



# Staff Report

## Infrastructure & Public Works

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**Report To:** Committee of the Whole  
**Meeting Date:** January 30, 2017  
**Report Number:** CSPW.17.012  
**Subject:** Endorsement of Highway 26 Alternate Route  
**Prepared by:** Reg Russwurm, Director of Infrastructure and Public Works

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### A. Recommendations

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THAT Council receive Staff Report CSPW.17.012 entitled “Endorsement of Highway 26 Alternate Route”

AND THAT Council approves advancing the consideration of a Highway 26 Alternate Route through The Blue Mountains with the Counties of Grey and Simcoe, and the Town of Collingwood;

AND THAT Council approve the Mayor of The Blue Mountains requesting endorsement from the applicable road authorities to erect wayfinding signage to designate Grey Road 19 and Grey Road 2 within the Town of The Blue Mountains as an alternate road for Highway 26.

### B. Overview

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The purpose of this report is to gain Council’s approval to pursue the concept of an alternative route for Highway 26 through the Town with the Counties of Grey and Simcoe, and the Town of Collingwood, and to request endorsement from the affected road authorities for the erection of signage that will inform drivers that an alternative route to Highway 26 exists along Grey Road 19 and Grey Road 2 through The Blue Mountains.

### C. Background

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The Ministry of Transportation (MTO) completed a Highway 26 Transportation Study – Needs Assessment Report in late 2015. The locations of roadway improvements and new transportation corridors recommended by the study include:

- i. Widening Highway 26 to four (4) lanes to the east of Stayner.
- ii. Widening Highway 26 to five (5) lanes between Hume Street / Pretty River Parkway and the western limits of Highway 26 New.

- iii. Widening Highway 26 to 4-5 lanes between Thornbury Bypass and the proposed Collingwood Bypass.
- iv. New Highway Bypass of Thornbury
- v. New Highway Bypasses of Collingwood and Stayner

A copy of the Executive Summary of MTO's report is provided as Attachment 1 for reference. In particular, attention is drawn to pages ES-16 and ES-16 and Figure ES-8. Once the MTO is ready to advance the improvements, the MTO will undertake a MTO Class Environmental Assessment where the Town and concerned stakeholders will have an opportunity to provide input.

Given the ever increasing traffic load on Highway 26 through the Town, the related congestion, and MTO's intention to at some point in the future consider widening the Highway 26 corridor to a 4 to 5 lane cross section, the Town had requested the Ministry keep the option alive for an alternate route along Grey Roads 19 and 2 when the future road improvements are studied.

In response to correspondence from the Town, a letter was received on March 21, 2015 from Minister Steven Del Duca (Attachment 2) stating the MTO has no objection to alternate route signage. With this endorsement, Staff have contacted with their counterparts at the road authorities that would be affected – namely the Counties of Grey and Simcoe, and the Town of Collingwood. Although cautious with their support, the road authorities agreed to consider what signage may need to be erected. Town Staff retained Greenland Associates to prepare a draft wayfinding signage plan of alternative route signage from east of Collingwood to Thornbury. Their draft signage plan is provided as Attachment 3. The wayfinding continues to the east of Collingwood to maximize the effectiveness of the alternate route. Staff feel that should the east limit of the alternative route be on the west side of Collingwood (Craigleith side), the proposed route along Grey Roads 2 and 19 would be ineffectual.

The Greenland plan has been reviewed with the respective road authority staff. The consensus is that there should be a formal ask by the Town to the respective road authority's Council before advancing the project further.

## **D. Analysis**

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Staff feel that implementing alternative route signage at this time serve several purposes, namely;

- i. Some traffic reduction, especially during peak use times, may be realized;
- ii. Build awareness of the route to gain acceptance over time; and,
- iii. Observe the effectiveness of the alternative route signage.

For the above reasons, Staff recommend that Council endorse advancing the consideration of a Highway 26 Alternate Route through The Blue Mountains with the Counties of Grey and Simcoe, and the Town of Collingwood, and to contact their respective Councils to request their cooperation in maturing the alternate route signage plan between the various road authorities involved and coordinate with the Ministry of Transportation regarding signage on the provincial

highway. This doesn't lock the various road authorities into agreeing to the alternate route signage but agreement in principle to continue evaluation. To that end, Staff have prepared a draft letter under the signature of the Mayor (Attachment 4) that will be individualized for each road authority.

## **E. The Blue Mountains Strategic Plan**

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- Goal #1: Create Opportunities for Sustainability
- Goal #2: Engage Our Communities & Partners
- Goal #4: Promote a Culture of Organizational & Operational Excellence
- Goal #5: Ensure Our Infrastructure is Sustainable

## **F. Environmental Impacts**

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None

## **G. Financial Impact**

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A capital budget for the erection of signage has not been prepared. Upon the endorsement of the affected road authorities and the consideration of cost sharing opportunities, a budget will be prepared for Council's consideration. It is expected that the Work will not commence until 2018 given the discussions and preparations necessary.

## **H. In consultation with**

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Sam Dinsmore, Manager of Accounting and Budgets / Deputy Treasurer

## **I. Attached**

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1. Highway 26 Transportation Study – Needs Assessment Report Executive Summary, AECOM, October 2015
2. No Objection to Highway 26 Alternative Route Signage, Minister Steven Del Duca, Ministry of Transportation, March 21, 2016

3. Draft Highway 26 Alternate Route Trailblazing Signage Layout, Greenland and Associates, February 2016
4. Draft Letter to Affected Road Authorities, Town of The Blue Mountains

Respectfully submitted,

**Reg Russwurm**

Reg Russwurm, MBA, P.Eng  
Director of Infrastructure and Public Works

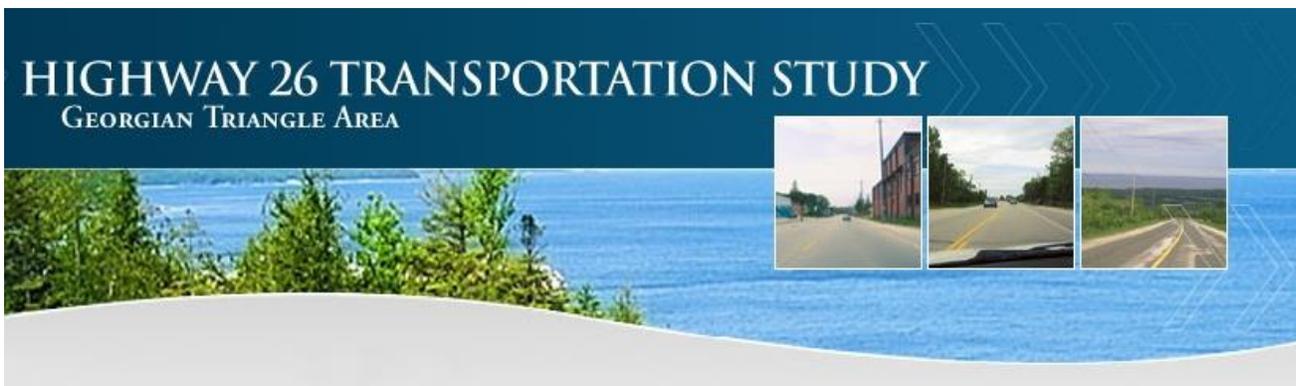
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Ontario Ministry of Transportation



# NEEDS ASSESSMENT REPORT

## Volume I: Main Report

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**Project Number:** 60118823

**Date:** May 2015 (Revised October 2015)



# Executive Summary

## 1. Introduction

Highway 26 along the south shore of Georgian Bay is an important regional mobility corridor, providing a principle route for moving people and goods between communities in the Georgian Triangle and other parts of Ontario, including the Greater Toronto Area. Highway 26 also supports access to a variety of adjacent land uses and plays a critical role in local circulation for area residents, businesses, and tourists in communities such as Collingwood, Blue Mountains, Wasaga Beach, Stayner, Meaford, and Thornbury. As the area is seeing unprecedented amounts of growth and development, the existing facility is experiencing increasing levels of congestion. Consequently, MTO has determined that the need for potential transportation improvements should be explored.

The Highway 26 Transportation Needs Assessment provides an analysis of existing and future transportation conditions, problems and opportunities; identifies and evaluates a range of multi-modal solutions to address the problems and opportunities; and recommends a preferred alternative(s). While the Transportation Needs Assessment is undertaken using a process that is consistent in many ways with the requirements of the Environmental Assessment Act, it is not a formal Environmental Assessment Study. As such, it provides a context for future transportation improvements by taking a system wide approach to assessing needs and potential improvements. Each transportation project would still be subject to separate study in accordance with the Environmental Assessment process (either individual EAs or Class EAs, depending upon the nature of the proposed transportation improvement).

The purpose of the Highway 26 Transportation Study is to:

- Establish an up-to-date, reliable profile of current and future travel activity in the Study Area, and determine transportation network needs;
- Identify future studies to address those network needs and determine the responsibility among MTO and area municipalities for undertaking them;
- Provide an overview of environmental conditions in the area; and
- Outline the environmental assessment process for future MTO studies that are identified.

For the purposes of this Highway 26 Transportation Study, the Study Area (as shown in **Figure ES-1**) spans from the Township of Clearview, in the vicinity of Horseshoe Valley Road/County Road 29 in the east, westerly to the Town of Meaford within Grey County. The Study Area covers the following municipalities:

- Simcoe County
  - Town of Collingwood
  - Town of Wasaga Beach
  - Township of Clearview
- Grey County
  - Town of The Blue Mountains
  - Municipality of Meaford

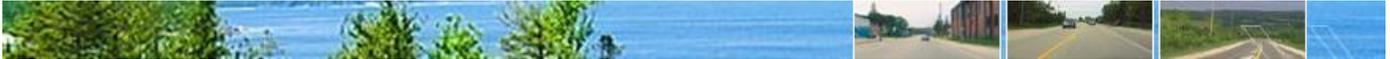


Figure ES-1: Study Area



## 2. Public and Agency Communication

Selected external ministries, agencies, aboriginal groups, municipal partners and members of the public had opportunities to provide input throughout the course of the study. Communication with these groups included meetings with municipal partners, the Ministry of Infrastructure and correspondence with interested stakeholders via mail and email, as discussed in the following sections.

The Notice of Study Commencement was posted on the study website and mailed to agencies and other stakeholders in February 2009. In addition, a copy of the notice was also posted in local newspapers.

A team of municipal partners was established at the onset of the study and consisted of representatives from each of the municipalities situated within the Study Area, including:

- Grey County;
- Town of The Blue Mountains;
- Municipality of Meaford;
- County of Simcoe;
- Township of Clearview;
- Town of Collingwood; and
- Town of Wasaga Beach.

Meetings with the Ministry of Infrastructure (MOI) were also held at two key points in the study process (December 2010 and May 2012).



### 3. Identification of Transportation Problems and Opportunities

Traffic volumes along Highway 26 have consistently increased from 1990 to 2008 across all segments, with growth in daily volumes of 40-80% for road segments to the east of Collingwood and 16-30% for road segments to the west of Collingwood. The most significant increases in traffic volumes are for Highway 26 in the eastern end of the Study Area (from Horseshoe Valley Road to Collingwood). The highest volumes are observed in the segment between Wasaga Beach and Collingwood, where the Ministry has recently completed construction of the New Highway 26 alignment.

Significant growth has occurred in the Georgian Triangle Area in the recent past and this trend is expected to continue into the future with planned growth in both local population and employment. Tourism and recreation related travel to the region is also expected to continue to grow, leading to increased trip making by the region's many visitors and seasonal residents.

Past studies have identified the need for highway improvements within the study area to address longer term growth in the Collingwood / Town of the Blue Mountains Area. One of the key questions facing the Ministry and local municipalities in past studies was the split between local and long distance ("provincial") traffic using Highway 26 through the Study Area, and how the growth in these two segments of the travel demand market would influence the need for and type of improvements required. Using the travel survey data collected for this study, an assessment of the growth in local travel demand compared to longer distance demands was summarized and used to identify improvement needs.

Two origin-destination (OD) surveys were carried out as part of this study in order to capture and analyze winter and summer travel patterns in the Study Area. The winter survey was focused on analyzing the travel patterns of ski patrons at local resorts, while the summer survey consisted of conducting roadside interviews at 13 survey stations located throughout the Study Area, as illustrated in **Figure ES-2**.

The winter survey included a comprehensive resort patron survey (face-to-face interviews with ski patrons) and a license plate survey of vehicles parked at five key ski resort parking areas. The interviews were conducted over a three day period between February 27 and March 1, 2009, at the Craigeleith Ski Club and Blue Mountain Resort in the Town of The Blue Mountains. The interviews occurred during varying hours of operation, depending on the survey day. Over one thousand face-to-face surveys were completed over three weekend days, representing approximately 5.4% and 11.5% of the Craigeleith Ski Club and the Blue Mountain Resort patrons, respectively.

The majority of skiers were found to travel to the ski hill directly from home (65%), while approximately 33% of skiers were found to travel from local condos, hotels, and resorts. The catchment area for the ski resorts was dominated by residents of the Greater Toronto Area and Hamilton (69% of weekend skiers), followed next by local residents in Simcoe and Grey Counties (14% of weekend).

The summer travel survey was conducted during the months of July, August and September 2009. As part of the summer survey, a comprehensive passenger vehicle survey was conducted at six stations along Highway 26, and seven stations located along adjacent municipal roadways within the Study Area. As such, each survey station collected data during one weekday, between 6:00 am and 8:00 pm, and one Sunday, between 9:00 am and 8:00 pm, between July 19<sup>th</sup> and September 20<sup>th</sup>, 2009. Approximately 20,000 weekday and 11,000 Sunday surveys were collected, achieving a 20% sample size on weekdays and a 15% sample size on Sundays (greatly exceeding the targeted 5% sample size).

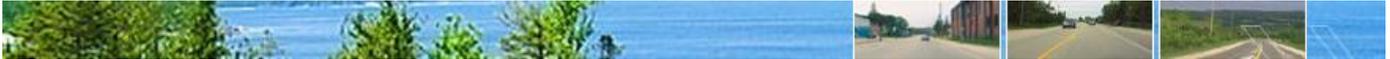


Figure ES-2: Summer Survey Station Locations



One of the key questions facing the Ministry and local municipalities in past studies was the split between local and long distance (“provincial”) traffic using Highway 26 through the Study Area. Using the travel survey data collected for this study, an assessment of the local travel demand compared to longer distance demands was summarized on a station by station basis.

For the purpose of this assessment, the average trip length from origin to destination was used as an indicator of the local versus long distance nature of trip making at each station. Trips were categorized into three trip length categories:

- Local Trips – Less than 20km in length
- Region Trips – between 20-50 km in length
- Long Distance – trips longer than 50 km

The summer travel survey revealed very different travel patterns in the eastern portion of the Study Area versus the western areas, with Collingwood representing the mid-point location where the patterns change.

To the east of Collingwood, local trip making represented about 63% of traffic on weekdays and about 47% on Sunday. Longer distance trips were split equally between trips to/from Barrie and the GTA on weekdays, although on Sundays, longer distance trips are dominated by trips to/from the GTA. There was a strong local commuting and recreational travel demand between Collingwood and Wasaga Beach and some of the County Roads in the area serve a moderate share of long distance “provincial” traffic, particularly on weekends.

To the west of Collingwood, local trip making represented about 70% of traffic on weekdays and about 56% on Sunday. Longer distance trip making demand was overwhelmingly oriented to the Bruce Peninsula, however, there was a strong local commuting and discretionary travel demand between Thornbury and Collingwood for work/business and shopping/social trips. The combination of Osler Bluff Road and Poplar Side Road was being used by local traffic as a bypass of Highway 26 in Collingwood.



One of the main observations from the summer travel survey is the role that Collingwood plays as a key travel destination and a “regional hub” for trip making in the Study Area. On Highway 26 to the east of Collingwood, two thirds of peak period weekday traffic during the summer has an origin or destination within Collingwood. To the west of Craigeleith, approximately 60% of the weekday peak period traffic on Highway 26 is oriented to/from Collingwood.

The Highway 26 corridor currently serves a mixture of local, regional, and long distance trips since there are limited alternative routes available (particularly between Grey County and Simcoe County). Given that there are limited inter-regional transit services in the Study Area, there is a reliance on auto travel for the majority of medium to long distance trips in the Study Area for locals and recreational demands.

### Forecasting Future Conditions

The summer survey was used extensively to develop the new Simcoe and Grey County Subarea travel demand model. The new Simcoe and Grey County Subarea model simulates daily and PM peak hour trip making for a typical summer weekday by expanding on the Ministry’s existing GGH model and converting it to forecast summer weekday periods. This included adjusting the travel demands to reflect summer seasonal commuting demands; adding summer recreational and vacation trips from the travel survey; and adjusting base population and employment forecasts to account for the increase in seasonal residents that live in the area during the summer months at cottages and resorts.

Based on forecasts in the Growth Plan for the Greater Golden Horseshoe (Growth Plan), Simcoe County population and employment are expected to grow by 53% and 41% respectively to 2031, while during the same time period the Grey County Growth Management Study has forecast population and employment growth of 25% and 15% respectively over the same period<sup>1</sup>. Over 40,000 new residents and almost 6,000 new jobs are expected in the Study Area by 2031.

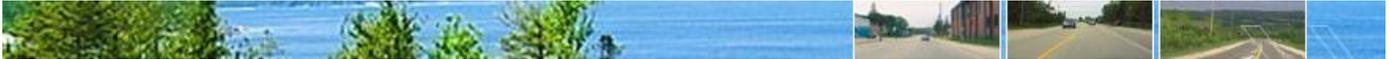
Population within the area of influence (i.e. Barrie and Owen Sound) is forecasted to grow by almost 120,000 and employment by over 40,000. Since Barrie and Owen Sound represent the key Regional Centres for growth, these increases will have a significant impact on both work trip commuting and discretionary trip making along Highway 26.

Annual inbound recreational/vacation visits to the Highway 26 Study Area are expected to grow by approximately 1.4 million visitors or 42% between 2006 and 2031. While part of this is for same day visits and overnight visits to hotels and campgrounds, a large component of this demand is for seasonal residents. Significant growth is expected in the number of seasonal residences in the study area, with the most dramatic increases occurring in Collingwood, the Town of The Blue Mountains and Wasaga Beach. This growth is not included in the population forecasts contained in the Growth Plan. Increases in seasonal residents can be expected to contribute to a further increase in the discretionary and recreational trip making in the region, and Highway 26 in particular.

The travel profile analysis reveals that traffic volumes on Highway 26 are forecast to grow in 2031 across all survey stations (except for Old Highway 26, which sees decreases in recreational and discretionary trips due to diversions to the New Highway 26) and across all trip purposes. To the east of Stayner on Highway 26, discretionary trips are expected to increase very significantly, together with a significant increase in work trip making. This pattern is primarily due to the influence of trip making into the City of Barrie, which is expected to be the Regional Centre for employment and services in Simcoe County.

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<sup>1</sup> While the province has released draft Amendment 2 to the Growth Plan for review and consultation with local municipalities in the Fall of 2012, the original Growth Plan figures from Amendment 1 were used in forecasting future demands for this study.



Traffic on Highway 26 through Collingwood is expected to increase by about 50%, primarily due to a 120% increase in work trips and a 60% increase in discretionary trips. By comparison, recreational trip making is only expected to increase by 15%. Traffic volumes on Highway 26 through Grey County, to the west of Collingwood, on the other hand, are expected to grow by approximately 60%, again primarily due to increases in work and discretionary trips.

The growth in westbound Highway 26 demand destined for Collingwood is forecasted to be much higher than to other municipalities, accounting for 80% of westbound traffic. Similarly, the vast majority of demand on Highway 26 eastbound is from trips that originate in Collingwood (almost 90%).

Approximately one-third of 2031 westbound traffic that travels through Collingwood originates from external origins, while about 60% of traffic through Collingwood comes from within Collingwood itself. The majority of westbound through traffic is destined to the Town of The Blue Mountains (only 5% continues beyond the Study Area). Similarly, when moving eastbound the vast majority of traffic through Collingwood is destined to Collingwood itself (less than one quarter goes to external destinations). The largest growth in eastbound demand is from the local communities of the Blue Mountains and Collingwood.

The majority of the growth in Highway 26 demand to the west of Collingwood in both travel directions is due to local growth in Collingwood and the Town of The Blue Mountains (only one fifth of the westbound trips destined for the Town of The Blue Mountains is of external origin and less than 15% of eastbound trips are going to external destinations).

**Figure ES-2** highlights the forecasted network deficiencies for the 2031 summer PM peak hour. Routes with major congestion, defined as LOS E/F conditions, are highlighted in red. Links with moderate congestion, defined as LOS D, where volumes are at 80-90% of capacity are illustrated in orange. Road segments operating at good levels of service (i.e., LOS C or better) are illustrated in green.

**Figure ES-3: Forecasted Network Deficiencies 2031 Summer PM Peak**



Overall, most of the Study Area's roadway network is forecasted to operate relatively well with moderate levels of congestion. Although the portion of Highway 26 New between Collingwood and Wasaga Beach is forecasted to operate well (given its high capacity), the 2-lane sections of existing Highway 26 are expected to



experience heavy congestion. To the east of Stayner, the existing 2-lane portion of Highway 26 is forecasted to approach capacity by 2031. Increased volumes will result in reduced gaps in traffic, making passing more difficult and increasing delays and uncontrolled intersections and entrances. Similarly, the 2-lane portion of Highway 26, between Stayner and Wasaga Beach, will operate over capacity during peak periods.

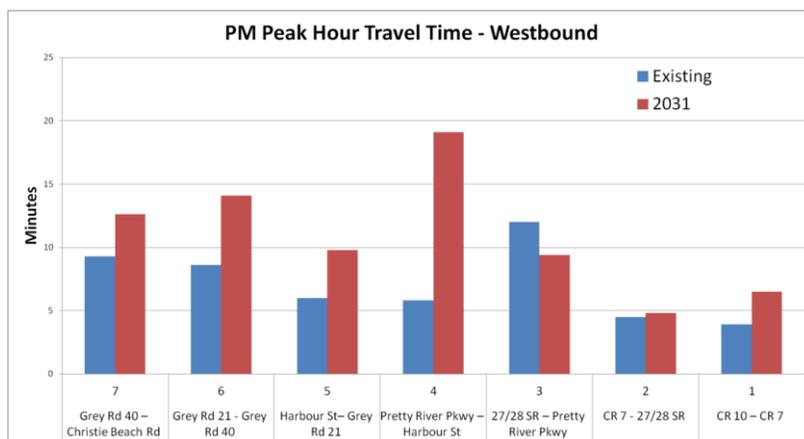
Approaching Collingwood, where Highway 26 New connects to existing Highway 26, forecasts indicate that this segment will also be over capacity during peak periods. MTO has an approved EA to widen this portion of Highway 26 to 5 lanes (4 lanes plus two-way centre left turn lane) with the timing of construction subject to funding availability. Once constructed, this improvement should provide sufficient capacity to 2031.

On the west side of Collingwood, the 2-lane section between High Street/First Street and Harbour Street is also forecast to be operating close to capacity during the summer weekday peak periods in 2031, with moderate-major levels of congestion. This will be aggravated by the intersection constraints at High Street/First Street, making actual congestion levels worse than indicated in the macro model.

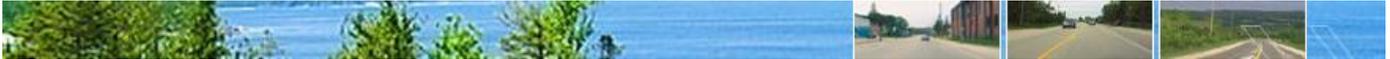
Within Grey County, the 2-lane section of Highway 26 between County Road 19 and County Road 40 is forecast to operate near capacity with moderate congestion during typical summer weekday periods. Approaching Thornbury, between County Road 2 and Bruce Street, Highway 26 is forecast to exceed capacity with significant congestion, aggravated by the constrained intersection operation at Highway 26/Bruce Street.

Along the Highway 26, there are a number of specific areas where heavy and moderate congestion levels are expected through urbanized municipalities. Within the downtown urbanized areas of Stayner, Collingwood and Thornbury, the numerous signalized intersections, side roads, and commercial entrances will further reduce the capacity for through traffic on Highway 26, increasing congestion levels during the peak periods. In particular, the left turns at Highway 26 / First Street and Highway 26 / Pretty River Parkway can be expected to reach capacity before the mainline highway segments due the restricted capacity for these key movements. Increased congestion and delays through these urbanized areas will negatively impact both long distance and local trip making and lead to further traffic diversion on parallel county and local roads.

**Figure ES-4: Increase in Peak Period Travel Time - 2031 Summer PM Peak**



More detailed simulation modeling work undertaken along the Highway 26 corridor shows a 40-50% increase in travel time by 2031 in both the westbound and eastbound directions, with average speeds dropping from about 60km/h today to about 40 km/h in 2031. Almost all intersections within downtown Collingwood were found to operate at a Level of Service of E or worse with select critical movements experiencing delays in excess of 200 seconds (e.g. northbound left turn from Hurontario Street).



Overall, the modelling results support the need for new transportation capacity that is able to provide relief for the congested downtown areas of Collingwood, Stayner, and Thornbury and improve connectivity to the new Highway 26 between Collingwood and Wasaga Beach.

It also should be noted that conditions can be expected to be worse during summer weekends along key roadways that serve longer distance recreational traffic. Throughout the Study Area, weekend peak traffic volumes are approximately 15% higher than during the summer weekday period and up to 30% higher on Highway 26 between Collingwood and Barrie. Weekend network capacity deficiencies are particularly evident in the eastern end of the Study Area during the Sunday evening peak period.

Based on the travel demand forecasting work undertaken for this study, the following key problems / deficiencies can be expected by 2031 in the event that no improvements, beyond those planned by local municipalities, are completed in the Highway 26 Study Area:

- The road network delay in the Study Area is expected to increase considerably with the PM peak hour delays increasing from 110 veh-hours in 2009 to 1,300 veh-hours in 2031. This tenfold increase in delay represents an annual economic cost of just under \$110 million annually<sup>2</sup> (2012\$).
- Congestion on Highway 26 can be expected to increase collision risk, particularly for the two lane rural sections of highway where passing opportunities will continue to be reduced as volumes increase.
- Congestion on Highway 26 through downtown Stayner, Collingwood, and Thornbury is forecasted to increase weekday PM peak corridor travel times by 50% in 2031, impacting both long distance provincial and local trip making.
- The significant increase in downtown congestion is not supportive of the urban design objectives of the local municipalities and may detract from the attractiveness of these commercial areas. The emphasis placed on creating pedestrian friendly environments in these downtown nodes within local Official Plans is inconsistent with the need to move large volumes of traffic.
- Weekday PM peak period average speeds on Highway 26 are estimated to drop from 60km/h today to under 40km/h, primarily due to congestion at intersections within the urbanized areas.
- Longer distance recreational and truck trips can be expected to divert to other north-south County Roads such as County Road 10 and County Road 42 to avoid congestion in Barrie and on Highway 400. These diversions will be more significant during the weekend evening peak periods where longer distance demand into and out of the Study Area will bring Highway 26 over capacity in the vicinity of Stayner and points to the east.

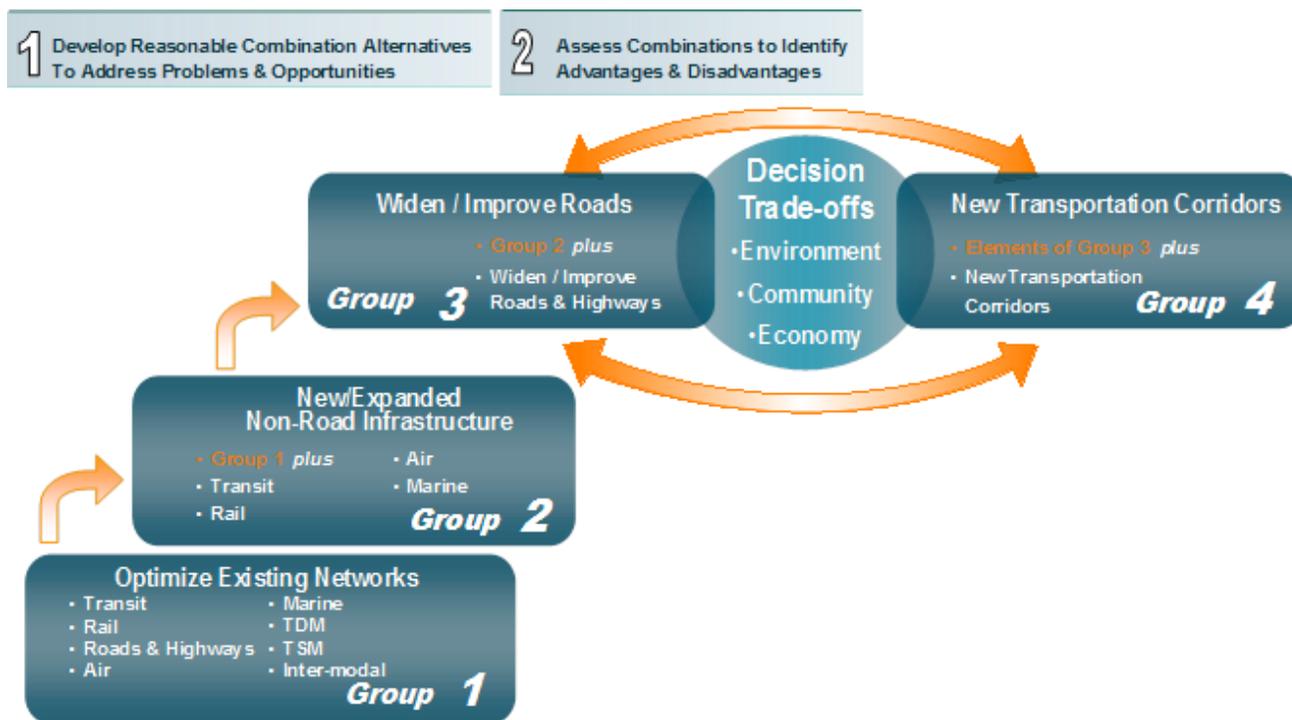
#### 4. Identification and Evaluation of Alternative Transportation Solutions

A 'building block' approach (as illustrated in **Figure ES-5**) was used to develop the alternative solutions to address the problems and opportunities identified for the Study Area. This process was developed through an adaptation of the process used for two of the Ministry's Individual Environmental Assessment studies currently underway: Niagara-to-Greater Toronto Area (NGTA) and Greater Toronto Area West (GTAW) Corridor Planning and Environmental Assessment studies.

<sup>2</sup> Assuming 10% of daily travel in PM peak, 260 weekdays per year, vehicle occupancy of 1.6 and an average value of time of \$20 per hour (2012\$)



**Figure ES-5: Building Block Approach**



A list of reasonable alternative transportation solutions for the Study Area was developed and subjected to a preliminary screening process on the basis of the effectiveness of each to address the identified problems and/or opportunities in the Study Area. Alternative solutions that were found to have the potential to address the identified problems/opportunities were then carried forward for further assessment using a higher level of detail and a range of criteria to identify potential environmental, community and economic impacts and benefits.

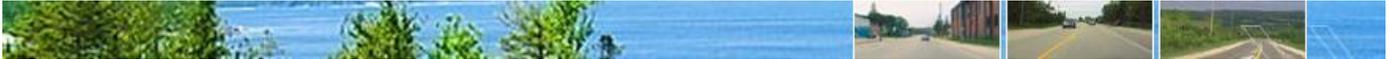
The initial screening concluded that no individual alternative is able to fully address all of the identified problems and opportunities; however those alternatives that were proven to be able to substantively contribute to addressing the problems and opportunities were carried forward in combination alternatives to the second step of the process.

Group 1 Alternatives: Optimize Existing Networks

The following optimization measures are recommended for consideration in addressing the anticipated travel demands in the Study Area:

- *Carpooling* - increase support for commuters in the Study Area to carpool through the development of carpool lots, HOV lanes, etc.
- *Transportation Demand Management (TDM)* - encourage the use of active transportation modes (for short trips); peak spreading and an increase in working from home.
- *Optimization of Existing Roadways* - improve local intersections and implement access management strategies and/or policies

As standalone alternatives, the Group 1 Alternatives are not able to address the future transportation problems in the Study Area; however, many of these initiatives may work well in combination with other alternatives.



Group 2 Alternatives: New/Expanded Non-Road Infrastructure

The following new/expanded non-road infrastructure measures are recommended for consideration in addressing the anticipated travel demands in the Study Area:

- *New Inter-Regional Transit Service* - provide new inter-regional Bus services between the Study Area and Barrie and/or the Greater Toronto Area
- *Improve Local/Regional Transit Services* - expand local and regional transit service from Collingwood to serve Wasaga Beach, Stayner and the Town of The Blue Mountains.
- *Active Transportation Infrastructure* – In addition to new trails and bike lanes within local municipalities, the County of Simcoe, Grey County, and MTO<sup>3</sup> should review their current policies with respect to the provision of paved shoulders on provincial highways / major roadways to provide improved safety and accessibility for cyclists, particularly in high tourist / recreation areas.

The implementation of these Group 1 and Group 2 measures could be expected to reduce the vehicle-km travelled in the Study Area by 2% and the vehicle hours of delay by 5%. Despite their limited effect, the Group 1 and Group 2 measures are comparatively cost effective and should play an important role in a multi-modal transportation plan for the study area. However, it is recognized that new roadway capacity will also be required to serve travel demands in 2031.

Group 3 Alternatives: Widen / Improve Roads

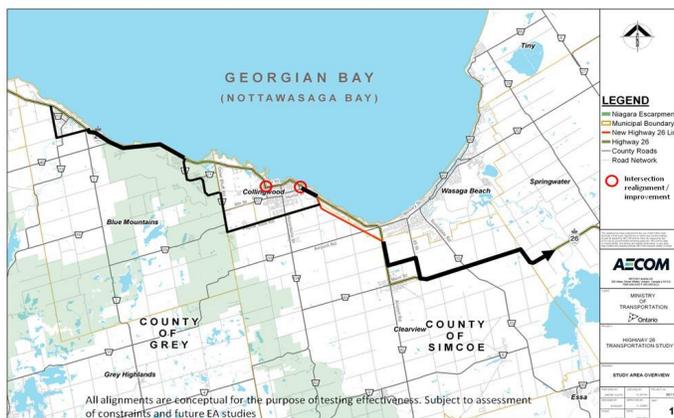
Three road widening/improvement alternatives were developed:

- **Alternative 3-1**, includes widening of the existing Highway 26 to 4 lanes from west of Thornbury to east of Stayner.
- **Alternative 3-2** includes the widening of portions of Highway 26 combined with local road improvements to bypass the downtowns of Collingwood, Stayner and Thornbury.
- **Alternative 3-3** is similar to Alternative 3-2, but includes improvements to Grey Road 19 and Grey Road 2 to form a local road bypass of the Blue Mountain resort area.

Alternative 3-1



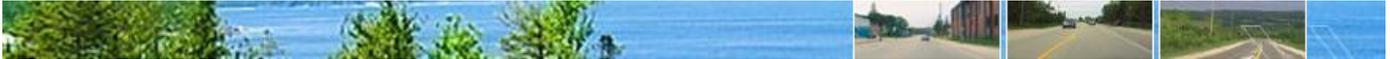
Alternative 3-2



Alternative 3-3



<sup>3</sup> MTO may also need to consider changes to the Highway Traffic Act to permit bicycles to ride on paved shoulders



Group 4 Alternatives

The Group 4 Alternatives make use of a combination of widened/improved roadway corridors and new provincial highway corridors to address future travel demands. Two Group 4 alternatives were developed:

- **Alternative 4-1** includes a new provincial highway facility developed to bypass the communities of Collingwood and Thornbury, as well as a northerly bypass of Stayner.
- **Alternative 4-2** provides a new Highway 26 corridor from immediately east of Collingwood westerly to immediately west of Thornbury. The bypass of Stayner is the same as Alternative 4-1.

**Alternative 4-1**



**Alternative 4-2**



Through consultation with municipalities and further testing in the model, two sub alternatives were also developed for Alternative 4-1. **Alternative 4-1A** follows a route further to the south of Collingwood but features the same general configuration in the Stayner and Thornbury Areas. **Alternative 4-1B** bypasses Stayner to the south, intercepting traffic on County Road 42 prior to reaching Stayner and continues west to intersect Highway 26 on the west side of Collingwood.

**Alternative 4-1A**



**Alternative 4-1B**



The initial transportation assessment of alternatives focused on the performance of each alternative in terms of addressing future travel demands in the Study Area. The assessment considered the ability of each alternative to reduce future volumes through the downtown areas within Thornbury, Collingwood and Stayner, as these areas were found to be operating at/over capacity in the 2031 Base Case Scenario. Increased congestion is not consistent with the planning objectives for these downtown areas within the respective municipal Official Plans.



The assessment also considered quantitative measures of total vehicle delay and system wide Vehicle Kilometres of Travel (VKT) which are two important factors that link to transportation user benefits that would be expected for each alternative.

**Table ES-1** summarizes the reduction in Vehicle Kilometres of Travel (VKT) for each of the Group 3 and Group 4 alternatives.

**Table ES-1: Alternative Summary: Reduction in Downtown Travel**

Alternative	Reduction in Downtown Travel (VKT)		
	Thornbury	Collingwood	Stayner
<b>3-1</b>	+22%	+6%	+103%
<b>3-2</b>	+2%	-13%	+1%
<b>3-3</b>	n/c	-14%	-3%
<b>4-1</b>	-26%	-29%	-4%
<b>4-1A (south of Airport Rd.)</b>	-27%	-31%	-6%
<b>4-1B (south of Stayner)</b>	-26%	-33%	-11%
<b>4-2</b>	-53%	-33%	-2%

The Group 4 new corridor alternatives all result in significant reductions in downtown traffic, particularly in Collingwood and Thornbury, where peak hour VKT is reduced by 25% or more. Alternative 4-2 provides the largest reduction in traffic in Thornbury, reducing peak period VKT by up to 53%. Despite lower reductions in Stayner, the Group 4 alternatives also perform better than the local road improvements and widening featured in Group 3. The alignment to the south of Stayner yields the highest reduction in VKT through the downtown area; approximately 11% lower than base case conditions.

The Group 3 alternatives do not generally perform as well. Widening Highway 26 alone (Alternative 3-1) results in a significant increase in traffic through the downtown areas, although this can be reduced to some degree through improvements to local roads, as tested in Alternative 3-2 and 3-3.

**Table 4-2** compares the Group 1, 2, 3, and 4 alternatives to each other and the 2031 Base Case with respect to system VKT and total system-wide vehicle hours of delay during the 2031 summer PM peak.

**Table ES-2: Alternative Summary: Summer Peak Hour Travel and Delay**

Alternative	System VKT	Compare to Base	veh-hours delay	Compare to Base	Compare to Previous
<b>2031 Base</b>	451,892		1,288		
<b>Group 1 &amp; 2</b>	444,024	-1.7%	1,217	-6%	-6%
<b>3-1</b>	445,790	-1.4%	847	-34%	-30%
<b>3-2</b>	446,675	-1.2%	811	-37%	-4%
<b>3-3</b>	446,619	-1.2%	885	-31%	9%
<b>4-1</b>	441,402	-2.3%	755	-41%	-15%
<b>4-1 A (south of Airport Rd.)</b>	447,125	-1.1%	597	-54%	-21%
<b>4-1B (south of Stayner)</b>	448,592	-0.7%	532	-59%	-11%
<b>4-2</b>	445,234	-1.5%	765	-41%	44%

The new corridor alternatives (Group 4) result in the lowest vehicle-hours of delay, with these alternatives reducing delays by 41% to 59% compared to the 2031 Base Case. Alternatives 4-1A and 4-1B, which feature a more southern alignment to bypass Stayner and Collingwood, result in the lowest peak hour delays but also result in higher VKT levels than Alternative 4-1, due to the fact that these alignments create a faster but slightly less direct path between the communities of Collingwood and Stayner.



In the Thornbury Area, widening Highway 26 through the Town of The Blue Mountains (Alternative 3-1) will increase traffic VKT through downtown Thornbury by up to 22%. There is limited space to widen the highway through the village, and impacts to buildings in the downtown would be significant. These increases can be mitigated to some degree by improving local roads to bypass the downtown (Alternative 3-2, 2% increase), although this needs to be a high order arterial to attract traffic from Highway 26. A provincial highway bypass (Group 4 alternatives) would further relieve traffic through Thornbury by 26-53%.

In Collingwood, widening Highway 26 (Alternative 3-1) will also increase traffic through Collingwood by up to 6%, further aggravating forecasted congestion at key intersections in the 2031 Base Case. Upgrading or widening local roads (e.g. Poplar Side Road and Grey Road 19) can reduce traffic through downtown Collingwood by 13-14%, although upgrading Grey Road 19 across the Escarpment was found to have limited benefit as a bypass.

A new provincial highway bypass (Group 4 Alternatives) can reduce traffic through downtown Collingwood more significantly. All four bypass alternatives result in a similar reduction in downtown traffic through Collingwood (29-33%). Alternatives that make use of the New Highway 26 corridor between Wasaga Beach and Collingwood (Alternatives 3-1, 3-2, 3-3, 4-1, and 4-2) to connect to new bypass routes around Collingwood and Stayner will cause this corridor to approach capacity during peak periods by 2031.

A new highway corridor across the Escarpment would not be very well utilized and is only forecast to carry about 600 veh/hr in the peak direction. Through traffic within Thornbury is significantly reduced (-53%) with the new corridor but similar benefits (-26%) may be obtained with a more limited highway bypass. There is no additional benefit in terms of vehicle delay compared to the other alternatives and only a modest reduction in VKT.

In the Stayner Area, widening Highway 26 will increase traffic VKT by up to 103% further aggravating congestion at key intersections. Upgrading / widening local roads (Simcoe CR 7) can reduce traffic through downtown by only 3%. A new provincial highway bypass can reduce traffic through downtown by 2-11%.

To the east of the Study Area, Highway 26 will require widening to 4 lanes. This widening may need to extend all the way to County Road 27; however this should be confirmed as part of the Simcoe Area Transportation Strategy.

## 5. Evaluation of the Alternatives

In addition to the initial transportation assessment, a series of evaluation factors and criteria were used to assess the alternatives which were grouped into the following five categories (consistent with requirements of the MTO Class EA process):

- Natural Environment;
- Socio-Economic Environment;
- Cultural Environment;
- Transportation; and
- Engineering.

A summary of the results of the evaluation are provided in **Figure ES-6**.



**Figure ES-6: Evaluation Summary**

Category	Do Nothing	Alternative 3-1	Alternative 3-2	Alternative 3-3	Alternative 4-1 / 4-1A	Alternative 4-1B	Alternative 4-2
		Widen Highway 26	Widen Highway 26 & Improve Local Roads	Widen Highway 26 & Local Road Bypasses	Widen Highway 26 & Highway Bypasses (North or South of Airport Road)	Widen Highway 26 & Highway Bypasses (South of Stayner)	New Highway 26 Corridor
Natural Environment	●	●	●	●	●	●	●
Socio-Economic Environment	●	●	●	●	●	●	●
Cultural Environment	●	●	●	●	●	●	●
Transportation	●	●	●	●	●	●	●
Engineering	●	●	●	●	●	●	●
Summary	Does not address the problem	●	●	●	●	●	●



Based on the assessment of the alternative solutions, Alternative 4-1 was selected as the recommended alternative solution. This alternative, as illustrated in **Figure ES-7**, consists of widening portions of the existing Highway 26 corridor and new highway bypasses of Stayner, Collingwood and Thornbury.

Alternatives 4-1A and 4-1 B represent reasonable variations of the recommended alternative with similar impacts and benefits, and should also be carried forward for further study.

**6. Conclusions and Recommendations**

A comprehensive Transportation Development Strategy is the end result of the “building block” alternative analysis approach that was employed in this study. The strategy provides a series of recommended roadway capacity and operational improvements, transit improvements, and transportation demand management measures. Each component has a complementary role in addressing the Study Area’s transportation problems and opportunities, while supporting future economic growth and minimizing impacts on the natural environment.

**Optimizing Existing Infrastructure**

This study has found that carpooling and Transportation Demand Management (TDM) measures can result in modest and cost effective reductions in auto travel demand by encouraging motorists to travel together in groups (typically co-workers) and by increasing telecommuting / working at home and the usage of active transportation modes (i.e. walking and cycling).



It is recommended that carpooling in the Study Area be encouraged through the planning and development of commuter carpool parking lots. As a next step, a study should be undertaken to identify and protect for potential commuter parking lot locations.

Promotion of Transportation Demand Management (TDM) in the Study Area should be encouraged to build upon the existing initiatives that have been implemented by Metrolinx and local municipalities in the Study Area.

Opportunities to implement operational improvements at key Study Area intersections should be explored. In particular, the following key operational intersection improvements are envisioned along Highway 26 (see **Figure ES-7**):

- Hume Street / Pretty River Parkway (Collingwood)
- High Street / First Street (Collingwood)
- Osler Bluff Road / Grey Road 21 (Blue Mountains)
- Bruce Street (Thornbury)

**Figure ES-7: Recommended Operational Improvements**





## New Non-Road Infrastructure and Services

The Study Area currently has limited public transportation options and this study has demonstrated that there is an opportunity to encourage more non-auto trips through modest investments in new inter-regional and local transit services.

It is recommended that the introduction of GO Bus service between Collingwood and Barrie be studied, to build upon the service that already exists between Barrie and the Greater Toronto Area (GTA). From the preliminary analysis of this study, it is expected that this new GO Bus service would be limited to peak period operations with no more than 1-2 buses in operation, although a midday bus may provide some additional benefit in terms of serving discretionary demands to and from Barrie as well.

It is also recommended that existing local transit services be expanded to better connect Collingwood, Wasaga Beach, Stayner, and the Town of The Blue Mountains, building upon the initiatives already underway with the Town of Collingwood and Wasaga Beach. The feasibility of such expansions in service should be studied with the participation of local municipalities and Simcoe County.

In addition to serving local needs, expanded local transit in the Study Area can also further support the aforementioned inter-regional GO Bus service between Collingwood and Barrie by providing important connections to other area communities.

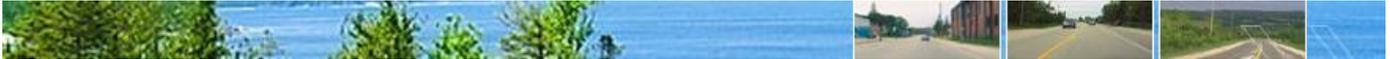
In addition to new trails and bike lanes within local municipalities, the County of Simcoe, Grey County, and MTO should review their current policies and relevant legislation with respect to the provision and use of paved shoulders on provincial highways / major roadways to provide improved safety and accessibility for cyclists, particularly in high tourist / recreation areas.

## Roadway Improvements

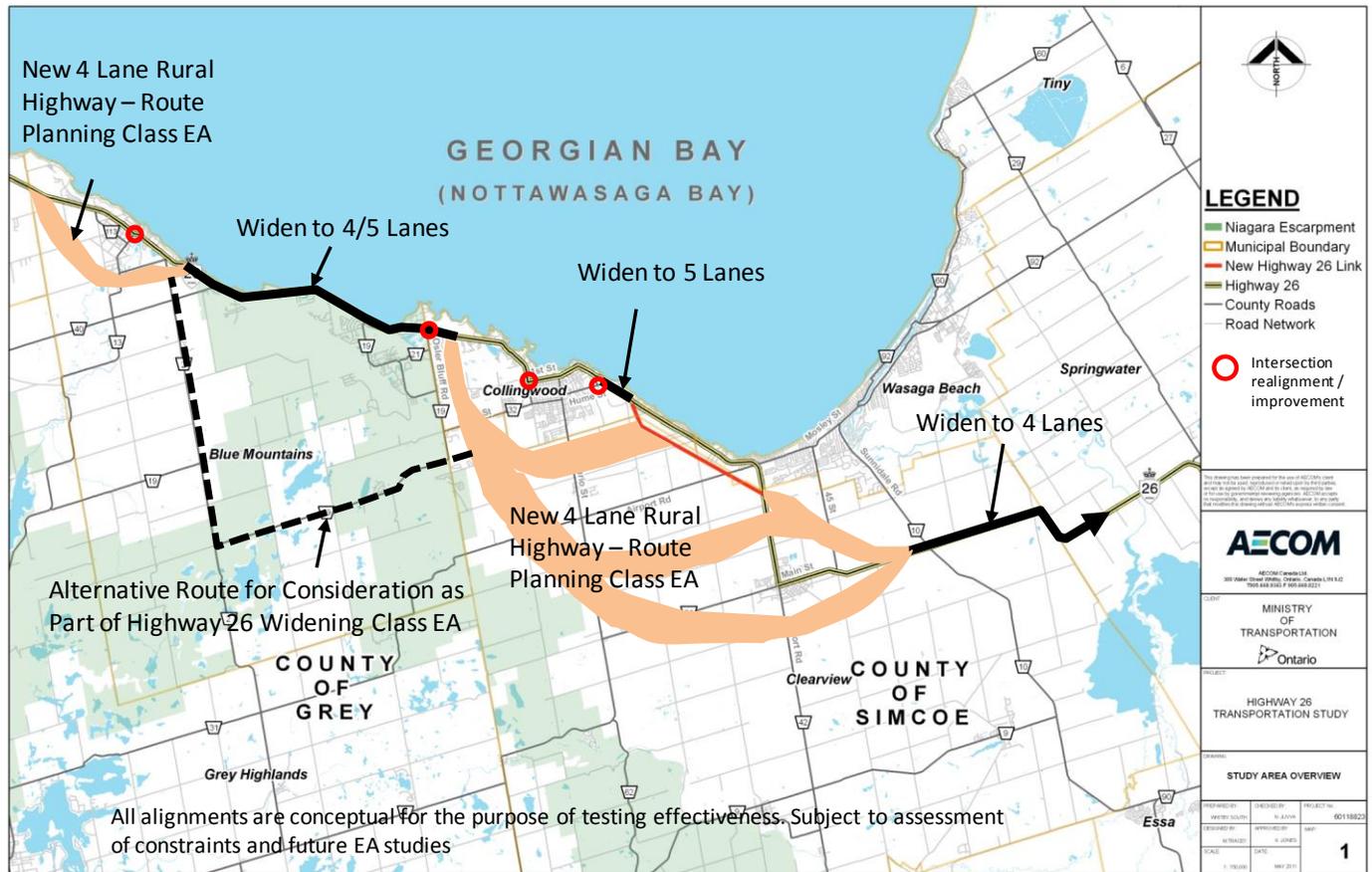
In addition to the Group 1 and 2 initiatives discussed above, this study has determined that new roadway capacity is required in order to serve Study Area travel demands in 2031. The locations of each of the roadway improvements and new transportation corridors recommended by this study are presented in **Figure ES-8** and include:

- Widening Highway 26 to four (4) lanes to the east of Stayner.
- Widening Highway 26 to five (5) lanes between Hume Street / Pretty River Parkway and the western limits of Highway 26 New.
- Widening Highway 26 to 4-5 lanes between Thornbury Bypass and the proposed Collingwood Bypass.
- New Highway Bypass of Thornbury
- New Highway Bypasses of Collingwood and Stayner

Additional road improvements on municipal / county roads connecting to the proposed new highway by-passes may also be required for connectivity to the road network, local destinations and tourist activity areas. Specific locations for these improvements will depend on the selection of a recommended route for the provincial highway corridor, and as such the details for these improvement needs would need to be considered during subsequent Class EA studies.



**Figure ES-8: Recommended Roadway Improvements and New Corridors**



All alignments are conceptual for the purpose of testing effectiveness. Subject to assessment of constraints and future EA studies

The timing for implementation of each of the recommended roadway improvements will be subject to the availability of funding amongst other provincial priorities and the completion of the necessary Environmental Assessment Studies, Route Planning / Preliminary Design Studies, and subsequent detailed design work.

The widening of Highway 26 to five (5) lanes between the west limit of Highway 26 New and the east limit of Collingwood is required in the 0-5 year time horizon from a capacity perspective. MTO has completed the Class EA for this widening project with the timing of implementation subject to funding availability.

Based on the growth in traffic volumes it was determined that the majority of the remaining roadway improvements would be required in the 10-20 year time horizon, although for some projects this may be somewhat dependent on the selected alignment for the Collingwood and Stayner bypass.

In the 10-20 year horizon, the capacity issues at the Highway 26 intersection with First Street in Collingwood will be one of the first triggers to indicate the need for a Collingwood bypass. The recently completed Collingwood Transportation Study found that the SB left turn movement of this intersection is expected to fail within the 5-10 year horizon. With the construction of dual SB left turn movement, the intersection would continue to operate but will again reach capacity between 2020 and 2031.

In the vicinity of Stayner, Highway 26 is expected to reach capacity beyond 2021. However, improvements to local roads (i.e. County Road 7 and Sideroad 27 & 28 Nottawasaga) together with supporting bypass signage can likely defer the need for the new Stayner bypass corridor until beyond 2025. The remaining recommended roadway improvements, namely, the Thornbury Bypass, Highway 26 widening between Thornbury and



Collingwood, and Highway 26 Widening to the East of Stayner, are expected to be required between the midpoint and the end of the 10-20 year horizon.

## Implementation

Implementation of the proposed roadway portion of the Transportation Development Strategy will require a number of future more detailed Environmental Assessment Studies. **Table ES-4** provides a summary of the recommended future studies required to implement the provincial components of this plan. Additional measures, noted in the Group 1 (Optimization) and Group 2 (Non-road infrastructure) may need to be implemented in conjunction with Metrolinx or municipalities under their respective planning and Environmental Assessment Processes.

Given ongoing planning work being completed as part of the Simcoe Area Multi-Modal Transportation Study, the recommendations of this study should be referred to the Simcoe Area study team, for consideration and prioritization amongst the multi-modal transportation strategies and improvement needs for the entire Simcoe County area.

**Table ES-4: Recommendations for Future Studies**

Project	Transportation Problem / Opportunity	Study Area	Proponent	Next Steps	EA Process
<b>Thornbury Bypass</b>	Downtown Thornbury capacity deficiency and space constrains.	See <b>Figure 64</b>	MTO	EA / Route Planning, TESR	Class EA Provincial
<b>Hwy. 26 Widening (Town of The Blue Mountains) *</b>	Capacity deficiency between Collingwood and Thornbury.	Collingwood Bypass to Thornbury Bypass Eastern Limit	MTO	EA, TESR	Class EA Provincial
<b>Hwy. 26 Widening (Hwy. 26 New – Collingwood E Limit)</b>	Capacity deficiency in vicinity of new Hwy. 26.	Sixth Line to Pretty River Parkway	MTO	Construction (pending funding availability)	Complete
<b>Collingwood-Stayner Bypass</b>	Downtown Collingwood and Stayner capacity deficiency and space constrains.	See <b>Figure 63</b>	MTO	EA / Route Planning, TESR	Class EA Provincial
<b>Hwy. 26 Widening (East of Stayner)</b>	Capacity deficiency between Stayner and Barrie.	East of County Road 7 to Midhurst / Barrie	MTO	EA, TESR	Class EA Provincial

\* During the Class EA, upgrades to Grey Road 2 and Grey Road 19 will be considered as a potential alternative route. This improvement could also be initiated under a municipal class EA.

Completion of a Provincial Class EA / Route Planning Study for the new highway alignments will be required so that a route can be protected, property can be purchased, and preliminary and detailed design work can proceed as the need for new capacity arises. **Figures ES-9** and **ES-10** present the preliminary Study Areas that are recommended for the future route planning studies for the New 4 Lane Highway Bypasses of Collingwood, Stayner, and Thornbury. The option also exists for road improvements to be undertaken under the municipal Class EA process.



Figure ES-9: Preliminary Study Area for New 4 Lane Rural Highway Bypass of Collingwood and Stayner

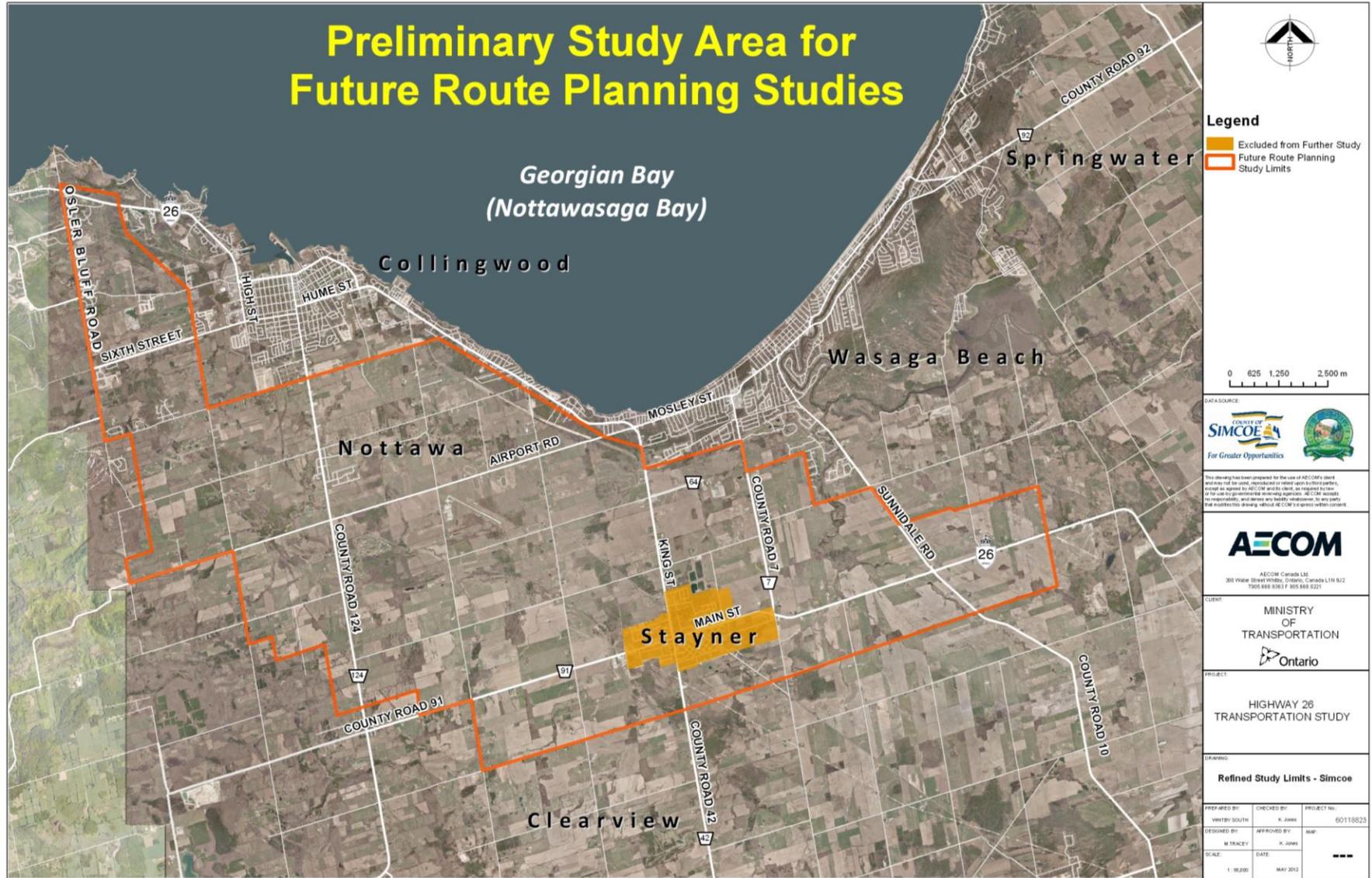
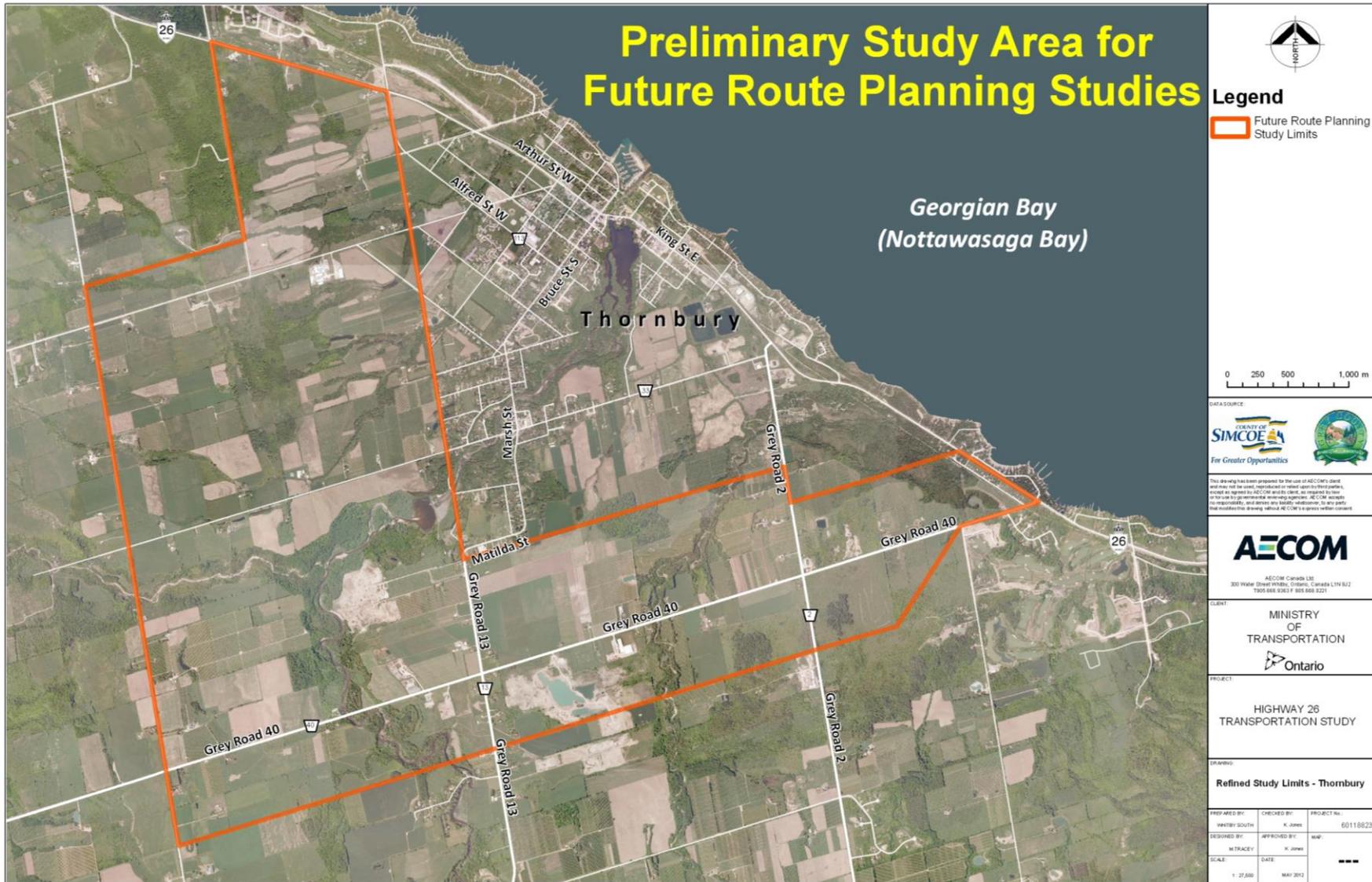




Figure ES-10: Preliminary Study Area for New 4 Lane Rural Highway Bypass of Thornbury



Ministry of  
Transportation

Office of the Minister

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**MAR 21 2016**

M2015-5472

His Worship John McKean  
Mayor  
Town of The Blue Mountains  
PO Box 310, 32 Mill Street  
Thornbury ON N0H 2P0

Dear Mayor McKean:

Thank you for your letter regarding the findings of the Highway 26 Transportation Study – Needs Assessment Report. I appreciate the opportunity to respond.

I understand that the town is concerned with the negative impact that a widening of Highway 26 between Thornbury and Collingwood may have on tourism and the local community.

I wish to thank you for the town's active participation in the Highway 26 Transportation study and for your comments on the report. I trust the revisions made to the report will allow for a full and open assessment of the various alternatives during subsequent MTO or municipal Class EA studies for Highway 26.

With respect to your request for the ministry to coordinate efforts to sign Grey Road 19 and 2 as an alternative to Highway 26, please be advised that the ministry does not erect signs along municipal roads outside of our jurisdiction. We have no objection to signage for an alternative route being posted within the connecting link sections of Highway 26 and along municipal roads.

As the majority of coordination needed to implement this signing initiative would come from Collingwood and Grey County, this effort would be best led by the town. To assist with the ministry's directional signage for an alternative or scenic route, please contact Roger Ward, Head, Traffic Section, MTO West Region, at (519) 873-4356 to discuss.

...2/

Thank you again for bringing your concerns to my attention.

Sincerely,



**Steven Del Duca**  
Minister

- c. **Kevin Eccles, Warden, Grey County**  
**Martin Favell, Head, Planning and Design, West Region, MTO**  
**Heather Glass, Senior Project Engineer, Central Region, MTO**  
**Jennifer Graham Harkness, Regional Director, West Region, MTO**  
**Michael Kelly, Director of Transportation Services, Grey County**  
**Charles Organ, Senior Project Manager, West Region, MTO**  
**Reg Russwurm, Director of Infrastructure and Public Works, Town of The Blue Mountains**  
**Troy Speck, Chief Administrative Officer, Town of The Blue Mountains**  
**Roger Ward, Head, Traffic Section, West Region, MTO**  
**Jason White, Manager, Engineering Office, Central Region, MTO**  
**Jim Wilson, MPP, Simcoe-Grey**

# HIGHWAY 26 ALTERNATE ROUTE TRAILBLAZING SIGNAGE

CSPW.17.012  
Attachment #3

 Existing Route  
 Proposed Route



 **26 EAST - Craigleith**  
Blue Mountain Resorts

 **Wasaga Beach via 26 EAST Alternate**

 **Thornbury via 26 WEST Alternate**

 **Blue Mountain Resorts**  
Craigleith

**Thornbury**  
**26 WEST Alternate**



Collingwood

**Collingwood**



The Blue Mountains  
Thornbury

Bowers Beach

**26 EAST Alternate**  
Wasaga Beach



High Street  
Collingwood

**26 WEST**



Poplar Sideroad  
WEST

**26 WEST**  
Alternate

Poplar Sideroad  
EAST





## Town of The Blue Mountains

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**OFFICE OF: MAYOR JOHN MCKEAN**

Email: [mayor@thebluemountains.ca](mailto:mayor@thebluemountains.ca)

Phone: 519-599-3131 Ext 401

I41-H26ALTRTE-02

Regular Mail

Date: December 23, 2016

**DRAFT** Letter– To be individually formatted

Mayor and Council, Town of Collingwood  
Warden and Council, County of Grey  
Warden and Council, County of Simcoe

Re: Endorsement for Highway 26 Alternate Route Signage – Collingwood to Thornbury

The Ministry of Transportation (MTO) completed a Highway 26 Transportation Study – Needs Assessment Report in late 2015. The locations of future roadway improvements and new transportation corridors recommended by the study include:

- i. Widening Highway 26 to four (4) lanes to the east of Stayner.
- ii. Widening Highway 26 to five (5) lanes between Hume Street / Pretty River Parkway and the western limits of Highway 26 New.
- iii. Widening Highway 26 to 4-5 lanes between Thornbury Bypass and the proposed Collingwood Bypass.
- iv. New Highway Bypass of Thornbury
- v. New Highway Bypasses of Collingwood and Stayner

Given the ever increasing traffic load on Highway 26 through the Town of The Blue Mountains (ToBM), the related congestion, and MTO's intention to at some point in the future consider widening the Highway 26 corridor to a 4 to 5 lane cross section between Collingwood and Thornbury, the Town had requested the Ministry keep the option alive for an alternate route along Grey Roads 19 and 2 through the ToBM when the future road widening is studied during an environmental assessment. The ToBM feels that a dramatic widening of the highway corridor between Collingwood and Thornbury will essentially destroy the enjoyable experience of travelling along the southern shore of Georgian Bay which both residents of and visitors to (name of road authority) enjoy. As well, the impact on those that live or cottage along this corridor will be far-reaching.

In response to correspondence from the ToBM, Minister Steven Del Duca sent a letter on March 21, 2015 stating the MTO has no objection to alternate route signage around Highway 26 through ToBM. With this endorsement, ToBM Staff have been contact with their counterparts at the road authorities that would be affected – namely the Counties of Grey and Simcoe, and the Town of Collingwood. There was general support to

consider what signage may need to be erected. ToBM retained Greenland Associates to prepare a draft trailblazing signage plan for alternative route signage from east of Collingwood to Thornbury. Their draft signage plan is provided for your information.

The ToBM wishes to obtain the agreement of (name of road authority) to continue to mature the alternate route signage concept and plan between the various road authorities and coordinate with the Ministry of Transportation regarding signage on the provincial highway. The following resolution is provided for your convenience.

WHEREAS the Town of The Blue Mountains is desirous of promoting a Highway 26 Alternate Route between Collingwood and Thornbury and seeking the endorsement of (name of road authority) for the concept;

BE IT RESOLVED THAT the (name of road authority) does hereby agree to cooperate with the Town of The Blue Mountains to mature the alternate route signage plan between the various road authorities involved and coordinate with the Ministry of Transportation regarding signage on the provincial highway.

If you have any question or comments please do not hesitate to contact me or Reg Russwurm, Director of Infrastructure and Public Works at (519) 599- 3131 x 260 or [rrusswurm@thebluemountains.ca](mailto:rrusswurm@thebluemountains.ca).

Sincerely,

Mayor John McKean  
The Town of The Blue Mountains

CC: Council, The Blue Mountains  
Shawn Everitt, Acting CAO, The Blue Mountains  
Reg Russwurm, Director of Infrastructure and Public Works, The Blue Mountains  
(staff contact at road authority)