd Ave East	Georgian Bluffs
Grey Road 5 / 2nd Ave East	1st Street East	6th Street East	Owen Sound
Grey Road 5 / 6th Street East	2nd Avenue East	9th Avenue East / Hwy 6 / Hwy 10	Owen Sound
Grey Road 5 / 8th Street East	9th Avenue East/Hwy 6 / Hwy 10	28th Avenue East / Concession 10	Owen Sound
Grey Road 5 / 28th Ave East / Conc 10	8th Street East	Highway 26	Owen Sound
Grey Road 6	Highway 89	Highway 6	West Grey
Grey Road 7	Grey Road 13	Grey Road 40	Grey Highlands
Grey Road 7	Grey Road 40	Highway 26	Grey Highlands/Meaford
Grey Road 8	Highway 89	Grey Road 9	Southgate
Grey Road 9	Mill Street (Neustadt)	Grey Road 3	West Grey
Grey Road 9	Grey Road 3	Highway 6	West Grey
Grey Road 9, Egremont	Highway 6	Highway 10	Southgate

CRITERIA BASED ASSESSMENT

Urban Centre/ Upper Tier Connector	Heavy Industry	Barrier Service	Traffic Speed	Traffic Volume	Continues within Grey Cty	Continues beyond Grey Cty	Alternative Route	Criteria Based Score	Criteria Assessment Recommendation
Criteria 1, 2, 5 & 7	Criteria 3	Criteria 4	Criteria 9	Criteria 11	Criteria 13	Criteria 14	Criteria 15		
County if score >= 6									
4			1	2				7	County
4				1				5	consider as Local
4	0.5			1.5				6	County
4	1			4				9	County
4	1		1	1	2	2		11	County
4	0.5	1	1	2	2			10.5	County
2	1		1	1	2	2		9	County
2	1.5		1	3	2			9.5	County
2	1.5		1	3	2			9.5	County
4	1.5		1	4	2	2		14.5	County
4	1.5			4	2	2		13.5	County
4	1.5		1	4	2	2		14.5	County
4	2.5		1	4	2	2		15.5	County
4	1.5		1	3	2	2		13.5	County
2	2.5		1	4	2	2		13.5	County
4	1.5		1	2.5		2		11	County
4	0.5		1	2.5		2		10	County
4	0.5			3.5		2		10	County
4	0.5			4				8.5	County
4	1.5			4				9.5	County
4	2		1	4				11	County
4	0.5		1	3.5				9	County
	0.5		1	2		2		5.5	consider as Local
4	1		1	1.5	2			9.5	County
4	2		1	2	2			11	County
			1	1				2	consider as Local
4	0.5		1	1	2	2		10.5	County
2			1	1	2	2		8	County
4	1.5		1	4	2	2		14.5	County

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 9, Osprey	Melanchon-Osprey Townline	Grey Road 124	Grey Highlands
Grey Road 10	Grey-Huron Boundary	Grey Road 9 / Queen Street (Neustadt)	West Grey
Grey Road 10	Grey Road 9 / Queen Street (Neustadt)	Grey Road 28 (south)	West Grey
Grey Road 10	Grey Road 28 (south)	Grey Road 28 (north)	West Grey/Hanover
Grey Road 10	Grey Road 28 (north)	Grey Road 25	West Grey/Chatsworth
Grey Road 10	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 10	Highway 21	Highway 6	Georgian Bluffs
Grey Road 11	Grey Road 18	Highway 26	Meaford
Grey Road 12	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 12	Highway 10	Grey Road 30	Grey Highlands
Grey Road 12	Grey Road 30	Grey Road 40	Grey Highlands
Grey Road 12	Grey Road 40	Grey Road 112 / 16th Sideroad	Grey Highlands/Meaford
Grey Road 12	Grey Road 112 / 16th Sideroad	Highway 26	Meaford
Grey Road 13	Grey Road 4	Grey Road 30	Grey Highlands
Grey Road 13	Grey Road 30	Grey Road 119	Grey Highlands
Grey Road 13	119 - Grey Road 119	Grey Road 40	Grey Highlands/Blue Mountains
Grey Road 13	Grey Road 40	Grey Road 113	Blue Mountains
Grey Road 13	Grey Road 113	Highway 26	Blue Mountains
Grey Road 14	Highway 89	Southgate 11 Sideroad	Southgate
Grey Road 14	Southgate 11 Sideroad	Grey Road 9	Southgate
Grey Road 14	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 15 / 3rd Avenue East	6th Street East	10th Street East	Owen Sound
Grey Road 15 / 3rd Avenue East	10th Street East	East Bayshore Road	Owen Sound
Grey Road 15 / East Bayshore Road	3rd Avenue East	North Limit Owen Sound	Owen Sound
Grey Road 15	North Limit of Owen Sound	Highway 26	Meaford
Grey Road 16	Grey Road 10	Grey Road 3	Georgian Bluffs/Chatsworth
Grey Road 16	Grey Road 3	Highway 6/10	Georgian Bluffs/Chatsworth
Grey Road 17	Highway 6	Grey Road 17A	Georgian Bluffs
Grey Road 17	Grey Road 17A	Grey Road 170	Georgian Bluffs

CRITERIA BASED ASSESSMENT

Urban Centre/ Upper Tier Connector	Heavy Industry	Barrier Service	Traffic Speed	Traffic Volume	Continues within Grey Cty	Continues beyond Grey Cty	Alternative Route	Criteria Based Score	Criteria Assessment Recommendation
Criteria 1, 2, 5 & 7	Criteria 3	Criteria 4	Criteria 9	Criteria 11	Criteria 13	Criteria 14	Criteria 15		
4	0.5		1	1	2	2		10.5	County
4	1.5		1	4	2	2		14.5	County
4	1.5		1	4	2	2		14.5	County
4	1.5		1	4	2	2		14.5	County
4	1.5		1	4	2	2		14.5	County
4	1.5		1	3	2	2		13.5	County
2	1.5		1	4	2	2		12.5	County
	1		1	1.5			2	5.5	consider as Local
4	1		1	3.5	2			11.5	County
4	1		1	2.5	2			10.5	County
4	1		1	1.5	2			9.5	County
4			1	1	2			8	County
4			1	3.5	2			10.5	County
3	0.5		1	2.5	2			9	County
3			1	1	2			7	County
4	1		1	1.5	2			9.5	County
4	2.5			4	2			12.5	County
4	1.5			4	2			11.5	County
1			1	1.5	2	2		7.5	County
1			1	1.5	2	2		7.5	County
1			1	1.5	2	2		7.5	County
4	2			4				10	County
4	2			4				10	County
4	1			4				9	County
1	0.5			2.5				4	consider as Local
1	1.5		1	2				5.5	consider as Local
1	1.5		1	2.5				6	County
2			1	4			2	9	County
			1	3				4	consider as Local



ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 17	Grey Road 170	Concession 20	Georgian Bluffs
Grey Road 17	Concession 20	Highway 6	Georgian Bluffs
Grey Road 18	Highway 21	Grey Road 5 (W)	Georgian Bluffs
Grey Road 18	Grey Road 5 (W)	Highway 6/10	Georgian Bluffs
Grey Road 18	Highway 6/10	Grey Road 11	Meaford
Grey Road 18	Grey Road 11	Grey Road 29	Meaford
Grey Road 18	Grey Road 29	Highway 26	Meaford
Grey Road 19	Grey Road 2	Grey Road 21	Blue Mountains
Grey Road 19	Grey Road 21	Highway 26	Blue Mountains
Grey Road 21	Grey Road 19	Highway 26	Blue Mountains
Grey Road 23	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 25	Grey Road 10	Grey Road 3	Chatsworth
Grey Road 25	Grey Road 3	Highway 6	Chatsworth/West Grey
Grey Road 27	Grey Road 4	Highway 6	West Grey
Grey Road 28	Grey Road 10 (N)	Grey Road 4	Hanover
Grey Road 28	Grey Road 4	Grey Road 10 (S)	West Grey
Grey Road 29	Grey Road 40	Grey Road 18	Chatsworth/Meaford
Grey Road 30	Grey Road 12	Grey Road 32	Grey Highlands
Grey Road 30	Grey Road 32	Grey Road 13	Grey Highlands
Grey Road 31	Grey Road 2	Osprey-Clearview Townline	Grey Highlands
Grey Road 31	12th Line	Simcoe Road 124	Grey Highlands
Grey Road 32	Highway 10	Grey Road 30	Grey Highlands
Grey Road 40	Grey Road 10	Sideroad 2	Chatsworth
Grey Road 40	Concession 8	Highway 6	Chatsworth
Grey Road 40 / McNab Street	Highway 6	Highway 10	Chatsworth
Grey Road 40	Highway 10	Grey Road 29	Chatsworth
Grey Road 40	Grey Road 29	Highway 26	Grey Highlands/Blue Mountains
Grey Road 109	Grey Road 6	Highway 6	West Grey
Grey Road 109	Highway 6	Grey Road 9	Southgate

CRITERIA BASED ASSESSMENT

Urban Centre/ Upper Tier Connector	Heavy Industry	Barrier Service	Traffic Speed	Traffic Volume	Continues within Grey Cty	Continues beyond Grey Cty	Alternative Route	Criteria Based Score	Criteria Assessment Recommendation
Criteria 1, 2, 5 & 7	Criteria 3	Criteria 4	Criteria 9	Criteria 11	Criteria 13	Criteria 14	Criteria 15		
			1	1.5				2.5	consider as Local
			1	1.5				2.5	consider as Local
2	1.5		1	4			2	10.5	County
1	1.5		1	4			2	9.5	County
2	0.5		1	2.5			2	8	County
2	0.5		1	2			2	7.5	County
2				1			2	5	consider as Local
3		1	1	2		2		9	County
3	0.5	1		4		2		10.5	County
3	0.5			3				6.5	County
1			1	1				3	consider as Local
4	1		1	1.5		2		9.5	County
4			1			2		7	County
4	0.5			2.5			2	9	County
4	2		1	4		2	2	15	County
4	1		1	4		2	2	14	County
2			1	1				4	consider as Local
3			1	1				5	consider as Local
3		1	1					5	consider as Local
2	1		1	1		2		7	County
2	1		1	1.5		2		7.5	County
1			1	1				3	consider as Local
2			1	1.5	2	2		8.5	County
2			1	1.5	2	2		8.5	County
2				1	2	2	2	9	County
2			1	1	2	2		8	County
2	1		1	2.5	2	2		10.5	County
2			1	1.5				4.5	consider as Local
2	1		1	1.5		2		7.5	County

Street Name	From	To	Location
<b>Existing Grey County Roads</b>			
Grey Road 112	Grey Road 12	Highway 26	Meaford
Grey Road 112	Highway 26	Meaford Tank Range	Meaford
Grey Road 113 / Alfred Street	Bruce Street	Highway 26	Blue Mountains
Grey Road 119	Grey Road 13	Grey Road 2	Grey Highlands/Blue Mountains
Grey Road 119	Grey Road 2	Grey Road 19	Blue Mountains
Grey Road 124	Grey/Dufferin Boundary	Simcoe Road 124	Grey Highlands
Grey Road 170	Grey Road 17	Highway 6	Georgian Bluffs
Grey Road 17A	Grey Road 1	Grey Road 17	Georgian Bluffs
Grey Road 17B	Grey Road 17	Highway 21	Georgian Bluffs
<b>Local Roads identified as possible Grey County Roads</b>			
Concession 20/Kemble Rock Road	Grey Road 1	Grey Road 17	Georgian Bluffs
Concession Road 10	Grey Road 18	Grey Road 5/8th Street East	Meaford
Sideroad 2	Grey-Bruce Line	Concession 8/Grey Road 40	Chatsworth
Bentlinck Sullivan Townline	Grey-Bruce Line	Grey Road 3/Grey Road 25	Chatsworth/West Grey
Concession Road 12	Grey Road 10	Highway 6	West Grey
Concession 5 Derby	Grey Road 18	Grey Road 16	Georgian Bluffs
Concession 6 Chatsworth	Grey Road 16	Grey Road 40	Chatsworth
Grey Road 40 (new connection)	Highway 6	Highway 10	Chatsworth
Southgate 11 Sideroad	Grey Road 14	Highway 89	Southgate

Urban Centre/ Upper Tier Connector	Heavy Industry	Barrier Service	Traffic Speed	Traffic Volume	Continues within Grey Cty	Continues beyond Grey Cty	Alternative Route	Criteria Based Score	Criteria Assessment Recommendation
Criteria 1, 2, 5 & 7	Criteria 3	Criteria 4	Criteria 9	Criteria 11	Criteria 13	Criteria 14	Criteria 15		
			1	1	2			4	consider as Local
	1			1.5				2.5	consider as Local
4	0.5			2.5				7	County
1			1		2			4	consider as Local
3		1		1	2	2		9	County
2	3		1	4		2		12	County
2			1	1				4	consider as Local
2	0.5		1	2.5			2	8	County
4	1			4				9	County
1			1					2	Local
4	1		1	3.5			2	11.5	consider as County
2			1		2	2		7	consider as County
4			1	1.5	2	2		10.5	consider as County
4			1	1.5	2	2		10.5	consider as County
2	2		1	2.5			2	9.5	consider as County
2			1	1.5			2	6.5	consider as County
2			1	1.5	2	2	2	10.5	consider as County
1			1	1.5	2	2	2	9.5	consider as County

## **Principle-based Assessment**

Street Name	From	To	Location
<b>Existing Grey County Roads</b>			
Grey Road 1	County Line, Warton Town Limits	Zion Church Road	Georgian Bluffs
Grey Road 1	Zion Church Road	Kemble Rock Road	Georgian Bluffs
Grey Road 1	Kemble Rock Road	Grey Road 17A	Georgian Bluffs
Grey Road 1	Grey Road 17A	10th Street West	Georgian Bluffs/Owen Sound
Grey Road 2	Grey Dufferin Boundary	Grey Road 4	Grey Highlands
Grey Road 2	Grey Road 4	Highway 26	Grey Highlands/Blue Mountains
Grey Road 3	Grey/Wellington Boundary	Grey Road 9 (E)	West Grey
Grey Road 3	Grey Road 9 (E)	Grey Road 25	West Grey
Grey Road 3	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 4	Grey/Bruce Boundary	Grey Road 10	Hanover
Grey Road 4	Grey Road 10	Grey Road 28	Hanover
Grey Road 4	Grey Road 28	Grey Road 3	West Grey
Grey Road 4	Grey Road 3	Highway 6	West Grey
Grey Road 4	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 4	Highway 10	Grey Road 124	Grey Highlands
Grey Road 5	Grey Road 10	Grey Road 3	Georgian Bluffs
Grey Road 5	Grey Road 3	Grey Road 18	Georgian Bluffs
Grey Road 5	Grey Road 18	Beginning of 2nd Ave East	Georgian Bluffs
Grey Road 5 / 2nd Ave East	1st Street East	6th Street East	Owen Sound
Grey Road 5 / 6th Street East	2nd Avenue East	9th Avenue East / Hwy 6 / Hwy 10	Owen Sound
Grey Road 5 / 8th Street East	9th Avenue East/Hwy 6 / Hwy 10	28th Avenue East / Concession 10	Owen Sound
Grey Road 5 / 28th Ave East / Conc 10	8th Street East	Highway 26	Owen Sound
Grey Road 6	Highway 89	Highway 6	West Grey
Grey Road 7	Grey Road 13	Grey Road 40	Grey Highlands
Grey Road 7	Grey Road 40	Highway 26	Grey Highlands/Meaford
Grey Road 8	Highway 89	Grey Road 9	Southgate
Grey Road 9	Mill Street (Neustadt)	Grey Road 3	West Grey
Grey Road 9	Grey Road 3	Highway 6	West Grey
Grey Road 9, Egremont	Highway 6	Highway 10	Southgate

Provides appropriate N-S or E-W service	Compliments Provincial Highway System	Offers Non-redundant service (within 10km)	Direct service (ie. grid based)	High Degree of Connectivity	Capable of being improved (cost effectively)	Shortest practical route	Does not extend through urban downtown	Principal Based Score	Principle Assessment Recommendation
Principle 1	Principle 2	Principle 3	Principle 4	Principle 5	Principle 6	Principle 7	Principle 8		
N	N	N	N	N	Y	N	N	1	consider as Local
N	N	N	N	N	N	N	Y	1	consider as Local
N	N	Y	Y	Y	Y	Y	Y	6	County
N	N	Y	Y	Y	Y	Y	N	5	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	N	Y	Y	N	Y	Y	6	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	N	Y	N	1	consider as Local
N	N	N	N	N	N	Y	N	1	consider as Local
N	N	N	N	N	N	Y	N	1	consider as Local
N	N	N	N	N	N	Y	N	1	consider as Local
N	Y	Y	Y	N	N	Y	N	4	consider as Local
N	Y	N	Y	N	Y	Y	Y	5	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	N	7	County
N	N	Y	N	N	Y	Y	Y	4	consider as Local
Y	N	Y	N	N	Y	N	N	3	consider as Local
Y	N	Y	N	N	Y	N	Y	4	consider as Local
Y	Y	Y	Y	Y	Y	Y	N	7	County

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 9, Osprey	Melanchton-Osprey Townline	Grey Road 124	Grey Highlands
Grey Road 10	Grey-Huron Boundary	Grey Road 9 / Queen Street (Neustadt)	West Grey
Grey Road 10	Grey Road 9 / Queen Street (Neustadt)	Grey Road 28 (south)	West Grey
Grey Road 10	Grey Road 28 (south)	Grey Road 28 (north)	West Grey/Hanover
Grey Road 10	Grey Road 28 (north)	Grey Road 25	West Grey/Chatsworth
Grey Road 10	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 10	Highway 21	Highway 6	Georgian Bluffs
Grey Road 11	Grey Road 18	Highway 26	Meaford
Grey Road 12	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 12	Highway 10	Grey Road 30	Grey Highlands
Grey Road 12	Grey Road 30	Grey Road 40	Grey Highlands
Grey Road 12	Grey Road 40	Grey Road 112 / 16th Sideroad	Grey Highlands/Meaford
Grey Road 12	Grey Road 112 / 16th Sideroad	Highway 26	Meaford
Grey Road 13	Grey Road 4	Grey Road 30	Grey Highlands
Grey Road 13	Grey Road 30	Grey Road 119	Grey Highlands
Grey Road 13	119 - Grey Road 119	Grey Road 40	Grey Highlands/Blue Mountains
Grey Road 13	Grey Road 40	Grey Road 113	Blue Mountains
Grey Road 13	Grey Road 113	Highway 26	Blue Mountains
Grey Road 14	Highway 89	Southgate 11 Sideroad	Southgate
Grey Road 14	Southgate 11 Sideroad	Grey Road 9	Southgate
Grey Road 14	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 15 / 3rd Avenue East	6th Street East	10th Street East	Owen Sound
Grey Road 15 / 3rd Avenue East	10th Street East	East Bayshore Road	Owen Sound
Grey Road 15 / East Bayshore Road	3rd Avenue East	North Limit Owen Sound	Owen Sound
Grey Road 15	North Limit of Owen Sound	Highway 26	Meaford
Grey Road 16	Grey Road 10	Grey Road 3	Georgian Bluffs/Chatsworth
Grey Road 16	Grey Road 3	Highway 6/10	Georgian Bluffs/Chatsworth
Grey Road 17	Highway 6	Grey Road 17A	Georgian Bluffs
Grey Road 17	Grey Road 17A	Grey Road 170	Georgian Bluffs

PRINCIPLE BASED ASSESSMENT

Provides appropriate N-S or E-W service	Compliments Provincial Highway System	Offers Non-redundant service (within 10km)	Direct service (ie. grid based)	High Degree of Connectivity	Capable of being improved (cost effectively)	Shortest practical route	Does not extend through urban downtown	Principal Based Score	Principle Assessment Recommendation
Principle 1	Principle 2	Principle 3	Principle 4	Principle 5	Principle 6	Principle 7	Principle 8		
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	N	Y	Y	Y	Y	N	6	County
Y	Y	N	Y	Y	Y	Y	N	6	County
Y	Y	N	Y	Y	Y	Y	N	6	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
N	Y	Y	N	N	Y	Y	Y	5	County
N	Y	Y	Y	Y	N	Y	N	5	County
N	Y	Y	N	N	Y	Y	N	4	consider as Local
N	Y	Y	N	N	Y	N	Y	4	consider as Local
N	Y	N	Y	N	Y	Y	Y	5	County
N	N	N	N	N	Y	Y	N	2	consider as Local
Y	Y	N	Y	Y	Y	Y	N	6	County
N	N	N	N	N	Y	N	Y	2	consider as Local
N	N	N	N	N	Y	N	Y	2	consider as Local
N	N	N	N	N	Y	N	N	1	consider as Local
N	N	N	N	Y	N	Y	N	2	consider as Local
N	Y	N	N	N	Y	N	Y	3	consider as Local
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
N	N	Y	N	N	N	N	Y	2	consider as Local
N	N	Y	N	N	N	N	Y	2	consider as Local
N	N	Y	N	N	N	N	Y	2	consider as Local
N	N	Y	N	N	N	N	N	1	consider as Local
N	N	N	Y	N	Y	Y	N	3	consider as Local
N	N	N	Y	N	Y	Y	N	3	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	Y	N	Y	2	consider as Local

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 17	Grey Road 170	Concession 20	Georgian Bluffs
Grey Road 17	Concession 20	Highway 6	Georgian Bluffs
Grey Road 18	Highway 21	Grey Road 5 (W)	Georgian Bluffs
Grey Road 18	Grey Road 5 (W)	Highway 6/10	Georgian Bluffs
Grey Road 18	Highway 6/10	Grey Road 11	Meaford
Grey Road 18	Grey Road 11	Grey Road 29	Meaford
Grey Road 18	Grey Road 29	Highway 26	Meaford
Grey Road 19	Grey Road 2	Grey Road 21	Blue Mountains
Grey Road 19	Grey Road 21	Highway 26	Blue Mountains
Grey Road 21	Grey Road 19	Highway 26	Blue Mountains
Grey Road 23	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 25	Grey Road 10	Grey Road 3	Chatsworth
Grey Road 25	Grey Road 3	Highway 6	Chatsworth/West Grey
Grey Road 27	Grey Road 4	Highway 6	West Grey
Grey Road 28	Grey Road 10 (N)	Grey Road 4	Hanover
Grey Road 28	Grey Road 4	Grey Road 10 (S)	West Grey
Grey Road 29	Grey Road 40	Grey Road 18	Chatsworth/Meaford
Grey Road 30	Grey Road 12	Grey Road 32	Grey Highlands
Grey Road 30	Grey Road 32	Grey Road 13	Grey Highlands
Grey Road 31	Grey Road 2	Osprey-Clearview Townline	Grey Highlands
Grey Road 31	12th Line	Simcoe Road 124	Grey Highlands
Grey Road 32	Highway 10	Grey Road 30	Grey Highlands
Grey Road 40	Grey Road 10	Sideroad 2	Chatsworth
Grey Road 40	Concession 8	Highway 6	Chatsworth
Grey Road 40 / McNab Street	Highway 6	Highway 10	Chatsworth
Grey Road 40	Highway 10	Grey Road 29	Chatsworth
Grey Road 40	Grey Road 29	Highway 26	Grey Highlands/Blue Mountains
Grey Road 109	Grey Road 6	Highway 6	West Grey
Grey Road 109	Highway 6	Grey Road 9	Southgate

PRINCIPLE BASED ASSESSMENT

Provides appropriate N-S or E-W service	Compliments Provincial Highway System	Offers Non-redundant service (within 10km)	Direct service (ie. grid based)	High Degree of Connectivity	Capable of being improved (cost effectively)	Shortest practical route	Does not extend through urban downtown	Principal Based Score	Principle Assessment Recommendation
Principle 1	Principle 2	Principle 3	Principle 4	Principle 5	Principle 6	Principle 7	Principle 8		County if score >= 5
N	N	N	N	N	Y	N	Y	2	consider as Local
N	N	N	N	N	Y	N	Y	2	consider as Local
N	Y	Y	Y	Y	Y	Y	Y	7	County
N	Y	Y	Y	Y	Y	Y	Y	7	County
N	Y	Y	Y	Y	Y	N	Y	6	County
N	N	N	N	N	Y	N	Y	2	consider as Local
N	N	N	N	N	Y	N	Y	2	consider as Local
N	N	Y	Y	Y	Y	Y	Y	6	County
N	N	Y	N	Y	Y	N	N	3	consider as Local
N	Y	Y	Y	Y	Y	Y	Y	7	County
N	N	N	Y	N	Y	Y	Y	4	consider as Local
Y	Y	Y	N	Y	Y	Y	Y	7	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	N	N	Y	N	N	Y	N	3	consider as Local
Y	N	N	Y	Y	Y	Y	Y	6	County
Y	N	N	Y	Y	Y	Y	Y	6	County
N	N	N	N	N	N	Y	Y	2	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	N	Y	Y	2	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	Y	Y	Y	3	consider as Local
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	N	Y	N	6	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	N	N	N	N	Y	Y	N	2	consider as Local



Street Name	From	To	Location
<b>Existing Grey County Roads</b>			
Grey Road 112	Grey Road 12	Highway 26	Meaford
Grey Road 112	Highway 26	Meaford Tank Range	Meaford
Grey Road 113 / Alfred Street	Bruce Street	Highway 26	Blue Mountains
Grey Road 119	Grey Road 13	Grey Road 2	Grey Highlands/Blue Mountains
Grey Road 119	Grey Road 2	Grey Road 19	Blue Mountains
Grey Road 124	Grey/Dufferin Boundary	Simcoe Road 124	Grey Highlands
Grey Road 170	Grey Road 17	Highway 6	Georgian Bluffs
Grey Road 17A	Grey Road 1	Grey Road 17	Georgian Bluffs
Grey Road 17B	Grey Road 17	Highway 21	Georgian Bluffs
<b>Local Roads identified as possible Grey County Roads</b>			
Concession 20/Kemble Rock Road	Grey Road 1	Grey Road 17	Georgian Bluffs
Concession Road 10	Grey Road 18	Grey Road 5/8th Street East	Meaford
Sideroad 2	Grey-Bruce Line	Concession 8/Grey Road 40	Chatsworth
Bentlinck Sullivan Townline	Grey-Bruce Line	Grey Road 3/Grey Road 25	Chatsworth/West Grey
Concession Road 12	Grey Road 10	Highway 6	West Grey
Concession 5 Derby	Grey Road 18	Grey Road 16	Georgian Bluffs
Concession 6 Chatsworth	Grey Road 16	Grey Road 40	Chatsworth
Grey Road 40 (new connection)	Highway 6	Highway 10	Chatsworth
Southgate 11 Sideroad	Grey Road 14	Highway 89	Southgate

Provides appropriate N-S or E-W service	Compliments Provincial Highway System	Offers Non-redundant service (within 10km)	Direct service (ie. grid based)	High Degree of Connectivity	Capable of being improved (cost effectively)	Shortest practical route	Does not extend through urban downtown	Principal Based Score	Principle Assessment Recommendation
Principle 1	Principle 2	Principle 3	Principle 4	Principle 5	Principle 6	Principle 7	Principle 8		
N	N	Y	N	N	Y	Y	Y	4	consider as Local
N	N	Y	N	N	Y	Y	Y	4	consider as Local
N	N	N	N	Y	N	Y	N	2	consider as Local
N	N	N	N	N	N	Y	Y	2	consider as Local
N	N	N	N	N	N	N	Y	1	consider as Local
Y	Y	Y	Y	Y	Y	Y	Y	8	County
N	N	N	N	N	Y	Y	Y	3	consider as Local
N	Y	Y	Y	Y	Y	Y	Y	7	County
N	N	N	N	Y	N	Y	Y	3	consider as Local
N	Y	Y	Y	N	N	Y	Y	5	County
N	Y	N	Y	Y	Y	Y	Y	6	County
Y	Y	N	Y	N	Y	Y	Y	6	County
Y	Y	N	Y	Y	Y	Y	Y	7	County
Y	Y	Y	Y	Y	Y	Y	Y	8	County
N	Y	N	Y	N	Y	Y	Y	5	County
N	Y	N	Y	N	Y	Y	Y	5	County
Y	Y	Y	Y	Y	N	Y	Y	7	County
Y	Y	Y	Y	N	Y	Y	Y	7	County

## **Road Rationalization - Summary**

**ROAD RATIONALIZATION REVIEW**

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 1	County Line, Warton Town Limits	Zion Church Road	Georgian Bluffs
Grey Road 1	Zion Church Road	Kemble Rock Road	Georgian Bluffs
Grey Road 1	Kemble Rock Road	Grey Road 17A	Georgian Bluffs
Grey Road 1	Grey Road 17A	10th Street West	Georgian Bluffs/Owen Sound
Grey Road 2	Grey Dufferin Boundary	Grey Road 4	Grey Highlands
Grey Road 2	Grey Road 4	Highway 26	Grey Highlands/Blue Mountains
Grey Road 3	Grey/Wellington Boundary	Grey Road 9 (E)	West Grey
Grey Road 3	Grey Road 9 (E)	Grey Road 25	West Grey
Grey Road 3	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 4	Grey/Bruce Boundary	Grey Road 10	Hanover
Grey Road 4	Grey Road 10	Grey Road 28	Hanover
Grey Road 4	Grey Road 28	Grey Road 3	West Grey
Grey Road 4	Grey Road 3	Highway 6	West Grey
Grey Road 4	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 4	Highway 10	Grey Road 124	Grey Highlands
Grey Road 5	Grey Road 10	Grey Road 3	Georgian Bluffs
Grey Road 5	Grey Road 3	Grey Road 18	Georgian Bluffs
Grey Road 5	Grey Road 18	Beginning of 2nd Ave East	Georgian Bluffs
Grey Road 5 / 2nd Ave East	1st Street East	6th Street East	Owen Sound
Grey Road 5 / 6th Street East	2nd Avenue East	9th Avenue East / Hwy 6 / Hwy 10	Owen Sound
Grey Road 5 / 8th Street East	9th Avenue East/Hwy 6 / Hwy 10	28th Avenue East / Concession 10	Owen Sound
Grey Road 5 / 28th Ave East / Conc 10	8th Street East	Highway 26	Owen Sound
Grey Road 6	Highway 89	Highway 6	West Grey
Grey Road 7	Grey Road 13	Grey Road 40	Grey Highlands
Grey Road 7	Grey Road 40	Highway 26	Grey Highlands/Meaford
Grey Road 8	Highway 89	Grey Road 9	Southgate
Grey Road 9	Mill Street (Neustadt)	Grey Road 3	West Grey
Grey Road 9	Grey Road 3	Highway 6	West Grey
Grey Road 9, Egremont	Highway 6	Highway 10	Southgate

**SUMMARY**

Criteria Assessment Recommendation	Principle Assessment Recommendation	Special Consideration	FINAL RECOMMENDATION County vs Local	FINAL RECOMMENDATION County Classification
County if score >= 6	County if score >= 5			
County	consider as Local		Local	
consider as Local	consider as Local		Local	
County	County		County	Minor / Secondary Arterial
County	County		County	Minor / Secondary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County	consider as Local (redundant to Grey Bruce Line - see report)	Local	
County	County	consider as Local (redundant to Grey Bruce Line - see report)	Local	
County	County	consider as Local (redundant to Grey Bruce Line - see report)	Local	
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local	maintain as County (complements transfer of Concession Road 10 to the County)	County	Minor / Secondary Arterial
consider as Local	County		County	Minor / Secondary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
consider as Local	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	County		County	Minor / Secondary Arterial



## ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 9, Osprey	Melanchon-Osprey Townline	Grey Road 124	Grey Highlands
Grey Road 10	Grey-Huron Boundary	Grey Road 9 / Queen Street (Neustadt)	West Grey
Grey Road 10	Grey Road 9 / Queen Street (Neustadt)	Grey Road 28 (south)	West Grey
Grey Road 10	Grey Road 28 (south)	Grey Road 28 (north)	West Grey/Hanover
Grey Road 10	Grey Road 28 (north)	Grey Road 25	West Grey/Chatsworth
Grey Road 10	Grey Road 25	Highway 21	Chatsworth/Georgian Bluffs
Grey Road 10	Highway 21	Highway 6	Georgian Bluffs
Grey Road 11	Grey Road 18	Highway 26	Meaford
Grey Road 12	Highway 6	Highway 10	West Grey/Grey Highlands
Grey Road 12	Highway 10	Grey Road 30	Grey Highlands
Grey Road 12	Grey Road 30	Grey Road 40	Grey Highlands
Grey Road 12	Grey Road 40	Grey Road 112 / 16th Sideroad	Grey Highlands/Meaford
Grey Road 12	Grey Road 112 / 16th Sideroad	Highway 26	Meaford
Grey Road 13	Grey Road 4	Grey Road 30	Grey Highlands
Grey Road 13	Grey Road 30	Grey Road 119	Grey Highlands
Grey Road 13	119 - Grey Road 119	Grey Road 40	Grey Highlands/Blue Mountains
Grey Road 13	Grey Road 40	Grey Road 113	Blue Mountains
Grey Road 13	Grey Road 113	Highway 26	Blue Mountains
Grey Road 14	Highway 89	Southgate 11 Sideroad	Southgate
Grey Road 14	Southgate 11 Sideroad	Grey Road 9	Southgate
Grey Road 14	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 15 / 3rd Avenue East	6th Street East	10th Street East	Owen Sound
Grey Road 15 / 3rd Avenue East	10th Street East	East Bayshore Road	Owen Sound
Grey Road 15 / East Bayshore Road	3rd Avenue East	North Limit Owen Sound	Owen Sound
Grey Road 15	North Limit of Owen Sound	Highway 26	Meaford
Grey Road 16	Grey Road 10	Grey Road 3	Georgian Bluffs/Chatsworth
Grey Road 16	Grey Road 3	Highway 6/10	Georgian Bluffs/Chatsworth
Grey Road 17	Highway 6	Grey Road 17A	Georgian Bluffs
Grey Road 17	Grey Road 17A	Grey Road 170	Georgian Bluffs

## SUMMARY

Criteria Assessment Recommendation	Principle Assessment Recommendation	Special Consideration	FINAL RECOMMENDATION County vs Local	FINAL RECOMMENDATION County Classification
County if score >= 6	County if score >= 5			
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Minor / Secondary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
consider as Local	County	consider as Local (becomes redundant with recommended transfer of Concession Road 10 to County)	Local	
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
County	consider as Local		Local	
County	County	consider as Local (redundant to Grey Road 7)	Local	
County	consider as Local		Local	
County	County		County	Major / Primary Arterial
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local	consider as Local (replace service with transfer of Southgate 11 Sideroad to County - more direct route)	Local	
County	County		County	Minor / Secondary Arterial
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
consider as Local	consider as Local		Local	
consider as Local	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local	maintain as County (complements the maintaining of Grey Road 17A in providing an alternate route)	County	Minor / Secondary Arterial
consider as Local	consider as Local		Local	

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 17	Grey Road 170	Concession 20	Georgian Bluffs
Grey Road 17	Concession 20	Highway 6	Georgian Bluffs
Grey Road 18	Highway 21	Grey Road 5 (W)	Georgian Bluffs
Grey Road 18	Grey Road 5 (W)	Highway 6/10	Georgian Bluffs
Grey Road 18	Highway 6/10	Grey Road 11	Meaford
Grey Road 18	Grey Road 11	Grey Road 29	Meaford
Grey Road 18	Grey Road 29	Highway 26	Meaford
Grey Road 19	Grey Road 2	Grey Road 21	Blue Mountains
Grey Road 19	Grey Road 21	Highway 26	Blue Mountains
Grey Road 21	Grey Road 19	Highway 26	Blue Mountains
Grey Road 23	Grey Road 9	Grey Road 4	Southgate/West Grey
Grey Road 25	Grey Road 10	Grey Road 3	Chatsworth
Grey Road 25	Grey Road 3	Highway 6	Chatsworth/West Grey
Grey Road 27	Grey Road 4	Highway 6	West Grey
Grey Road 28	Grey Road 10 (N)	Grey Road 4	Hanover
Grey Road 28	Grey Road 4	Grey Road 10 (S)	West Grey
Grey Road 29	Grey Road 40	Grey Road 18	Chatsworth/Meaford
Grey Road 30	Grey Road 12	Grey Road 32	Grey Highlands
Grey Road 30	Grey Road 32	Grey Road 13	Grey Highlands
Grey Road 31	Grey Road 2	Osprey-Clearview Townline	Grey Highlands
Grey Road 31	12th Line	Simcoe Road 124	Grey Highlands
Grey Road 32	Highway 10	Grey Road 30	Grey Highlands
Grey Road 40	Grey Road 10	Sideroad 2	Chatsworth
Grey Road 40	Concession 8	Highway 6	Chatsworth
Grey Road 40 / McNab Street	Highway 6	Highway 10	Chatsworth
Grey Road 40	Highway 10	Grey Road 29	Chatsworth
Grey Road 40	Grey Road 29	Highway 26	Grey Highlands/Blue Mountains
Grey Road 109	Grey Road 6	Highway 6	West Grey
Grey Road 109	Highway 6	Grey Road 9	Southgate

SUMMARY

Criteria Assessment Recommendation	Principle Assessment Recommendation	Special Consideration	FINAL RECOMMENDATION County vs Local	FINAL RECOMMENDATION County Classification
County if score >= 6	County if score >= 5			
consider as Local	consider as Local		Local	
consider as Local	consider as Local	maintain as County (complements transfer of Concession 20 to the County)	County	Minor / Secondary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
consider as Local	consider as Local		Local	
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
County	County		County	Minor / Secondary Arterial
consider as Local	consider as Local		Local	
County	County	consider as Local (becomes redundant with recommended transfer of Bentinck Sullivan Townline to County)	Local	
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
consider as Local	consider as Local		Local	
consider as Local	consider as Local		Local	
consider as Local	consider as Local		Local	
County	consider as Local		Local	
County	consider as Local		Local	
consider as Local	consider as Local		Local	
County	County		County	Minor / Secondary Arterial
County	County		County	Minor / Secondary Arterial
County	County	consider as Local upon construction of new connection along Puddicombe Lane ROW	Local	Major / Primary Arterial
County	County		County	Major / Primary Arterial
County	County		County	Major / Primary Arterial
consider as Local	consider as Local		Local	
County	consider as Local		Local	

ROAD RATIONALIZATION REVIEW

Street Name	From	To	Location
Existing Grey County Roads			
Grey Road 112	Grey Road 12	Highway 26	Meaford
Grey Road 112	Highway 26	Meaford Tank Range	Meaford
Grey Road 113 / Alfred Street	Bruce Street	Highway 26	Blue Mountains
Grey Road 119	Grey Road 13	Grey Road 2	Grey Highlands/Blue Mountains
Grey Road 119	Grey Road 2	Grey Road 19	Blue Mountains
Grey Road 124	Grey/Dufferin Boundary	Simcoe Road 124	Grey Highlands
Grey Road 170	Grey Road 17	Highway 6	Georgian Bluffs
Grey Road 17A	Grey Road 1	Grey Road 17	Georgian Bluffs
Grey Road 17B	Grey Road 17	Highway 21	Georgian Bluffs
Local Roads identified as possible Grey County Roads			
Concession 20/Kemble Rock Road	Grey Road 1	Grey Road 17	Georgian Bluffs
Concession Road 10	Grey Road 18	Grey Road 5/8th Street East	Meaford
Sideroad 2	Grey-Bruce Line	Concession 8/Grey Road 40	Chatsworth
Bentlinck Sullivan Townline	Grey-Bruce Line	Grey Road 3/Grey Road 25	Chatsworth/West Grey
Concession Road 12	Grey Road 10	Highway 6	West Grey
Concession 5 Derby	Grey Road 18	Grey Road 16	Georgian Bluffs
Concession 6 Chatsworth	Grey Road 16	Grey Road 40	Chatsworth
Grey Road 40 (new connection)	Highway 6	Highway 10	Chatsworth
Southgate 11 Sideroad	Grey Road 14	Highway 89	Southgate

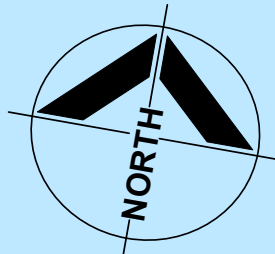
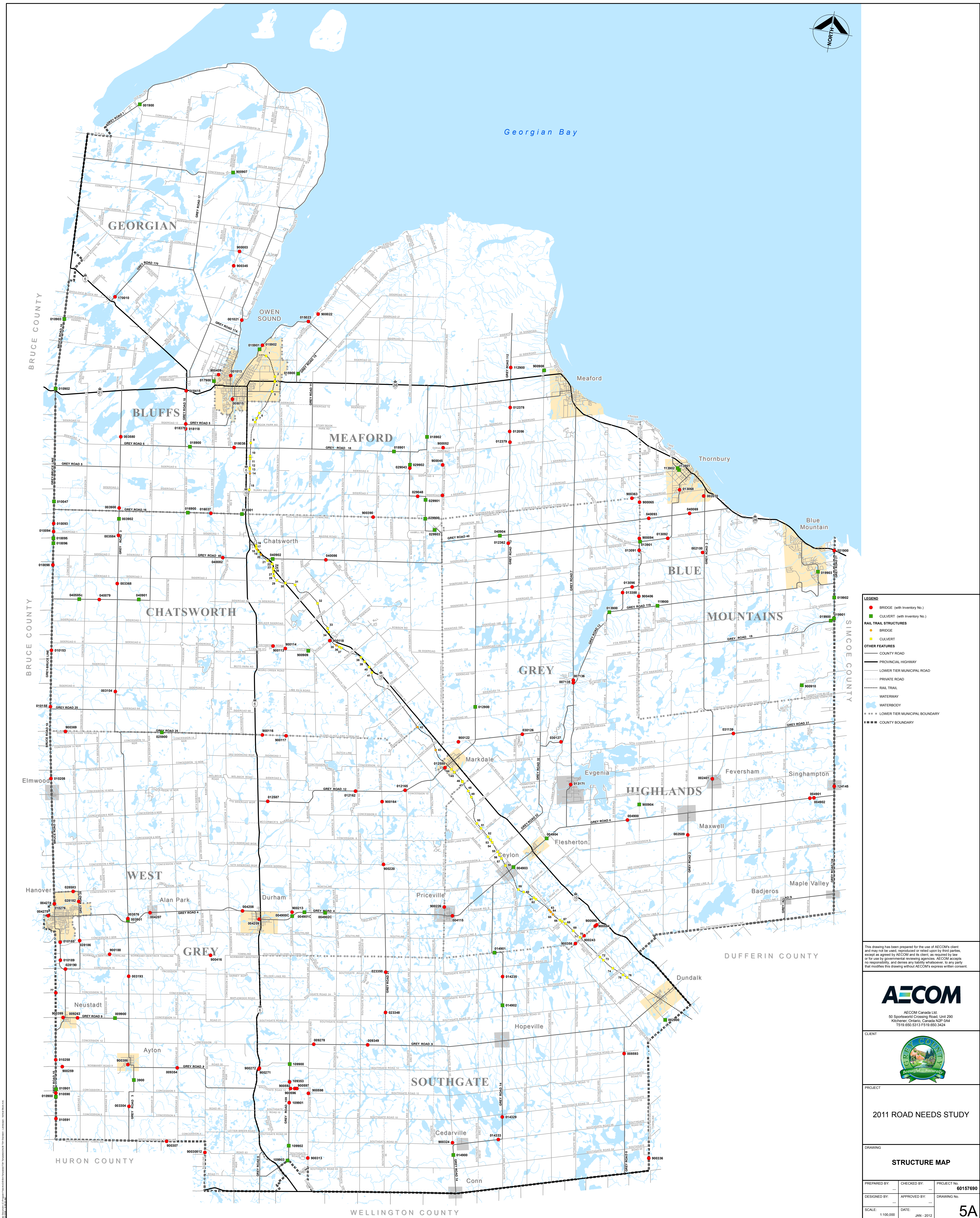
SUMMARY

Criteria Assessment Recommendation	Principle Assessment Recommendation	Special Consideration	FINAL RECOMMENDATION County vs Local	FINAL RECOMMENDATION County Classification
County if score >= 6	County if score >= 5			
consider as Local	consider as Local		Local	
consider as Local	consider as Local	consider as County (important connection to CFB Meaford)	County	Minor / Secondary Arterial
County	consider as Local		Local	
consider as Local	consider as Local		Local	
County	consider as Local		Local	
County	County		County	Major / Primary Arterial
consider as Local	consider as Local		Local	
County	County		County	Minor / Secondary Arterial
County	consider as Local		Local	
Local	County		County	Minor / Secondary Arterial
consider as County	County		County	Major / Primary Arterial
consider as County	County	maintain as Local (Desboro and improvement concerns)	Local	
consider as County	County	consider as County (remove existing Grey Rd 25)	County	Minor / Secondary Arterial
consider as County	County	consider as County (remove existing Grey Rd 9)	County	Minor / Secondary Arterial
consider as County	County	maintain as Local (redundant due to Hwy 6 & already alternative route)	Local	
consider as County	County	maintain as Local (redundant due to Hwy 6 & already alternative route)	Local	
consider as County	County		County	Major / Primary Arterial
consider as County	County		County	Minor / Secondary Arterial



**APPENDIX E**  
**MAP OF EXISTING BRIDGES AND CULVERTS IN GREY COUNTY**





**LEGEND**

- BRIDGE (with Inventory No.)
- CULVERT (with Inventory No.)
- RAIL TRAIL/STRUCTURES
  - BRIDGE
  - CULVERT
- OTHER FEATURES
  - COUNTY ROAD
  - PROVINCIAL HIGHWAY
  - LOWER TIER MUNICIPAL ROAD
  - PRIVATE ROAD
  - RAIL TRAIL
  - WATERWAY
  - WATERBODY
  - LOWER TIER MUNICIPAL BOUNDARY
  - COUNTY BOUNDARY

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Kitchener, Ontario, Canada N2P 6A4  
TS19 650.5313 FS19 650.3424

CLIENT

PROJECT

2011 ROAD NEEDS STUDY

DRAWING

**STRUCTURE MAP**

PREPARED BY:	CHECKED BY:	PROJECT NO:
DESIGNED BY:	APPROVED BY:	DRAWING NO:
SCALE:	DATE:	
1:100,000	JAN - 2012	

**5A**



## APPENDIX F CONNECTING LINKS



## **King's Highway Connecting Link Document**

CONNECTING LINK AGREEMENT

TOWN, VILLAGE OR TOWNSHIP

THIS AGREEMENT made between:

HER MAJESTY THE QUEEN, in right of Ontario as represented  
by the Minister of Transportation,

hereinafter called the "Minister";

- and -

CORPORATION OF THE \_\_\_\_\_ OF \_\_\_\_\_

hereinafter called the "Corporation";

WHEREAS section 21 of the Public Transportation and Highway Improvement Act, R.S.O. 1990, chapter P.50, as amended, hereinafter called the "Act", provides that the Minister and the council of a town, not being a separated town, or of a village or township may enter into an agreement for the construction and maintenance therein by the council or by the Minister, as the case may be, of a highway designated under section 21 of the Act as a connecting link between parts of the King's Highway or as an extension thereof, hereinafter called the "connecting link", and that a portion of the cost of the work may be paid out of the monies appropriated therefore by the Legislature in accordance with the Act;

AND WHEREAS a highway under the jurisdiction of the Corporation and hereinafter mentioned has been so designated.

NOW THEREFORE this Agreement witnesses that in consideration of the covenants and agreements to be kept and performed by each respectively, the Minister and the Corporation agree with each other as follows:

1. In the interpretation of this Agreement, unless otherwise provided or the context otherwise requires:
  - (a) Section 1 of The Public Transportation and Highway Improvement Act, R.S.O. 1990 applies;
  - (b) "maintenance" includes repair, zone painting (for the purpose of dividing the roadway into clearly marked lanes for traffic), clearing snow and applying chemicals and abrasives;
  - (c) "population" means the assessed population from time to time according to the last revised assessment roll of the municipality and the Municipal Directory issued by the Ministry of Municipal Affairs in any year shall be prima facie evidence of such population for that year;
  - (d) "return" means that part of the roadway forming a curved junction between a connecting link and any street intersecting or running into a connecting link to the full width of the highway comprising the connecting link.
2. The Minister or the Corporation, as the case may be, shall construct, when necessary, and maintain the highway described in the schedule hereto as a connecting link, in accordance with plans and specifications approved by the Minister and the Corporation.
- 3.1 The Minister or the Corporation may at any time, at or after the signing of this Agreement, submit to the other party hereto, through the District Engineer of the Ministry, a proposal and estimate of costs for the construction of the whole or any part of a highway, within the municipality, designated as a connecting link.
- 3.2 The party to whom the proposal is submitted shall, without undue delay, accept or reject such proposal or submit to the other party amended or alternative proposal as may seem appropriate.
- 3.3 Upon mutual acceptance and execution of any proposal the same shall become an appendix to and form part of this Agreement.
- 3.4 It is understood that the estimate of costs shall be deemed an estimate only, based on the information available at the time that the estimate is submitted, and is not be regarded as a stipulation that the actual cost may not vary from such estimate or that the payments to be made by the parties hereto are to be governed by such estimate.
- 3.5 A substantial increase in such cost shall not be undertaken or incurred without prior written approval by the Minister subject, where necessary, to the approval of the Ontario Municipal Board.
- 4.1 The Corporation shall bear and pay, the entire cost subject to subsidy where applicable, of constructing:
  - (a) any sanitary sewers;
  - (b) returns, beyond their junction with the highway comprising the connecting link, save and except such grading and surfacing as may be necessary to effect such junction;
  - (c) any sidewalks, save and except where removal and relocation of existing sidewalks is rendered necessary by the construction of the roadway; and
  - (d) any street lights, lighting standards or other special works.



- 4.2 Where it is deemed necessary to construct storm sewers, drains or any other special works on the connecting link of a nature or capacity beyond the actual requirements of the highway itself (including any designated interchanges), the Corporation shall bear such proportion of the cost of construction of such work as, in the opinion of the Minister, is not attributable to such requirements.
- 4.3 The Corporation shall, subject to subsidy where applicable, acquire all lands, pay all claims for lands taken or acquired, for property damage or injurious affection to land or property arising out of or in connection with the construction of the connecting link including the construction of bridges, culverts, pavements or other surfaces, curbs, gutters, catch basins, sanitary or storm sewers or drains or any other special work, indemnify and save harmless the Minister in respect of any such claims, including those resulting from any change of grade or alignment, and negotiate and complete settlement with owners affected.
- 5.1 For the purpose of determining the proportion of the cost of the work which will be paid by the Minister, and be in accordance with approved plans and specifications appropriate to the actual requirements of the highway, the cost thereof shall include the cost of:
- (a) widening, altering or diverting the highway;
  - (b) constructing roadways or additional widths of roadways necessary to permit the proper interchange of traffic at intersections of the connecting link with any other highway;
  - (c) subject to the Public Service Works on Highways Act, taking up, removing or changing the location of appliances or works placed on or under the highway by an operating corporation;
  - (d) constructing bridges, culverts or other structures, other than sanitary sewers, incidental to the construction of the highway;
  - (e) grading the highway, including shoulders and roadside ditches;
  - (f) constructing a base and pavement upon the highway and returns, of a type and extent approved by the Minister;
  - (g) constructing curbs, gutters and catch basins, and constructing sidewalks where removal and relocation of existing sidewalks is rendered necessary by the construction of the roadway;
  - (h) constructing storm sewers and drains of a nature and capacity appropriate to the actual requirements of the highway itself; and
  - (i) such other items of cost as the Minister may, from time to time, approve.

Provided, however, that for the purposes of this clause, the cost shall not include the cost of any of the items chargeable solely to the Corporation under Section 4. of this Agreement, and that in all cases, the decision of the Minister shall be final.

- 5.2 Save as otherwise provided in the Act or in this Agreement, the cost of the work carried out under this Agreement shall be apportioned and paid:
- (a) In the case of a municipality having a population of more than 2,500, ninety percent by the Minister and ten percent by the Corporation.
  - (b) In the case of a municipality having a population of not more than 2,500, one hundred percent by the Minister. Provided, however, and it is hereby agreed if at any time the population of the municipality is over 2,500, the provisions of 5.2 (a) shall apply on and after the 1st day of April next ensuing.

- 5.3 Contributions to otherwise properly chargeable road improvements shall not be included in the cost of the work unless such contributions are declared non-deductible on specific direction by the Minister.
- 5.4 The Corporation shall not include in any statement submitted to the Minister under Part IX/Part X of the Act any expenditures made by the Corporation under this agreement.
6. Where the construction of the connecting link is to be undertaken by the Corporation:
- (a) The Corporation will prepare plans and specifications therefor and such plans and specifications shall be subject to approval by the Minister before any work is undertaken or tenders are called for the performance thereof, and
  - (b) where the work is to be done by contract, the Corporation shall call for public tenders and, where pre-qualification of the contractor is not required, will require the posting of an adequate performance bond, and the award of the contract shall be subject to approval by the Minister.
- 7.1 Upon completion of the construction of the connecting link by the Corporation, the Corporation will submit to the Minister, a statement of expenditure with respect to the same for payment of the Minister's share.
- 7.2 Subject to approval by the Minister, the Corporation may submit interim statements of expenditure, from time to time, during the progress of the work for payment of the Minister's share of the cost of the work done under this Agreement.
- 7.3 Statements of expenditure shall be submitted through the District Engineer of the Ministry accompanied by such statements of accounts, payment certificates, paylists, vouchers and other documents, certified by the Engineer and Treasurer of the Corporation, in such reasonable form as the Financial Comptroller of the Ministry may require.
- 8.1 Upon receipt of a statement of expenditure and the approval thereof by an officer of the Ministry designated by the Minister, the Minister will pay to the Treasurer of the Corporation the Minister's share.
- 8.2 No payment will be made in respect to any item of cost that:
- (a) is not a road improvement in the opinion of the Minister;
  - (b) is not supported by vouchers and other documents in such form and detail as the Minister may require;
  - (c) is not incurred in respect of work certified by the District Engineer of the Ministry as having been satisfactorily performed.
- 8.3 In the case of an interim statement of expenditure, the Minister may hold back an amount, not exceeding fifteen percent of the amount payable, in respect of each and every item of cost for which payment is claimed, until the construction of the connecting link is satisfactorily completed.

- 9.1 The Corporation shall keep a separate account of all expenditures related to the cost of the construction of the connecting link incurred by it, together with all documents and vouchers relating thereto, all engineering records relating to such construction and make such account, documents, vouchers and engineering records available to the Minister for examination and audit, and give the Minister's representatives all reasonable assistance with such examination and audit.
- 9.2 The Corporation shall keep such account, documents, vouchers, and engineering records intact for a period of five years from the end of the calendar year in which the construction of the connecting link was completed.
10. Where the construction of the connecting link is to be undertaken by the Minister:
- (a) the Minister will prepare plans and specifications therefor and such plans and specifications shall be subject to approval by the Corporation before any work is undertaken or tenders called for the performance thereof;
  - (b) where the work is to be done by contract, the Minister will call for public tenders and, where pre-qualification of the contractor is not required, will require the posting of an adequate performance bond; and
  - (c) at the request or with the consent of the Corporation, the Minister may include the construction of the connecting link as part of a contract for the performance of work on the King's Highway or on a Secondary Highway, or may let the same as a separate contract without further approval by the Corporation of the award of the contract.
- 11.1 Subject to the provisions of Part IX/Part X of the Act, the Corporation will bear and pay the entire cost of:
- (a) maintenance of all sanitary and storm sewers, curbs, gutters, and catchbasins, shoulders, roadside ditches, sidewalks and returns;
  - (b) street cleaning, except for first annual spring clean-up to be shared fifty percent by the Corporation and fifty percent by the Minister; and
  - (c) the cutting of grass and the extermination of weeds at the roadside.
- 11.2 The cost of carrying away any snow or other matter deposited on or adjacent to the roadside by the operation of snow ploughs upon the roadway will be shareable under this Agreement at fifty percent.
- 12.1 Where expenditures are made by the Minister which are chargeable in whole or in part to the Corporation under this Agreement, the Minister will:
- (a) in respect of the construction of the connecting link, on completion of such construction; and
  - (b) in respect of the maintenance of the connecting link, from time to time;
- submit to the Corporation, a statement of such expenditures, in such reasonable form and detail as the Corporation may require, and a statement of the amount of the Corporation's share under this Agreement of such expenditures.



- 12.2 Upon receipt of such statement, the Corporation will pay forthwith the amount of its share of such expenditures to the Minister.
13. It is understood and agreed that if the Corporation desires to do any special work on the connecting link, the Corporation shall notify the Minister, in writing, setting forth the proposed work to be undertaken and the approximate cost, to the Minister. The consent, in writing, of the Minister to such undertaking by the Corporation must be obtained before the work is commenced.
14. If the Minister pays to the Corporation an amount that exceeds the amount payable under this Agreement, the Corporation shall refund the excess, and if the Corporation fails to do so, or fails to pay the full amount of its share, under this Agreement, of the cost of any work performed by the Minister, the Minister may, in addition to any other recourse, recover any such amount from amounts payable to the Corporation by the Province of Ontario on any account.
15. This Agreement shall not be construed as vesting in the Minister any proprietary interest in the street or streets comprising the connecting link, and, save as herein otherwise provided, the Corporation shall indemnify and save harmless the Minister from and against all claims of any nature whatsoever arising from or out of or in connection with the construction or maintenance of the connecting link under this Agreement.
16. The Corporation hereby agrees to enact such by-laws as the Minister may deem necessary or appropriate to the safety and convenient passage of vehicular traffic upon the connecting link.
17. If this Agreement is approved or executed by either party before the effective date of the Order-In-Council designating the highway as a connecting link, such approval or execution shall be deemed to be preparatory and shall not come into effect until the effective date of such Order-In-Council; provided, however, that any work performed or payment made before that date but in accordance with the terms and true intent of this Agreement may, with the approval of the Minister, be treated as if such work had been performed or payment made after such date.
18. If the Act is repealed in whole or in part and other provisions are substituted by way of re-enactment, amendment, revision or consolidation, any reference in this Agreement to any repealed provisions shall, as regards any subsequent transaction, matter or thing hereunder be construed as a reference to the provision so substituted.
19. In the event of the municipality being erected as a City or separating from the County for municipal purposes, the provisions of Subsection 4 and clause (c) of Subsection 6 of Section 21 of the Act shall apply and this Agreement shall be deemed to be amended accordingly. Provided, however, and it is hereby agreed, that, at the option of the Minister, the parties hereto will enter into a new agreement in accordance with such provision and in terms acceptable to the Minister.

20. This Agreement may be terminated by either party giving notice of termination, by registered mail, to the other party and such termination shall take effect sixty days after the date of mailing of such notice; provided that upon the assumption of the whole or any part of the connecting link by the Minister as part of the King's Highway or a Secondary Highway, or upon the revocation of the Order-In-Council designating such highway, or any part thereof, as a connecting link, this Agreement shall cease to apply to such highway or to such part thereof, but, in the event of this Agreement being so terminated or ceasing to apply to the whole or any part of the connecting link any expenditures made or undertaken by either party pursuant to this Agreement in respect of the connecting link or such part thereof, prior to the date of such event, shall be apportioned and paid by the respective parties in accordance with the terms of this Agreement.

This Agreement shall take effect on the day it is signed by the Assistant Deputy Minister (Planning Division) of the Ministry of Transportation.

IN WITNESS WHEREOF the Minister and the Corporation have caused this Agreement to be executed by their duly authorized officials.

SIGNED AT NORTH YORK THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 19\_\_\_\_.

HER MAJESTY THE QUEEN in right of  
Ontario as represented by the  
Minister of Transportation

Per: \_\_\_\_\_ (SEAL)  
Assistant Deputy Minister  
Planning Division

CORPORATION OF THE \_\_\_\_\_ OF \_\_\_\_\_

Per: \_\_\_\_\_  
Mayor/Reeve

Per: \_\_\_\_\_ (SEAL)  
Clerk

AUTHORIZED BY BY-LAW \_\_\_\_\_ DATED \_\_\_\_\_ 19\_\_\_\_.

BYLAW NO. \_\_\_\_\_

OF THE CORPORATION OF THE \_\_\_\_\_ OF \_\_\_\_\_

A BYLAW TO AUTHORIZE THE EXECUTION BY OFFICERS OF THE CORPORATION OF THE \_\_\_\_\_ OF AN AGREEMENT WITH HER MAJESTY THE QUEEN IN THE RIGHT OF ONTARIO AS REPRESENTED BY THE MINISTER OF TRANSPORTATION FOR ONTARIO, PURSUANT TO SECTION 21 OF THE PUBLIC TRANSPORTATION AND HIGHWAY IMPROVEMENT ACT, R.S.O. 1990, CHAPTER P.50.

WHEREAS it is deemed expedient that the Corporation of the \_\_\_\_\_ of \_\_\_\_\_ enter into a Connecting Link Agreement with the Queen in the Right of Ontario as represented by the Minister of Transportation for Ontario for construction and maintenance of certain roads.

NOW THEREFORE, the Corporation of the \_\_\_\_\_ of \_\_\_\_\_ enacts as follows:

That the Corporation of the \_\_\_\_\_ of \_\_\_\_\_ enter into a Connecting Link Agreement with Her Majesty the Queen in the Right of Ontario as represented by the Minister of Transportation for Ontario, and the Mayor/Reeve and Clerk are hereby authorized to sign the said Agreement on behalf of the Corporation.

This Bylaw shall come into force and take effect after the passing thereof.

Bylaw read a first, second and third time and passed at a meeting of the Municipal Council on the \_\_\_\_\_ of \_\_\_\_\_ 19 \_\_\_\_\_.

\_\_\_\_\_  
Mayor/Reeve

\_\_\_\_\_  
Clerk

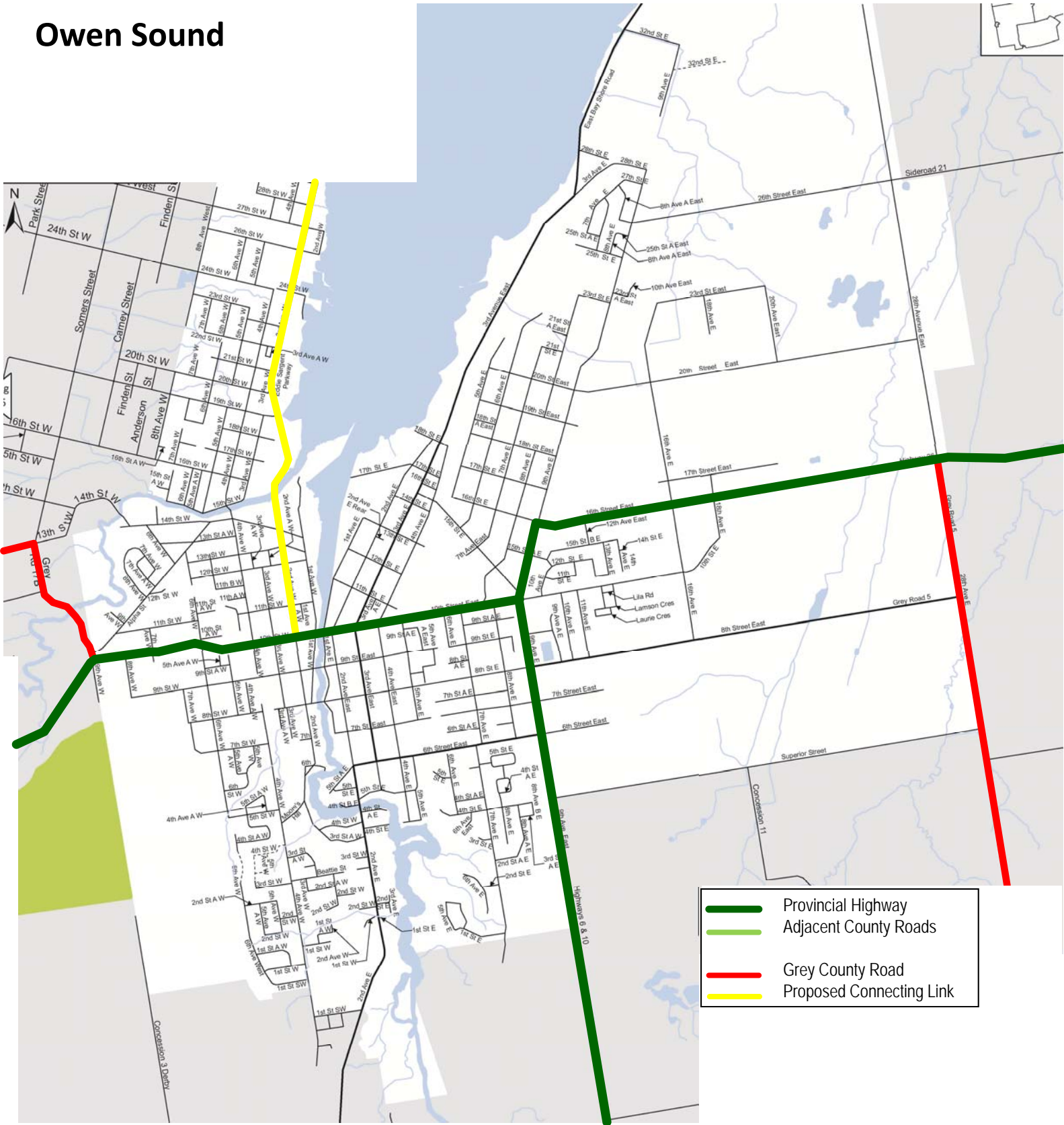
I HEREBY CERTIFY that the foregoing is a true and correct copy of Bylaw No. \_\_\_\_\_ "A Bylaw to authorize the execution by officers of the Corporation of the \_\_\_\_\_ of \_\_\_\_\_ of an Agreement with Her Majesty the Queen in the Right of Ontario as represented by the Minister of Transportation for Ontario, pursuant to the Public Transportation and Highway Improvement Act "R.S.O. 1990, chapter P.50," which was finally passed at a meeting of Council held on \_\_\_\_\_

\_\_\_\_\_  
Clerk



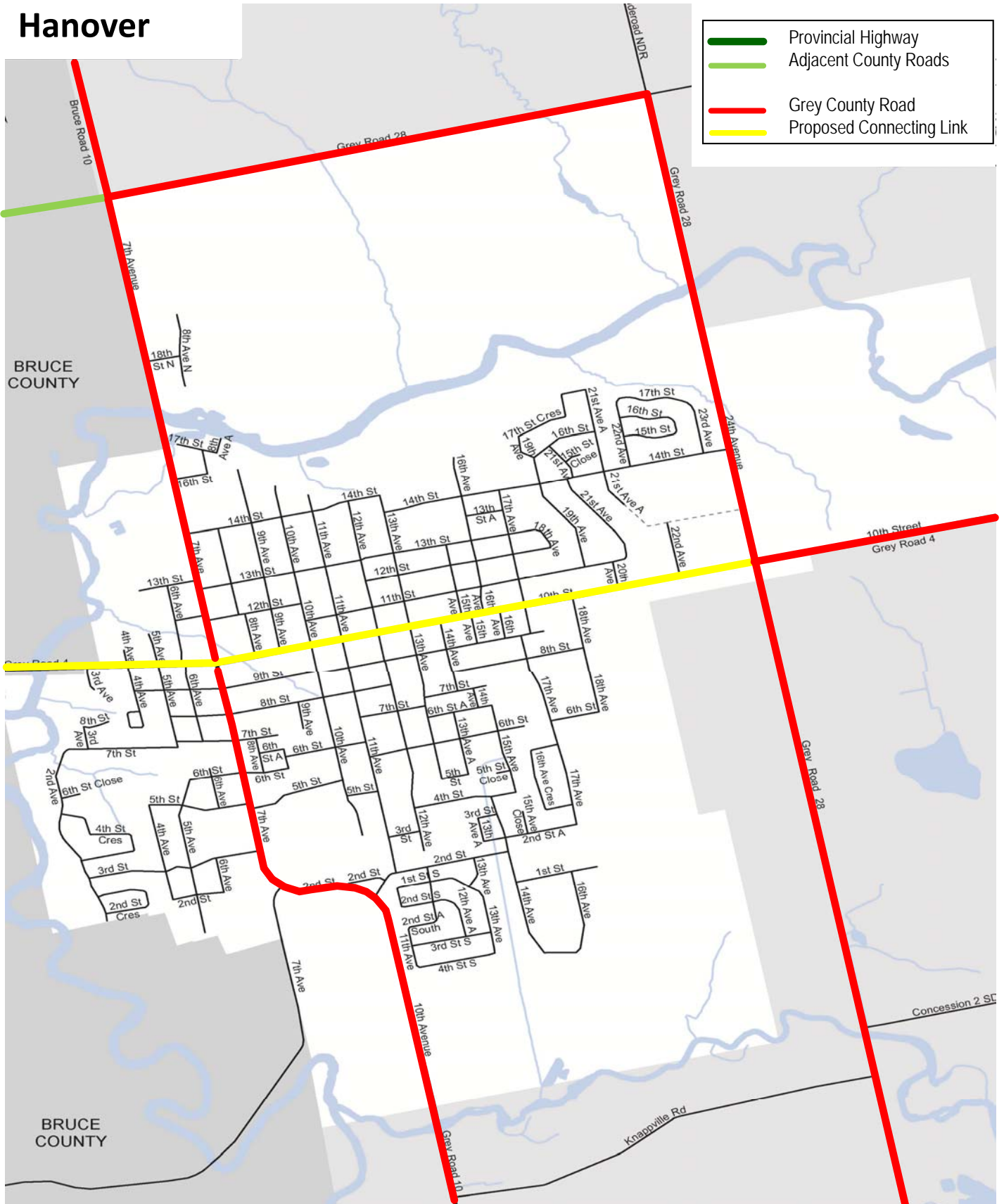
## **Connecting Link Candidates**

# Owen Sound



# Connecting Links: Owen Sound

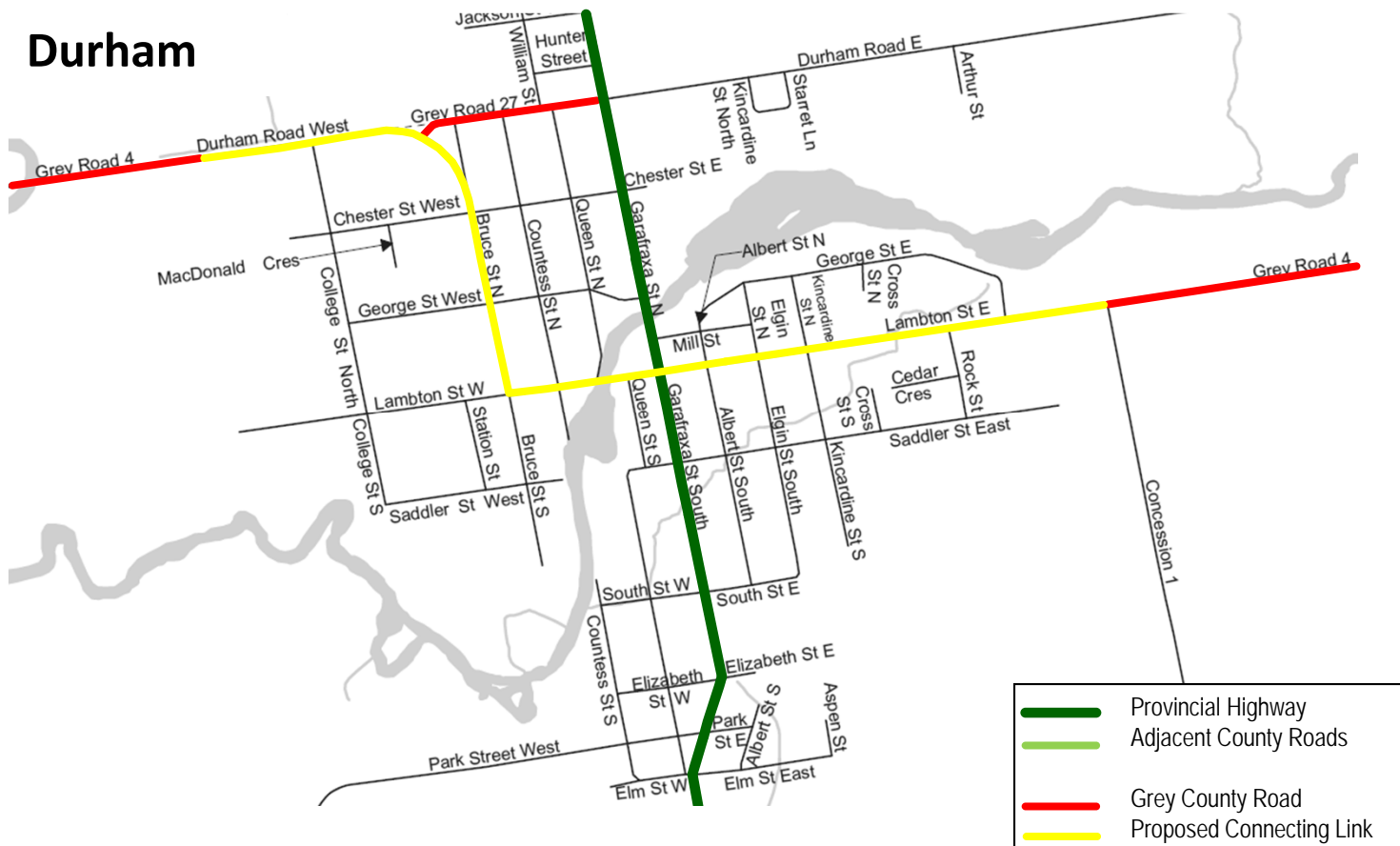
# Hanover



## Connecting Links: Hanover



## Durham



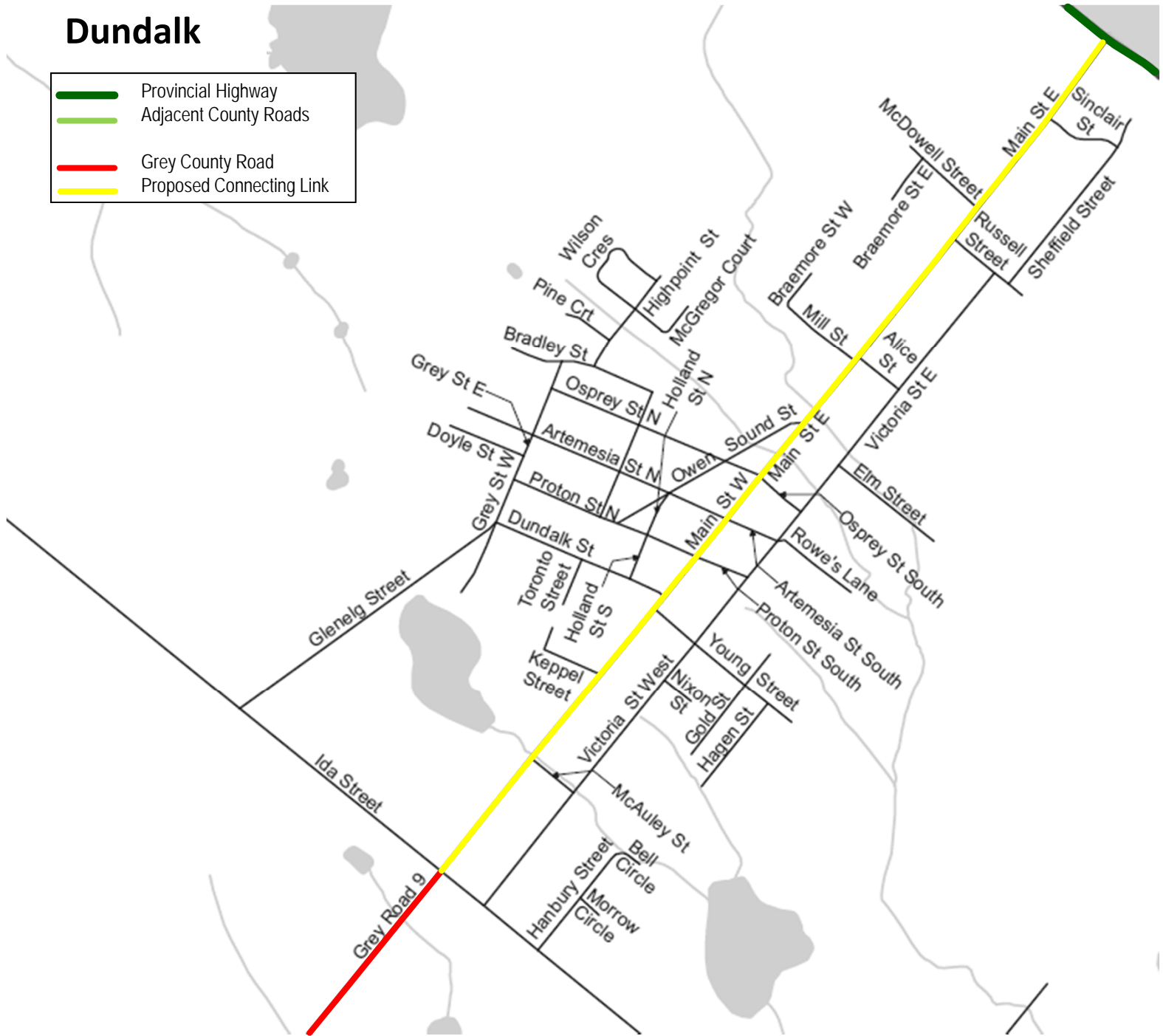
## Flesherton



## Connecting Links: Durham & Flesherton

# Dundalk

- Provincial Highway
- Adjacent County Roads
- Grey County Road
- Proposed Connecting Link



## Connecting Links: Dundalk

# Neustadt

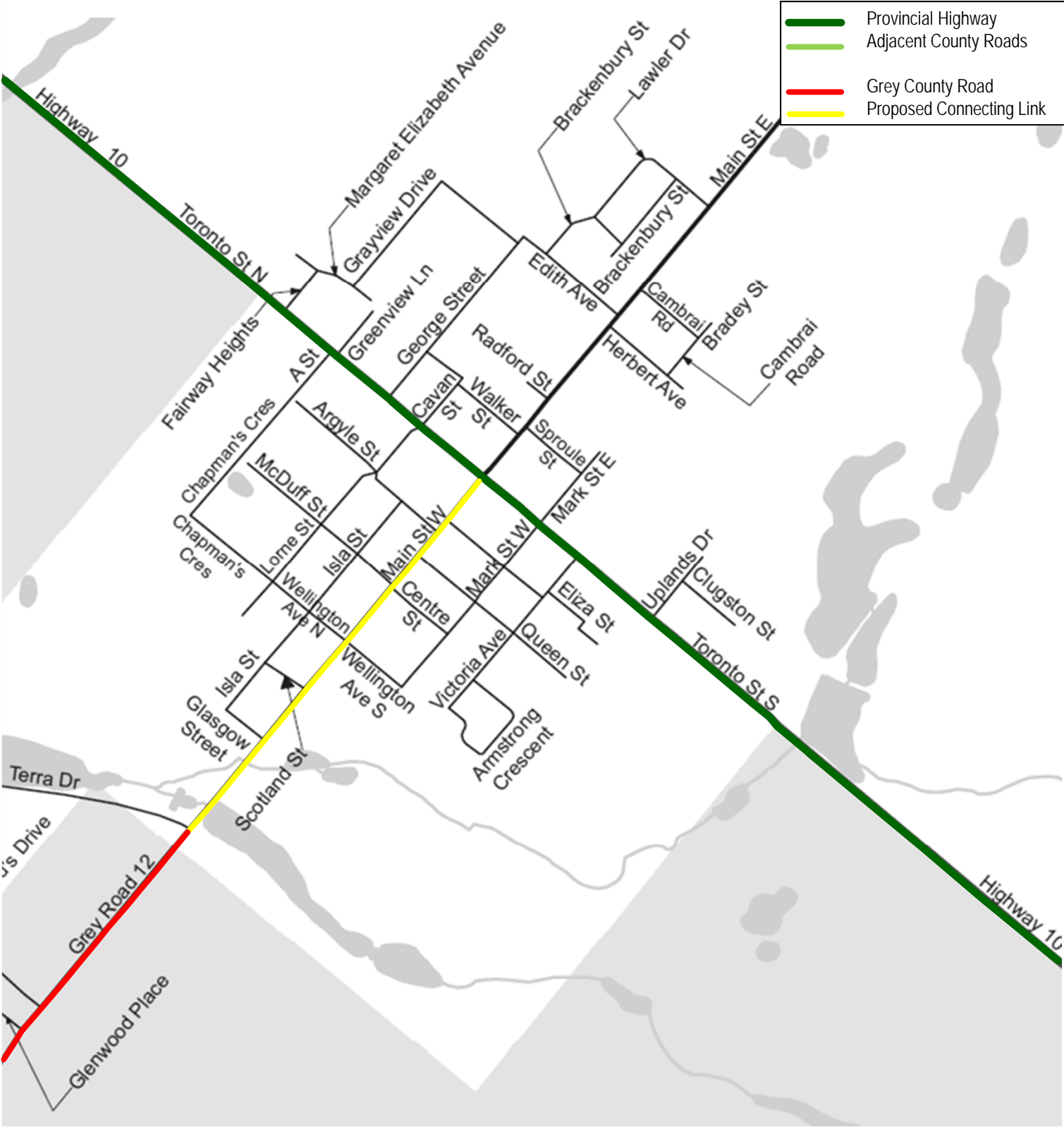
- Provincial Highway
- Adjacent County Roads
- Grey County Road
- Proposed Connecting Link



## Connecting Links: Neustadt

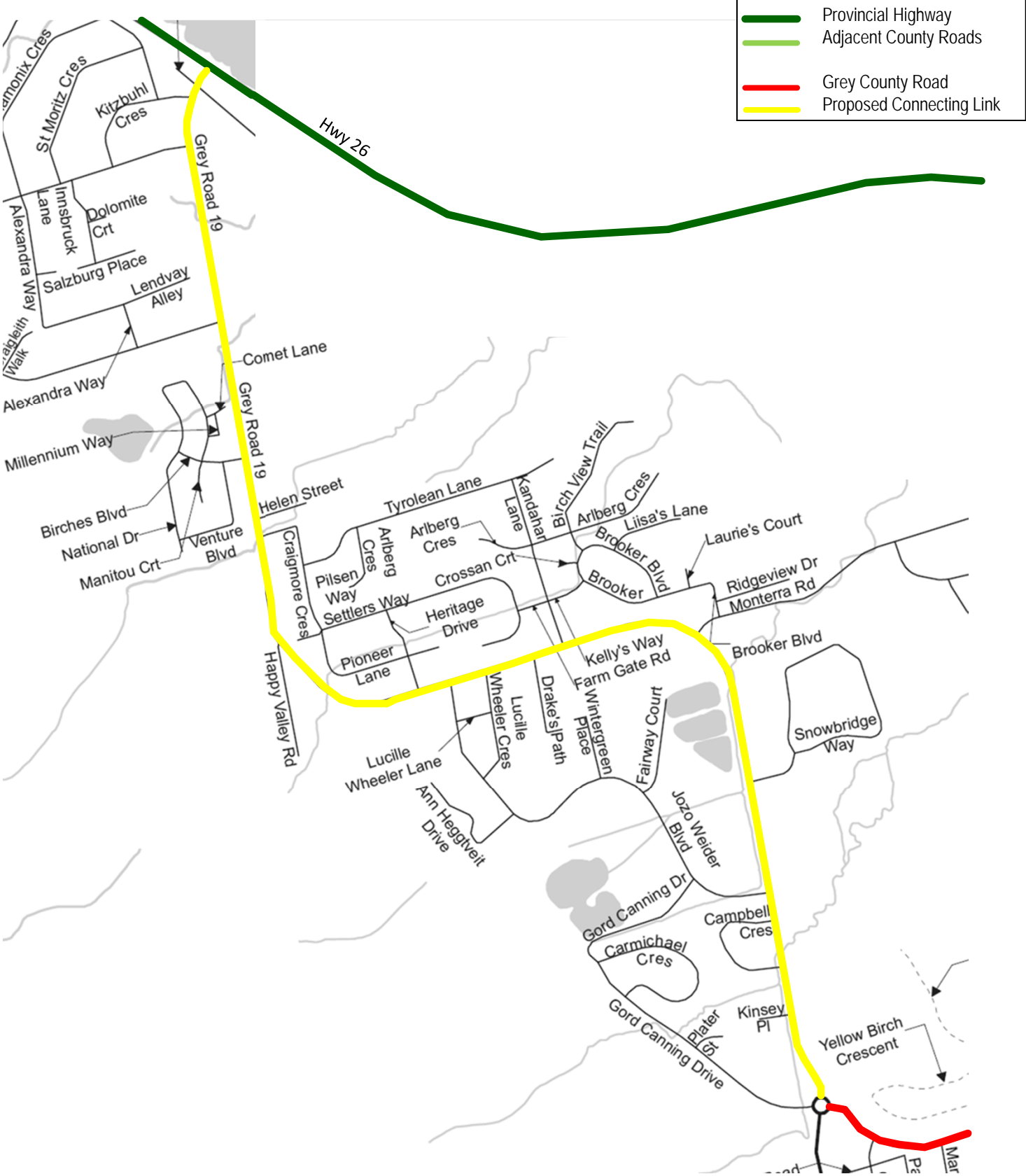


# Markdale



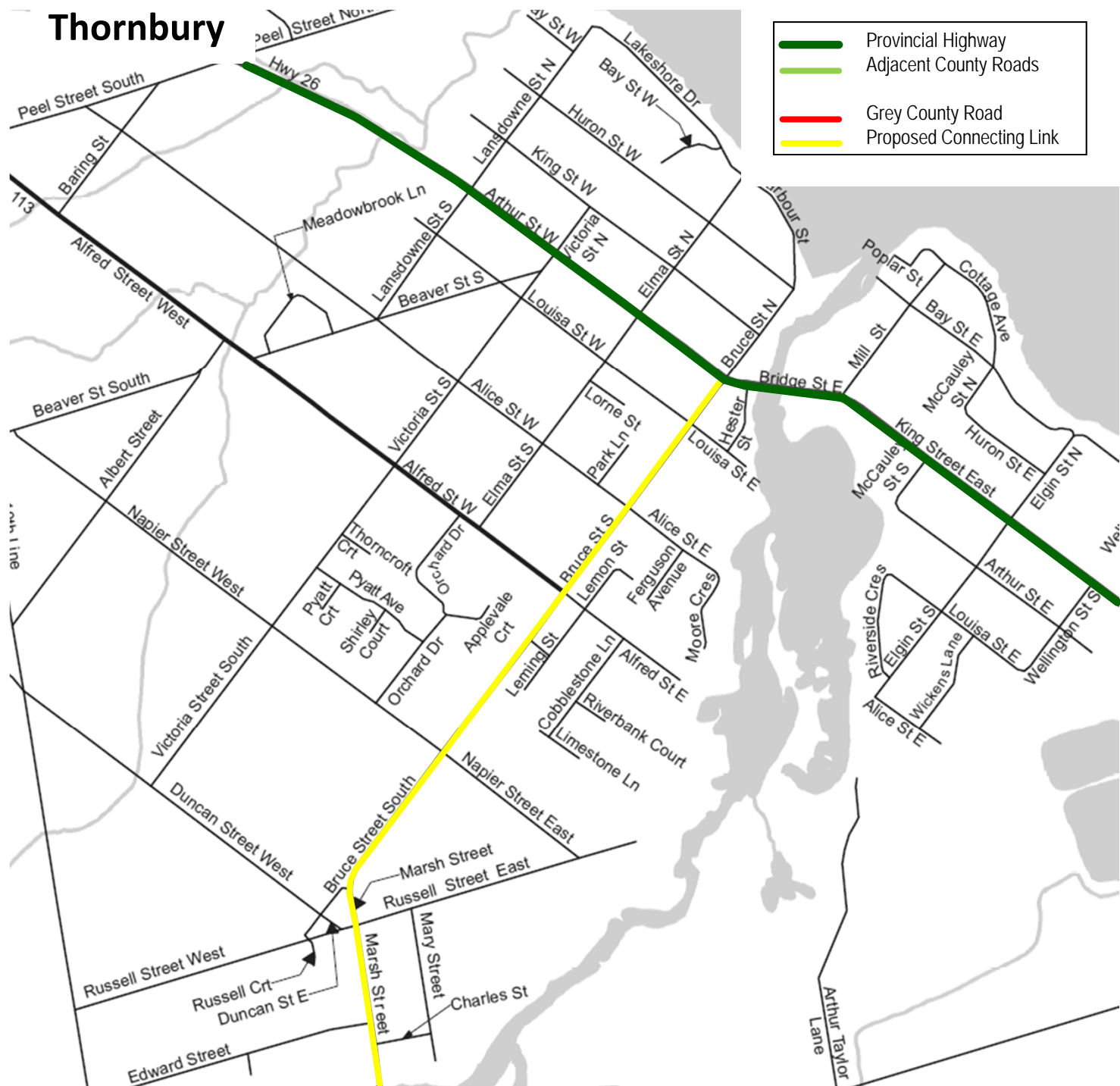
## Connecting Links: Markdale

# Blue Mountain Village/Craigleith



Connecting Links: Blue Mountain Village / Craigleith

# Thornbury



## Connecting Links: Thornbury



**APPENDIX G**  
**GREY COUNTY TMP DRAFT ACTION PLAN**

# Implementation Strategic Action Plan - *DRAFT*

There are a number of recommendations identified in the Transportation Master Plan. Council needs to determine which recommendations they would like to proceed with and prioritize the implementation of the recommendations. Before an Implementation Action Plan can be finalized, a number of questions need to be answered by Council including the following questions:

1. Road Rationalization
  - a. Does Council wish to maintain the status quo (i.e. no transfers)?
  - b. Does Council wish to implement a functional classification of roads for the current County road system and develop maintenance and construction standards based on that classification (i.e. no transfers, however maintain and construct the County roads based on the classification standard)?
  - c. Does Council want to consider transferring some of the County roads based on one of the options identified in the Transportation Master Plan?
2. Bridge Rationalization
  - a. Does Council wish to maintain the status quo (i.e. no transfers)?
  - b. Does Council wish to transfer bridges based on the options identified in the Transportation Master Plan?
3. Connecting Links
  - a. Does Council wish to maintain the status quo?
  - b. Does Council wish to pursue the development of connecting link agreements for the road sections identified in the Transportation Master Plan?
4. Active Transportation
  - a. Does Council wish to maintain the status quo?
  - b. Does Council wish to implement the recommendations contained in the Transportation Master Plan?
5. Goods Movement
  - a. Does Council wish to maintain the status quo?
  - b. Does Council want to make some network improvements as recommended in the Transportation Master Plan (\*note network improvements as recommended would require roads to be transferred from the local municipality to the County and vice versa).
6. Transit Implementation Strategies
  - a. A number of the recommendations in the Transportation Master Plan are being implemented through the Rural Transit project being led by the County of Grey, as directed by Council. There may be further recommendations from the Rural Transit Strategy which could result in further Action Items.

All of the above questions are dependent upon funding which will also dictate the timing of implementing the recommendations. Some of the recommendations are dependent upon another in that implementing some of the recommendations may have a bearing on how other recommendations are implemented from a funding and timing perspective.

A draft Implementation Action Plan has been included in the Transportation Master Plan document which identifies a potential action plan for implementing the current recommendations contained in the Transportation Master Plan. This is subject to change based on what Council decides to implement and based on which recommendations Council wishes to implement first. The below draft Action Plan can be used by Council and staff as a guide for implementing the recommendations in the Transportation Master Plan.



## Active Transportation Implementation Strategies

<b>Strategic Initiative (Project Lead)</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Develop an Interim Active Transportation Plan prior to the completion of the ATMP</b> (Planning, Transportation and Tourism Staff)	Q1/2015 to Q3/2015	Create an interim Active Transportation Plan that will identify action items that can be addressed in the near future including the coordination of the tourism cycling routes with the paved shoulder program, preliminarily identify key strategic cycling routes, identify active transportation signage options, strategies and policies, explore policy options to support active transportation (e.g. policies that address orientation of buildings with respect to the street, parking lot dedication near trails and recreation areas, looking at active transportation/trail connections as part of the new developments,, implementation of OTM Book 18, etc.) – (Planning, Transportation and Tourism Staff)	Report(s) to the appropriate Standing Committees to look at recommendations/options and to create and interim plan for active transportation.
<b>Develop an Active Transportation Master Plan</b> (Planning Department)  Q1/2015 to Q2/2016	Q1/2016	Update Inventory of Existing Active Transportation infrastructure (County GIS Staff/Tourism Staff)	Map(s) of existing active transportation infrastructure completed
	Q1/2016	Prepare RFP to hire consultant to prepare Active Transportation Master Plan (ATMP) – (Planning Department)	RFP Issued and consultant hired
	Q2/2016 to Q3/2016	Engage local municipalities, neighbouring municipalities/counties, active transportation stakeholders (i.e. cycling groups, recreational clubs/associations, tourism staff, etc.) to explore network connections and opportunities for accessing trails/bike routes (e.g. parking areas, rest stops, etc.) - (Consultant)	Local municipalities and stakeholders engaged and comments summarized and reflected in Draft ATMP
	Q4/2016 to Q1/2017	Prepare Draft ATMP based on information and comments received. Draft ATMP would include an implementation plan/strategy – (Consultant)	Draft TMP completed and circulated for feedback
	Q2/2017	Present Final ATMP to Council – (Consultant)	ATMP adopted by Council
<b>Support Changes to the Highway Traffic Act to permit cycling on shoulder of a roadway</b> (Transportation Services Department)  Q4/2014	Q4/2014	Prepare a staff report with respect to proposed Bill 173, Highway Traffic Amendment Act (Keeping Ontario's Roads Safe) which among other things proposes to permit cycling on the shoulders of a road under the Highway Traffic Act and recommend that a letter be sent to the Minister of Transportation Ontario and to other municipalities through AMO indicating support for this change - (Transportation Services Department)	Staff report endorsed by Council and letter sent to the Province.

Comments: include any policy recommendations in County Official Plan

## Transit Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Coordinated Transportation Project - investigating opportunities to enhance existing transit services (Social Services Department)</b>  Q1/2014 to Q4/2014	Q2/2014	Hire a consultant to facilitate the project (Social Services Department)	Consultant hired
	Q2/2014	Conduct an inventory of existing transit services including mapping of existing transit routes, services provided, how the existing systems are funded, etc. (Consultant)	Inventory of existing transit services.
	Q2/2014	Conduct a survey/gather information amongst the various stakeholders (i.e. local municipalities, existing transit providers, social service organizations, etc.) (Consultant)	Survey results/information gathered and summarized.
	Q3/2014	Facilitate a discussion with municipalities and private/non-profit transit operators to explore opportunities to coordinate existing services (Consultant)	Local municipalities and existing transit providers engaged and potential coordination opportunities identified
	Q4/2014	Prepare a report summarizing the information collected and the input received from the municipalities and the existing transit operators, and identify potential opportunities to coordinate the existing services for Council's consideration, (Consultant)	Report presented and endorsed by Council.
Comments: include any policy recommendations in the County Official Plan.			

## Road Rationalization Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Finalize Road Rationalization Criteria and Principles</b> <b>(Transportation Services Department)</b>  2016	2015/2016	Prepare a report to Committee/Council to seek direction with respect to the road rationalization recommendations identified in the Transportation Master Plan - consult with local municipalities (Transportation Services Department)	Report presented to Committee/Council and Council provides direction on road rationalization recommendations
		Apply road criteria and principles to develop an agreed upon County road network in consultation with local municipalities, adjacent municipalities and other stakeholders (Transportation Services Department)	Proposed Road Network Developed
<b>Develop a Funding Model/Transfer Model for Potential Road Transfers</b> <b>(Transportation Services Department)</b>  2016	2016	Develop a funding model/transfer model in consultation with the local municipalities to provide reasonable compensation for potential road transfers. Potential road transfers would be based on the agreed upon County road network or when a road is reconstructed (Transportation Services Department)	Funding Model/Transfer Model for potential road transfers drafted
<b>Develop a Road Transfer Plan</b>  <b>(Transportation Services Department)</b>  2016/2017	2016/2017	Present a road transfer plan to Council with feedback from local municipalities that would identify the estimated funding required and the estimated timing for the transfers. The timing within the road transfer plan would coincide with the timing within the bridge transfer plan.	Report presented and endorsed by Council
<b>Implement Road Transfer Plan</b>  <b>(Transportation Services Department)</b>  2017 to 2021	2017 to 2021 (and potentially beyond depending upon funding)	Begin transferring roads over a phased period based on the agreed upon road network and the agreed upon funding model/transfer model (Transportation Services Department)	Roads transferred over a period of time with funding compensation provided
Comments:			



## Bridge Rationalization Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Develop Bridge Classification Criteria and Assess Bridges using Criteria (Transportation Services Department)</b>  2015/2016	2015/2016	Prepare a report to Committee/Council to discuss a potential system to classify bridges to determine whether a bridge should remain open or should remain closed – use recommended criteria in the Transportation Master Plan as a basis – consult with local municipalities (including adjacent municipalities where affected by a boundary bridge) (Transportation Services Department)	Report presented to Committee/Council and Council provides direction on potential system to classify bridges
	2015/2016	Assess bridges through a Comprehensive Environmental Assessment Process* to identify bridges recommended to remain open and bridges recommended to be closed. (Transportation Services Department)  *Note: scale of this study will depend upon the direction from Council on which option(s) are to be implemented	Bridge Evaluation completed through a Comprehensive EA process using agreed upon classification criteria
<b>Develop a Funding Model for Potential Bridge Transfers (Transportation Services Department)</b>  2016	2016	Develop a draft funding model to provide reasonable compensation for bridges identified to remain open and consult with local municipalities (Transportation Services Department)	Funding Model for potential bridge transfers drafted and presented to the Committee/Council for preliminary direction and consultation with local municipalities
<b>Develop a Bridge Transfer Plan</b>  (Transportation Services Department)  2016/2017	2016/2017	Present a bridge transfer plan to Council considering feedback from local municipalities that would identify the estimated funding required and the estimated timing for the transfers (transfer of bridges from County to local municipalities and vice versa), with potentially County bridges on local roads being considered for transfer first. The timing within the bridge transfer plan would coincide with the timing within the road transfer plan.	Report presented and endorsed by Council
<b>Implement Bridge Transfer Plan</b>  (Transportation Services Department)  2017 to 2021	2017 to 2021 (and potentially beyond depending upon funding)	Begin transferring bridges over a phased period based on the classification results and based on the agreed upon funding model (Transportation Services Department)	Bridges transferred over a period of time with funding compensation provided
Comments:			

## Connecting Link Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Establish Connecting Link Agreements with Local Municipalities (Transportation Services Department)</b>  Q1/2015 to Q4/2015	Q1/2015	Develop funding criteria for the maintenance and construction of connecting links using the criteria identified in the Transportation Master Plan as a guide and consult with local municipalities (Transportation Services Department)	Report presented to Committee/Council and Council endorses funding criteria for connecting links
	Q1/2015	Develop a connecting link agreement template and consult with local municipalities (Transportation Services Department)	Report presented to Committee/Council and Council endorses Connecting Link Funding Agreement Template
	Q3/2015 to Q4/2015	Prepare a final report which identifies the funding model for connecting links based on previous direction from Council and present the connecting link agreements for Council's approval (Transportation Services Department)	Council endorses report and connecting link agreements approved by Council

Comments:

## Goods Movement Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Investigate Specific Network Changes (Transportation Services Department)</b>  Q4/2014 to Q4/2016	Q1/2015	Prepare a report to Committee/Council to discuss whether specific network changes as recommended in the Transportation Master Plan should proceed and identify possible timing for the network changes – consult with local municipalities (Transportation Services Department)	Report presented to Committee/Council and Council provides direction on possible network changes
	Q2/2015 to Q3/2015	Prepare cost estimates for the proposed network changes (Transportation Services Department)	Cost estimates for network changes established
	Q4/2015	Identify proposed network changes in 5 year capital plan (if projects are proposed within the next 5 years), proposed timing for the network changes, and cost estimates for the projects (Transportation Services Department).	Network changes incorporated in 5 year capital plan if timing is appropriate
	Q1/2016 to Q4/2016	Include proposed network changes in Bridge/Road Transfer Plans. as well as the Development Charges Update to begin collecting development charges to assist with the funding of the projects (Finance Departments)	Network Changes incorporated into updated Development Charges By-law and By-law approved by Council
<b>Establish a Design Policy for Primary and Secondary Truck Routes (Transportation Services Department)</b>  2015 to 2017 <i>*Note: timing dependent upon direction from Council regarding Road Rationalization</i>	Q1/2017	Prepare a draft Design Policy for Primary and Secondary Truck Routes based on the recommendations in the Transportation Master Plan (Transportation Services Department)	Draft Policy Completed
	*Q2/2017	Circulate a copy of the draft Design Policy to the local municipalities and organize a meeting to receive comments and feedback (Transportation Services Department)	Local municipalities engaged and feedback received on draft policy
	*Q3/2017	Revise policy based on comments received and present to Council for consideration (Transportation Services Department)	Policy Approved
	On-going	Implement the policy changes as part of the overall construction and maintenance activities and update policy to incorporate any network changes (Transportation Services Department)	Construction and Maintenance Standards revised to reflect the approved Design Policy Standards
<b>Develop a Supplementary Signage Strategy (Transportation Services, Tourism/Economic Development, and Planning)</b>	2015	Investigate opportunities as part of the County's Overall Signage Program/Project for way finding to support businesses and industries (e.g. signage for alternative truck routes, etc.) with consultation with stakeholders including local municipalities. (Transportation Service Department/Tourism/Economic Development, and Planning Staff)	Supplementary Signage Opportunities Identified and incorporated into the County's Signage strategy.

Comments:



## Other Implementation Strategies

<b>Strategic Initiative</b>	<b>Status/ Timeline</b>	<b>Actions (By:)</b>	<b>Deliverables</b>
<b>Develop design standards to address the requirements of the Accessibility for Ontarians with Disabilities Act (AODA)</b> <b>(Transportation Services, Accessibility Coordinator, and Planning Staff)</b>  2015/2016	2015/2016	Develop and/or incorporate accessible design standards for matters such as parking, accessible signals and trails in accordance with the Accessibility for Ontarians with Disabilities Act (AODA). (Transportation Services, Accessibility Coordinator and Planning Staff)	Design Standards that address the AODA
<b>Develop criteria for considering the implementation of the Community Traffic Measures identified in the TMP</b> <b>(Transportation Services)</b> 2016	2017	Develop Criteria for determining whether the Community Traffic Measures identified in the TMP should be implemented. Continue to investigate using the Transportation Association of Canada (TAC) manual as well as the Ontario Traffic Manual Book 18 as a basis. (Transportation Services)	Criteria developed and Community Traffic Measures Implemented as needed based on the criteria.
<b>Implement the Policy Recommendations with respect to Harbours, Airports and Rail Corridors</b>  <b>(Planning Department)</b>  2015	2015	Incorporate the Policy Recommendations identified in the TMP with respect to Harbours, Airports and Rail Corridors into the County Official Plan as part of a County Official Plan Amendment.  (Planning Department)	County Official Plan Amendment Approved by Council

Comments: