


THE BLUE PRINT

OFFICIAL PLAN REVIEW



Transportation Policies Background Paper

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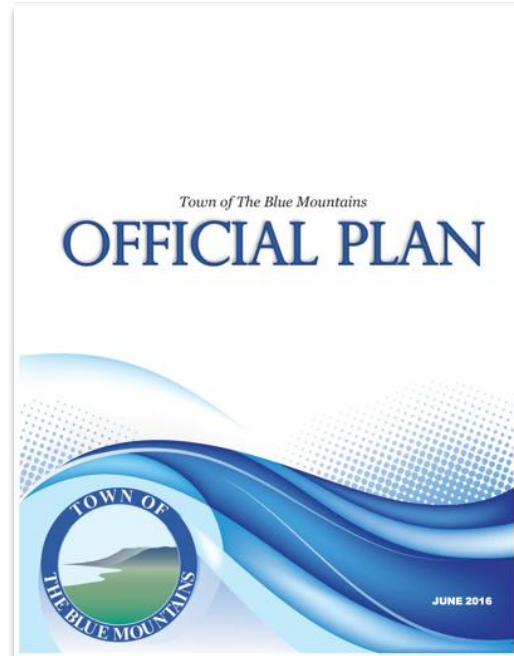
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1 Introduction

1.1 Purpose

The Town of the Blue Mountains is updating its Official Plan. The Blue Mountains Official Plan is the primary planning document that will direct the actions of the Town and shape growth and development. It establishes a unified vision for the future, land use structure for the Town and policies guiding growth and development.

Over the past years, the Town has been experiencing unprecedented growth which is expected to continue due to demographic changes, technological advances and the physical attraction and amenities of the Town. The Official Plan sets the foundation for where and how growth is to occur while ensuring it is balanced to protect the unique rural, environmental and community characteristics of the Town.



The purpose of this Transportation Policies Background Paper is to consider updates to the Town's existing transportation policies in alignment with current Provincial direction, the new County of Grey Official Plan, as well as the Town's Transportation Master Plan.

1.2 Report Structure

This Transportation Policies Background Paper is structured as follows:

Section 1 – Introduction: Provides an introduction to the Background Paper and its purpose.

Section 2 – Existing Official Plan Policy Framework: Provides an overview of the Town's current Official Plan transportation policies.

Section 3 – Provincial and County Policy Direction: Provides a review of the applicable Provincial policy direction and County Official Plan policies relating to transportation, active transportation and transit and recommended updates to the Town's Official Plan policies.

Section 4 – Transportation Master Plan Recommendations: Provides a summary of the relevant recommendations from the Town’s Transportation Master Plan, alongside implications and opportunities for update to both the Town’s Official Plan and Community Design Guidelines.

Section 5 – Policy Opportunities and Recommendations: Summarizes the opportunities to consider for Official Plan policy updates.

2 Existing Official Plan Policy Framework

Section D2: Transportation of The Blue Mountains Official Plan sets out overarching objectives and policies for road types, their functions and restrictions in the Town; Traffic Impact Studies/Road Assessments; active transportation; and Transportation Demand Management (TDM).

2.1 Objectives

The Town's transportation objectives relate to safety and the efficient movement of people and goods through an integrated system that accommodates all modes of travel including active transportation and transit. Section D2.1 of the Official Plan sets out the following objectives:

- “Facilitate the safe and efficient movement of people and goods within the Town’s communities and to and from adjacent municipalities;
- Establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including walking and cycling, public transit and automobiles;
- Promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;
- Protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;
- Ensure that new roads are constructed safely, designed in a grid oriented street network to help distribute car and truck traffic evenly and provide access for the future operation of an efficient public transit system;
- Ensure that appropriate right-of-way widths for all existing and proposed roads are provided;
- Encourage the efficient use of land along transportation corridors to maximize the use of public transit; and
- Restrict development on private roads.”

2.2 Roads in the Town

Section D2.2 describes the various types of roads in the Town, their functions and general design guidelines including right-of-way widths, travel lanes, on-street parking opportunities, controlled access and opportunities for road improvements. Road classifications in the Town are shown on Schedule B-1 of the Official Plan (**Figure 1** below) and more specifically for Thornbury/Clarksburg on Schedule B-2 of the Official Plan (**Figure 2** below). Roads in the Town are classified under the following hierarchy:

Highway 26 and Connecting Links: Highway 26 serves mainly inter-regional travel demands. It carries high volumes of traffic, including truck traffic. The Official Plan defines it as a significant scenic corridor. The road is under the jurisdiction of the Ministry of Transportation and access is restricted. The Highway 26 right of way width is up to 50 meters and transit-supportive land uses are encouraged along its right-of-way within urban areas. Adjacent development is subject to the minimum safety and geometric requirements of the Ministry of Transportation (MTO), subject to a permit. Adjacent development is subject to minimum visual buffering requirements.

County Roads: County Roads serve mainly inter-regional and regional travel demands. They accommodate truck traffic, carry high volumes of traffic and connect urban areas or nodes in different municipalities. County Roads have a right-of-way width up to 30 meters. For County Roads outside of settlement areas, on-street parking is not permitted and access is restricted with access points consolidated where possible.

Major Collector Roads: Major Collectors connect neighbourhoods and provide access to adjacent land uses. They direct traffic to and distribute traffic from County Roads. Major Collector Roads have a right-of-way width up to 26 meters and 30 meters with on-street parking. On-street parking is generally permitted on these roads; however, access is restricted with access points consolidated where possible.

Minor Collector Roads: Minor Collectors are similar to Major Collector Roads with two travel lanes and a right-of-way width up to 26 meters. Access to Minor Collector Roads is partially controlled.

Local Roads: Local Roads connect individual properties to collector and arterial roads. They are expected to carry low volumes of traffic with two travel lanes. Right-of-way width is up to 20 meters and 23 meters for rural cross-sections. On-street parking in rural areas is generally restricted, while parking in urban areas may be allowed on both sides depending on pavement widths. Access control is not required.

Local Heritage Roads: Historic routes/roads and cottage roads classed as Heritage Roads usually serve low volumes of local traffic. The designation recognizes roads where the historic method of construction, terrain, and local environment may be considered to be below modern geometric standards. Local Heritage Roads have a right-of-way width up to 20 meters with up to two travel lanes. They provide limited

opportunity for road improvements and area specific construction standards shall be used for their construction.

Seasonal Roads: The Town manages Seasonal Roads and provide access to adjacent lands. These roads will not be maintained during the winter season and have a right-of-way width up to 20 meters with up to two travel lanes. Like Heritage Roads, they provide limited opportunity for road improvements and area specific construction standards shall be used for their construction.

Private Roads: Private Roads are historic laneways and shared driveways that may or may not be owned or assumed by The Town and include condominium roads established under the Condominium Act. Area specific construction standards are to be used for their construction. All condominium roads shall be designed and built wide enough to accommodate emergency vehicles with vehicle parking provided on one side of the road.

2.3 Restrictions on Certain Types of Roads

Section D2.3.1 of the Official Plan specifies that the creation of new lots on roads identified as local heritage roads, private roads, unopened road allowances or unassumed roads is not permitted. However, criteria is set out for circumstances in which exceptions may be considered with respect to local heritage roads and private roads. In the case of local heritage roads, the creation of new lots must demonstrate the proposed development will maintain the intended function and design of the road. In the case of local private roads, development may be considered by way of Plan of Condominium where multiple accesses over condominium blocks are required to access other blocks or where there was agreement regarding the use of the road registered on title at the time of approval of the Official Plan. Lots fronting onto private roads are subject to Site Plan. Control and a Holding Provision under the Zoning By-law until the listed criteria set out in Section D2.3.3 are satisfied.

Section D2.3.2 prohibits the creation of new lots on roads identified as seasonal roads.

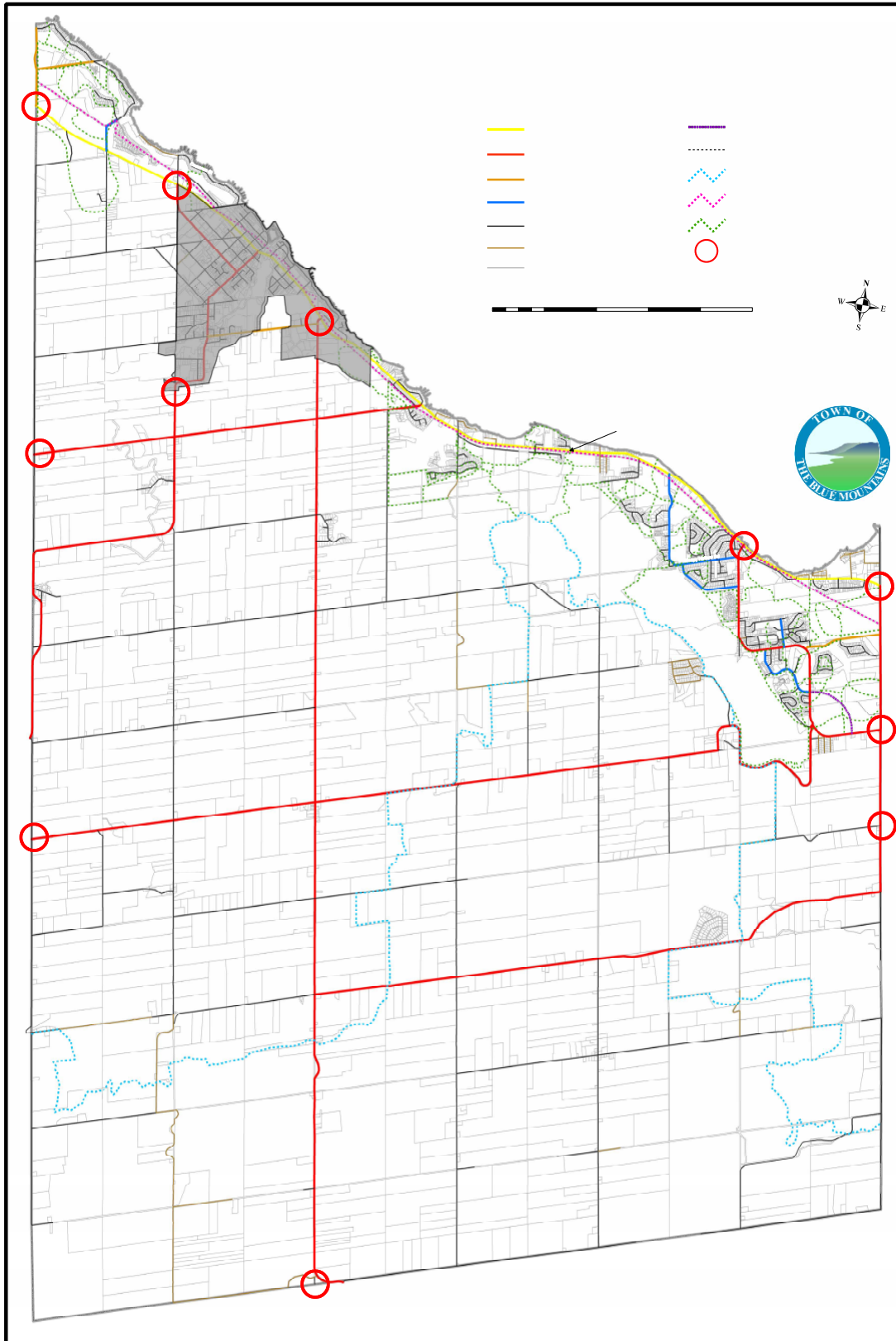


Figure 1. Official Plan Schedule B-1 – Transportation

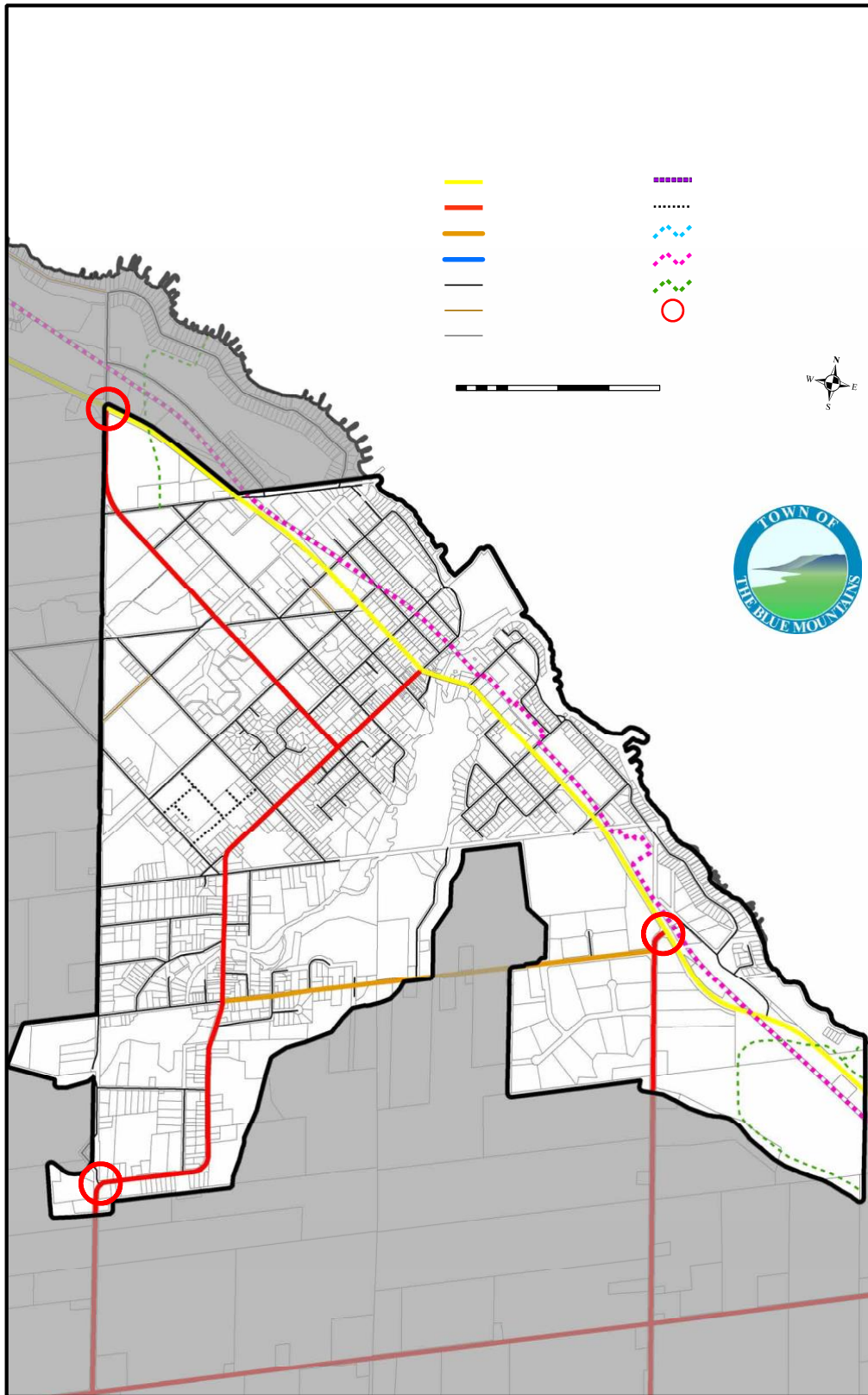


Figure 2. Official Plan Schedule B-2 – Thornbury and Clarksburg Transportation

2.4 Traffic Impact Studies/Road Assessments

According to Section D2.4, Traffic Impact Studies or Roads Assessments may be required by the Province, County and/or the Town in support of a development application to ensure it is designed and sited in a way that mitigates impacts to the adjacent road network.

2.5 Active Transportation

Section D2.5 emphasizes the importance of active transportation in building active communities while reducing automobile dependency within the Town. The following policies are set out as direction for Council to plan for and encourage walking and cycling:

- “Promote a connected, safe and well designed active transportation network which can include exclusive facilities for pedestrians and cyclists (sidewalks, bicycle lanes, trails, etc.) that are connected to origins and destinations within and beyond the Town;
- Support the provision of safe and convenient cycling and walking routes in the review of all development applications;
- Recognize the Georgian Trail as a major active transportation corridor through the Town, providing a connecting link between Collingwood and Meaford;
- Prioritize the maintenance and alignment of the Georgian Trail along the former CN rail line;
- Require the provision of sidewalks in settlement areas and hamlets, where appropriate;
- Encourage mixed-use and pedestrian-oriented neighbourhood design that supports connections between land use and transportation infrastructure;
- Investigate and provide for bicycle lanes wherever possible in the construction or reconstruction of roads and bridges;
- Encourage and support measures which will provide for barrier free design of pedestrian facilities;
- Support an accessible network that allows for use by all members of the community, which includes barrier-free design of pedestrian facilities which considers the location and width of sidewalks, use of curb cuts, pedestrian crosswalks and signals, etc.;

- Ensure that lands for bicycle/pedestrian paths are included with the land requirements for roads;
- Encourage pedestrian and cycling amenities, both on the active transportation network and at key destinations, and can include shower facilities and lockers at major employers, appropriate pedestrian and cyclist signaling, and water fountains and benches along trail networks;
- Ensure that the rights and privacy of adjacent property owners are factored into the design process for pedestrian and cycling routes;
- Ensure that all pedestrian and cycling routes are designed to be safe; and
- Consider implementation of these policies through community design guidelines, zoning, street design manuals, etc.”

2.6 Transportation Demand Management

Section D2.6 of the Official plan encourages Transportation Demand Management (TDM) as a tool to promote a more efficient use of transportation infrastructure. TDM discourages the use of personal vehicles and promotes alternative forms of transportation such as transit, walking and cycling. Council is directed to:

- “Promote and support initiatives to support the objectives of reducing private vehicle trips, reassigning trips, reducing peak period trips and increasing vehicle occupancy;
- Consider the formation of a comprehensive TDM Strategy;
- Promote alternative modes of transportation; and
- Include TDM in the secondary plan review and development review processes.”

3 Provincial and County Policy Direction

3.1 Provincial Policy Statement, 2020

Part IV of the Provincial Policy Statement (PPS) sets out a Vision for Ontario's Land Use Planning System. As part of this, the Province has identified that efficient land use and development patterns should be used to promote a mix of uses and transportation choices that increase the use of active transportation and transit before other modes of travel. The PPS places importance on accommodating improved transit and active transportation in order to help us better adapt and respond to the impacts of climate change.

Section 1.1 of the PPS focuses on managing efficient land use patterns and resilient development. Specifically, healthy, livable and safe communities are sustained in part by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning (1.1.1 e). Settlement areas (which includes the Town's residential, recreational and mixed use areas) are to support active transportation and be transit and freight supportive (1.1.3.2), with appropriate opportunities identified by planning authorities for transit-supportive mixed use development and intensification (1.1.3.3).

According to Section 1.6.7 of the PPS, transportation systems should be safe, energy efficient, facilitate the movement of people and goods and address projected needs (1.6.7.1). Efficient use should be made of existing and planned infrastructure, including Transportation Demand Management strategies where feasible (1.6.7.2), in order to develop a connected multi-modal transportation system (1.6.7.3). Land uses, densities and mixed uses are supported which minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4).

Section 1.8 of the PPS directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of climate change. In part, this must be achieved through land use and development patterns which promote the use of active transportation and transit in and between residential, employment, commercial and institutional uses. Transit-supportive development and intensification is supported to improve the mixing of uses, shorten commute journeys and decrease transportation congestion.

Official Plan Opportunities

The Blue Mountains Official Plan already sets out a number of objectives and policies in alignment with the PPS which seek to facilitate a multi-modal transportation system and promote the use of transit and active transportation through network improvements and

mixed use development. There may be opportunities to emphasize sustainable development and make a stronger connection between climate change adaptation and transit and active transportation. While there are currently more limited transit opportunities in The Blue Mountains compared to more urban municipalities, the Official Plan could expand on improving the use and planning of transit systems through community design and development requirements, encouraging mixed use and intensification (which should also promote walking and cycling), as well as partnerships with Collingwood Public Transit and Grey Transit Route.

3.2 County Official Plan Direction

Section 8: Move Grey of the County's Official Plan considers the movement of people, goods and information into, out of and through the County. This Section of the County's Official Plan recognizes that motorized vehicles are essential for travelling in Grey due to the County's vast geography, however not everyone has access to a vehicle or is able to drive, and therefore it is important to provide a variety of transportation options that work together as a complete transportation system (often referred to as a multi-modal transportation system). A key objective of the County's Official Plan is to maintain and improve the complete transportation system to provide efficient car, truck and transit routes, as well as cycling and pedestrian routes/trails which connect rural areas with settlement areas and other key locations.

General Transportation Policies

Section 8.2 of the County's Official Plan sets out several general transportation policies, which are applicable to update of the Town's Official Plan, including the following as summarized:

- Provide a complete transportation system containing:
 - Connections between settlement areas including Recreational Resort Settlement Areas, prioritizing active transportation and transit;
 - Connections between rural areas and settlement areas including Recreational Resort Settlement Areas;
 - Complete streets which are designed for all age groups and different transportation forms including walking, cycling, transit and driving;
 - A functional classification of local roads;
 - Guidelines for wayfinding signage to support tourist and cultural attractions and downtowns, as well as pedestrians/cyclists on routes/trails;
 - Coordination with local municipalities and existing transit providers about planned or future nodes and corridors;
 - Collaboration with local municipalities to ensure the provision of sidewalks and trails within proposed developments and existing developed areas; and
 - Collaboration with local municipalities to support the provision of electric vehicle charging infrastructure (8.2 a).

- Prioritize the needs of pedestrians, transit, cyclists and the movement of goods over single occupant cars (8.2 b).
- Promote compact built forms, structures of nodes and corridors and mixed uses to facilitate active transportation, shortened commutes, decreased traffic congestion and/or the use of existing and planned transit (8.2 i).
- Design new developments to ensure safe access for vehicles and emergency vehicles. Local municipalities are encouraged to adopt the following access thresholds or develop alternatives:
 - Single access to new residential developments will be considered up to 85 units;
 - New residential developments with 85 to 150 units will need to have a minimum full access plus a secondary emergency access; and
 - New residential developments greater than 150 units will need to have two or more full accesses.

Access to new residential developments will be considered through the phasing of the development, however the above thresholds will be used to consider the design and phasing of the accesses (8.2 j).

- New development should ensure roads, sidewalks and trails are designed to accommodate pedestrian links (sidewalks, paved shoulders or trails), cyclists (paved shoulders or trails) and transit links where applicable. New *development* will also consider future vehicle and pedestrian connections to adjacent lands (Policy 8.2 k).
- Where developments are unable to provide adequate off-site parking on site, local municipalities should consider the providing of parking on an adequate site within a safe and reasonable walking distance to the site provided:
 - The alternative site is no more than 500 metres from the proposed development,
 - A safe pedestrian route is available to connect between the site and alternative parking site (i.e sidewalks, paved shoulders and/or trails are available),
 - The owner of the alternative site enters into an agreement with the developer and the municipality, and,
 - The alternative site can accommodate the parking requirements of both sites (8.2.l)

Active Transportation

According to Section 8.4 of the Grey County Official Plan, providing more opportunities for active transportation is important in making communities more walkable and accessible for all, encouraging people to lead healthier lifestyles. Active transportation can also reduce transportation costs, traffic congestion and pollution while contributing to a more connected community. Active transportation as tourism can also provide economic benefits for communities. Section 8.4 sets out the following policies to support active transportation, as summarized:

- The County and local municipalities will pursue the connection of existing and future trails, sidewalks and paved shoulders (8.4.1).
- New developments will need to be walkable and bike friendly by including trails, sidewalks and/or paved shoulders where appropriate (8.4.2).
- The County, in consultation with local municipalities, conservation authorities and the community, will develop a Trails and Cycling Plan to look for opportunities to enhance existing trails and cycling routes and develop connections to create an overall complete active transportation system. The active transportation system will connect settlement areas and built-up areas, as well as community facilities, public beaches/shorelines, open space areas, schools, recreational areas, tourist attractions and parks (8.4.3).
- Tourism and recreational developments that support active transportation will be encouraged, such as expansions of new ski runs, outdoor skating venues, snowshoe trails and new hiking and biking trails (8.4.4).
- Roads within settlement areas and built-up areas, specifically high traffic roads, should be designed as complete streets to support all age groups and a variety of travel modes. Complete streets should be designed to include street furniture, pedestrian islands to ease street crossings, benches, and streetscape features separating pedestrians from traffic such as curbs and street trees (8.4.5).
- The County and local municipalities will develop walkability guidelines for new and existing neighbourhoods. The guidelines will identify and demarcate safe pedestrian and cycling routes to community destinations and promote them, including consideration of winter maintenance. Traffic Impact Studies will also include a walkability assessment for new developments.

Public Transit

Section 8.5 of the County Official Plan identifies a need for better coordination amongst existing transit providers and supplying transit to those with low incomes, without a car, youth and the County's aging population. The importance of providing transit services throughout the County have continued to grow, and as such, in partnership with local municipalities and existing transit providers, the County will work towards developing a county-wide transit system that is accessible for all age groups and abilities (8.5.1).

Policy 8.5.1 encourages the use of technology to increase ridership by filling empty seats and to better plan routes. The use of such systems as car/ride sharing and car-pooling should be considered when exploring options for developing an overall *county-wide* transit system.

According to Policy 8.5.3, local municipalities are encouraged to develop transit-supportive policies in their official plans. Local official plans should encourage growth and development, land use patterns, densities and mixed uses along existing or future transit corridors. (8.5.5). Within Primary Settlement Areas (Thornbury/Clarksburg in the Town), medium and higher density development should be considered along existing or future planned transit corridors as well as at key transit nodes (e.g. transit stops, proximity to community facilities, etc.) (8.5.5).

Policy 8.5.4 directs new development by plans of subdivision to include age-friendly and transit supportive design elements such as:

- a) A system of walkways (sidewalks, paved shoulders, and trails) and bicycle paths (paved shoulders and trails) linking the subdivision internally as well as externally to other walkways and bicycle paths, and to other public areas; and
- b) Design that includes *complete streets, active transportation, and safety*.

4 Transportation Master Plan Recommendations

The Town's Transportation Master Plan (TMP) was finalized and released in December 2022. The TMP is a long-range strategic plan that identifies transportation infrastructure requirements to address existing challenges and support anticipated growth in the Town to 2041, along with policy recommendations to guide transportation and land use decisions. The TMP provides detailed background on the applicable policy and planning documents guiding transportation planning in the Province, County and Town, as well as other Official Plans and planning documents from surrounding municipalities.

The TMP also details demographic and employment considerations; existing road, transit and active transportation existing conditions; traffic growth, trip distribution and mode share statistics; and public consultation conclusions. Based on the TMP's extensive background and analysis, a number of actions, recommendations and strategies are set out throughout the Plan. The TMP is meant to be used by transportation stakeholders as both a reference and guiding document for developing strategies and making investment decisions. One of several ways in which the TMP is intended to be implemented is as the basis for updating the Town's Official Plan.

The following summarizes the relevant guiding themes and objectives, as well as network recommendations, set out within the TMP, that have implications for the Town's updated Official Plan and/or Community Design Guidelines, which are being updated in tandem with the Official Plan. For detailed background information and recommendations, please refer to the TMP. As the Town's Official Plan policies are updated, the TMP will be referred to where applicable.

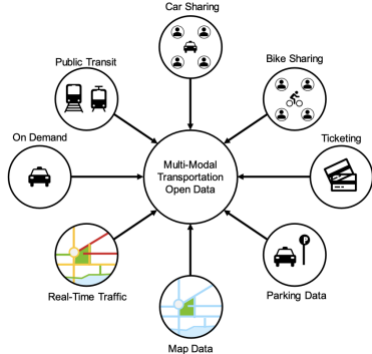

4.1 Guiding Themes and Objectives

Section 5 of the TMP details opportunities to update transportation provisions and objectives for the Town to consider the latest thinking and create a balanced multi-modal transportation system.

Emerging Trends

Section 5.2 of the TMP summarizes evolving approaches to transportation and community development which make use of increased access to data and improved analytical tools that are becoming more available to municipalities. The goal is to encourage alternative modes of travel and ensure they can co-exist comfortably and safely more often. **Table 1** below summarizes some of the emerging trends identified in Section 5.2 of the TMP that may have merit in being considered through updates to the Official Plan and/or Community Design Guidelines.

Table 1. TMP Emerging Trends

TMP Recommendation	Official Plan Update
<p>Smart Cities and Open Data: The TMP identifies the application of Big Data as a major trend in all forms of management and analysis. Smart Cities describes the leveraging of Big Data by municipalities to enhance urban and regional planning. A Smart City is an urban area that uses different types of electronic data collection sensors that supply information to manage assets and resources efficiently – in a manner much more efficient and cost-effective than traditional data collection methods.</p> <p>There are a number of new ways to leverage information that optimize data collection and the efficiency of Town operations in order to gain a better understanding of how people travel within the community. Smart City technology and Open Data can help improve transportation demand forecasting, prioritize transport infrastructure improvements and synchronize the ways different modes of transportation inter-operate.</p> <p>The TMP directs the Town to develop an Open Data/data sharing policy to direct and communicate options for the storage, management and distribution of data for the purposes of supporting transportation of goods and people in the Town.</p> 	<p>If deemed appropriate, the Official Plan has the opportunity to reference and encourage Smart City development and the future use of Open Data as a means to improve the overall transportation network. This may form part of a broader discussion on emerging trends in transportation, improving the transit and cycling network, and preparing for other transportation technologies such as sensed data collection and electric and autonomous vehicles.</p>
<p>Complete Streets: Complete Streets is an approach whereby streets are designed to be safe for everyone who walks, cycles, takes transit, or drives, regardless of age and ability. The concept recognizes that a delicate balanced needs to be maintained among different road users and stakeholders through an interactive design process. The local context determines this based on the needs and opportunities that dictate the necessity for specific infrastructure in different parts of the multi-modal transportation network, as illustrated below.</p> 	<p>Both the Official Plan and Urban Design Guidelines could reference complete streets and require the approach to be adopted in the design, refurbishment and reconstruction of existing and planned streets within specific areas. It is recommended the approach be applied in the Town's Settlement Areas where pedestrian activity and a mix of uses is prevalent or desired (focusing on Thornbury/Clarksburg). Section 8.4 of the TMP should be referenced for proposed Complete Street cross sections as they relate to different areas and roads of the Town.</p> <p>The Official Plan and Urban Design Guidelines should reference streets as important public spaces and a key element to contributing to sense of</p>

<p>Although Complete Streets can be a response to the demands of intensely developed urban environments, the concept is equally valid in small communities and rural areas. Incorporating facilities for alternative modes is generally easier to implement in less intensively developed settings where space is more available and facility requirements are likely to be more modest. Enhanced facilities can add activity to rural streets and enliven local environments.</p> <p>Implementation of complete streets as a solution to public health, transportation and environmental considerations requires conscious efforts from the Town with long term planning and tactical approach for quick successes.</p>	<p>place, character, tourism and overall vibrancy of areas.</p> <p>The Official Plan could set out high-level streetscape design direction to be further expanded on and visualized within the Community Design Guidelines (in addition to what already exists) relating to sidewalk width, bicycle lanes, landscaping and street trees, street furnishings and lighting, patios and spill out retail areas, traffic calming measures, public art integration, etc.</p>
<p>Vision Zero: Vision Zero is a multi-national road traffic safety project that aims to achieve a transportation network with no fatalities or serious injuries involving road traffic. Several municipalities across Canada are embracing the Vision Zero approach to road safety by implementing road safety plans and actions to reduce road-related fatalities and protect vulnerable road users. In 2015, Edmonton became the first major Canadian City to officially adopt Vision Zero. The City of Toronto followed suit in 2017. Vision Zero is now a recognized approach toward planning for road safety with other cities, including the City of Ottawa, considering its implementation.</p>	<p>A number of other municipalities have adopted the Vision Zero concept and goal, with a few such as Toronto, Peel Region and Caledon mentioning the goal in their Official Plans. The Town has the option to reference a Vision Zero goal or more generally speak to ensuring the transportation network is safe and ensures no fatalities or serious injuries.</p>

Vision and Objectives

Section 5.3 of the TMP sets out a vision statement and eight objectives intended to guide development and recommendations of the TMP, which were refined based on public and stakeholder feedback. **Table 2** below summarizes the TMP’s guiding principles and supporting strategies (Table 5-1 of the TMP), which as applicable, could be used to guide update to the Town’s Official Plan policies and/or Community Design Guidelines.

Table 2. TMP Objectives and Supporting Strategies

TMP Recommendation	Official Plan Update
<p>1. The transportation system will be supported by settlement and land use patterns that encourage active transportation and transit.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> Denser patterns of settlement will be encouraged to reduce trip distances and facilitate the use of active transportation and transit options. Mixed use development will be encouraged to facilitate denser development. 	<p>As part of the Official Plan Review, updated policies are being recommended to encourage denser patterns of development (encouraging appropriate infill, taller buildings, mixed use development, etc.) specifically in proximity to existing services, parks, active transportation and transit opportunities to facilitate more walkable communities.</p> <p>As expanded on in the Parks and Open Space Background Paper, the Official</p>

<ul style="list-style-type: none"> • Pedestrian and cycling links will be incorporated in new development and retrofitted where possible in existing developments to connect to the TBM and regional active transportation networks. • Requirements for parking and other facilities to accommodate motorized vehicles will be eased where feasible to encourage the use of transportation alternatives. • Facilities to support sustainable transportation options (e.g., bicycle racks and electric vehicle and electric bicycle charging stations) will be encouraged. • Develop policies that will support the inclusion of ride sharing services, companies, and private mass transit options. 	<p>Plan's Public Walkway Policies of Section D6.3.5 (relating to the trail and active transportation network) are comprehensive. There are also policies that encourage the development of pedestrian and cycling links in new developments.</p> <p>Parking requirements are being assessed as part of the Official Plan Review.</p> <p>The Official Plan has the opportunity to address and encourage ride sharing as an additional mode share option, as well as electric vehicle charging stations and preparing other future transportation technologies.</p>
<p>2. The transportation system will encourage active transportation and transit</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> • The active transportation network will serve a transportation function to help reduce automobile use through alternative options. • Active transportation infrastructure (when possible and practical) will complement and promote transit, tourism, and healthier communities year- round. • Transit will be a viable alternative for residents, leveraging multi-modal connections and emerging/creative service solutions to maximize its investment. • Develop education strategies for all road users that explain the benefits to all users for sustainable modes, mode choice, safety and the need to share the road and respect each other. 	<p>The Town's Active Transportation policies (Section D2.5) could additionally reference year-round seasonal options, as well as encouraging active transportation infrastructure for tourism recreation.</p> <p>The use and improvement of transit systems should be emphasized within the Official Plan. Transit becomes a more viable option when access to transit stops themselves are more accessible. The Official Plan could include language to ensure active transportation routes to transit stops are prioritized and improved.</p> <p>Encouragement for active transportation and transit could be bolstered to further explain the benefits of shifting to a more sustainable mode share in the Town.</p>
<p>3. The transportation system will improve connectivity and travel choices.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> • One integrated multi-modal network will be provided instead of separate networks for each mode. • The multi-modal network will promote the idea of using different modes for different trips and needs, as well as using multiple modes within a single journey. 	<p>While the Town's Transportation Objectives and Transportation Demand Management policies speak to supporting and encouraging alternative modes of transportation, the policies could encourage the use of different modes for different types of trips (such as walking or cycling for shorter journeys or the use of transit to key locations, instead of car use), as well as the use and integration of multiple modes within a single journey. This may include language surrounding the "last mile" which would seek to ensuring there are connections for people to get to their destinations in the last leg of their transit or</p>

<ul style="list-style-type: none"> Residents and visitors will have many viable transportation options. 	<p>active transportation journey. For example, ensuring there are sidewalks or trails leading to and from transit stops in high activity or residential areas, making alternative modes more viable.</p>
<p>4. The transportation system will improve safety for all road users.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> The multi-modal transportation system will be safe, comfortable, and reliable for all road users regardless of how residents choose to travel. Accessibility of the transportation network will be assured regardless of age or ability. 	<p>The active transportation policies of Section D2.5 already speak to promoting a connected, safe, well designed and convenient active transportation network that is accessible and barrier-free for use by all members of the community.</p> <p>Language could be added to ensure age-friendly design and more specifically, the design of safe facilities for children and older adults.</p>
<p>5. The transportation system will support seasonal tourism fluctuations.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> The transportation network will allow dynamic use of transportation infrastructure that can change with seasonal tourism levels. The network will minimize under-utilized infrastructure during off-peak seasons and enhance network operations during peak seasons. Active transportation and transit networks will work together year-round to serve residents and tourists, encouraging active transportation users to shift to transit during winter months. 	<p>The Town's Active Transportation policies (Section D2.5) should reference year-round seasonal options, as well as encouraging active transportation infrastructure for tourism recreation.</p>
<p>6. The transportation system will reduce greenhouse gas emissions.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> The multi-modal network will promote a shift away from single-occupancy vehicle use through efficient active transportation, transit, and other shared ride options. 	<p>Additional language could be added throughout the Official Plan to emphasize that climate change adaptation and greenhouse gas reduction are crucial reasons for shifting towards more sustainable modes of transportation.</p>
<p>7. The transportation network will improve regional transportation connections.</p> <p>Supporting Strategies:</p> <ul style="list-style-type: none"> Improvements will be identified that will effectively manage growth throughout the region. 	<p>Language should be added to the Transportation policies of Section D2 that seek to improve connections into and out of the Town.</p>

<ul style="list-style-type: none"> The transportation network will consider the needs of other municipalities in Grey County and facilitate regional connections. 	
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TMP Updates

Section 5.3.3 of the TMP recommends the document be updated within 5 years (aligning with the MCEA Master Planning Process which recommends a five-year review). This would help ensure the Town’s transportation needs and opportunities are reviewed regularly, along with varying global changes such as energy and fuel prices, housing prices, new technologies and changes in remote work.

The Official Plan could first be updated to reference the TMP and its use as a reference and guiding document to be used by transportation stakeholders in developing strategies and making investment decisions. Second, the Official Plan could encourage regular update to the TMP, within 5 year intervals as recommended.

4.2 Network Recommendations

Section 8 of the TMP sets out recommendations for the Town’s road network, active transportation, transit, parking and goods movement. The recommendations are applicable across several Town departments, particularly Operations, Development Engineering and Planning, as well as transportation planning at the County and Provincial level. While the TMP does not focus on prescribing updates to the Official Plan, the recommendations below should be considered as the Town’s policies and mapping are updated.

Road Network

Table 8-1 of the TMP sets out a proposed classification guideline strategy for the Town (**Figure 1** below), which generally aligns with the road classifications and criteria set out in Section D2.2 of the Official Plan. However, some additional information is set out for intended function, speeds, volume range, road width, surface type, maintenance service level and requirements for bicycle facilities. An update to Table 1 in Section D2.2 of the Official Plan will need to consider reflecting all or some of the additional information of Table 8-1 and ensure information is aligned.

Road Classification	Function	Posted Speed	Volume Range	Road Width	Surface Type	*Maint. Service Level	Recommended Targets for Bicycle Facilities
Highway	Higher speed, higher volume. Goods movement.	70 km/hr or higher	>5,000 vpd	2-4 lane typically w/paved shoulders	Paved	2-3	Not recommended for Bicycle Facilities unless separated multi-use trail (e.g. Georgian Trail)
Connecting Link	Highway routed through an urban area. Low speed, high volume.	50-60 km/hr	>10,000 vpd	2 lane with curb&gutter	Paved	2-3	Potential for protected bicycle facilities on-street or raised bicycle paths.
County Road	Higher speed, higher volume, Goods movement.	60-80 km/hr (some 50 km/hr in Urban areas)	<5,000 vpd	2 lane w/paved shoulders	Paved	2-3	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Some form of surface treatment or vertical barrier recommended for speeds >60 km/hr.
Major Collector	Moderate speed, moderate volume, direct access. Regional transit. Cyclists.	50-80 km/hr	<5,000 vpd	2 lane w/narrow paved shoulder or curb & gutter (some currently not paved)	Paved	3-5	1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Some form of surface treatment or vertical barrier recommended for speeds >60 km/hr.
Minor Collector	Low speed, low volume. Cyclists	40-50 km/hr	<2,500 vpd	2 lane paved with curb & gutter	Paved	3-5	Painted bike lanes. Minimum 1.5m width. (50 km/hr)
Local (Urban)	Low speed, low volume. Direct access. Cyclists share the road. Pedestrians on sidewalks.	30-50 km/hr	<1,000 vpd	2 lane w/no shoulder or c&g	Paved or gravel	4-6	1.2m minimum paved shoulder (both sides) or minimum 2.4m multi-use paved shoulder (40 km/hr)
Local (Rural)	Higher speeds, low volume. No cyclist, pedestrian accommodations.	60-80 km/hr	<1,000 vpd	2 lane w/gravel or not shoulders	Paved or gravel	4-6	If paved, 1.5m minimum pavement width (both sides) + 0.5m minimum buffer. Some form of surface treatment or vertical barrier recommended for speeds >60 km/hr.

Figure 1. Road Classification Guidelines for the Town (TMP Table 8-1)

The TMP does not identify any major revisions to the Town’s current road classification system. There is one recommendation to change the classification of Victoria Street from Local Road to Minor Collector, reflecting its existing role and design standards. Both Schedule B-1 and B-2 of the Town’s Official Plan will need to be updated to reflect this change. The TMP also identifies the opportunity to upgrade many of the Heritage Local Roads to Local Roads when there is a redevelopment in the area and/or a planned local improvement project. This is intended to simplify current roads standards and provide Heritage Local Roads with a better opportunity to be upgraded and maintained to the same standards that Local Roads currently receive. The recommended approach is to include policy language within the Official Plan that recognizes Heritage Roads can be upgraded to Local Roads through road improvements, without an amendment to the Official Plan or identification on Schedule B-1 and B-2.

Highway 26 Recommendations

Traffic modelling from the TMP (Section 6 and 7) demonstrates that peak periods of traffic demand (summer and winter weekends) are beginning to approach the 2-lane highway capacity, particularly at congestion points at Thornbury Bridge and at Grey Road 21. Based on historical growth in the Study Area and Grey County of approximately 2%, and modest development and population growth anticipated for the area, a slightly conservative annual growth rate of 3% was used for the TMP to account for increased development. This rate acknowledges and incorporates the upcoming approved developments, such as Blue Mountain Resort Village, Lora Bay, Castle Glen and the Community Campus of Care. This is higher than the 2% assumed by MTO in the Future Needs Study.

As vehicular traffic is projected to grow at a conservative 3% annual rate, congestion will continue to increase even with the mitigating effects of transit and active transportation infrastructure investment. Based on this, the TMP recommends MTO proceed with their recommended future Transportation Class EA for both the Thornbury bypass and widening of Highway 26 and alternate route consideration, as set out in their 2015 Study.

The TMP recommends the Town continue to engage and encourage MTO to revisit and update their 2015 Study to reflect regional traffic changes and newer data availability; balance Provincial and local interests; and initiate more detailed Highway 26 assessments. The TMP notes that an alternate route around Thornbury and Clarksburg is the preferred approach to accommodate future highway capacity that does not traverse through existing urban areas.

The area identified in **Figure 2** below is consistent with the recommended future study area within MTO's 2015 Study. **Figure 2** also identifies the potential upload of 10th Line to Grey County from the Town between Grey Road 13 and Grey Road 113, in exchange for portions of Grey Road 13 and Grey Road 113 within Clarksburg and Thornbury. The TMP recommends the Official Plan bring awareness to this future study area and note that increased capacity solutions will be required in the long term. While **Figure 2** identifies the route options, these are subject to further evaluation and do not need to be illustrated in the Official Plan.

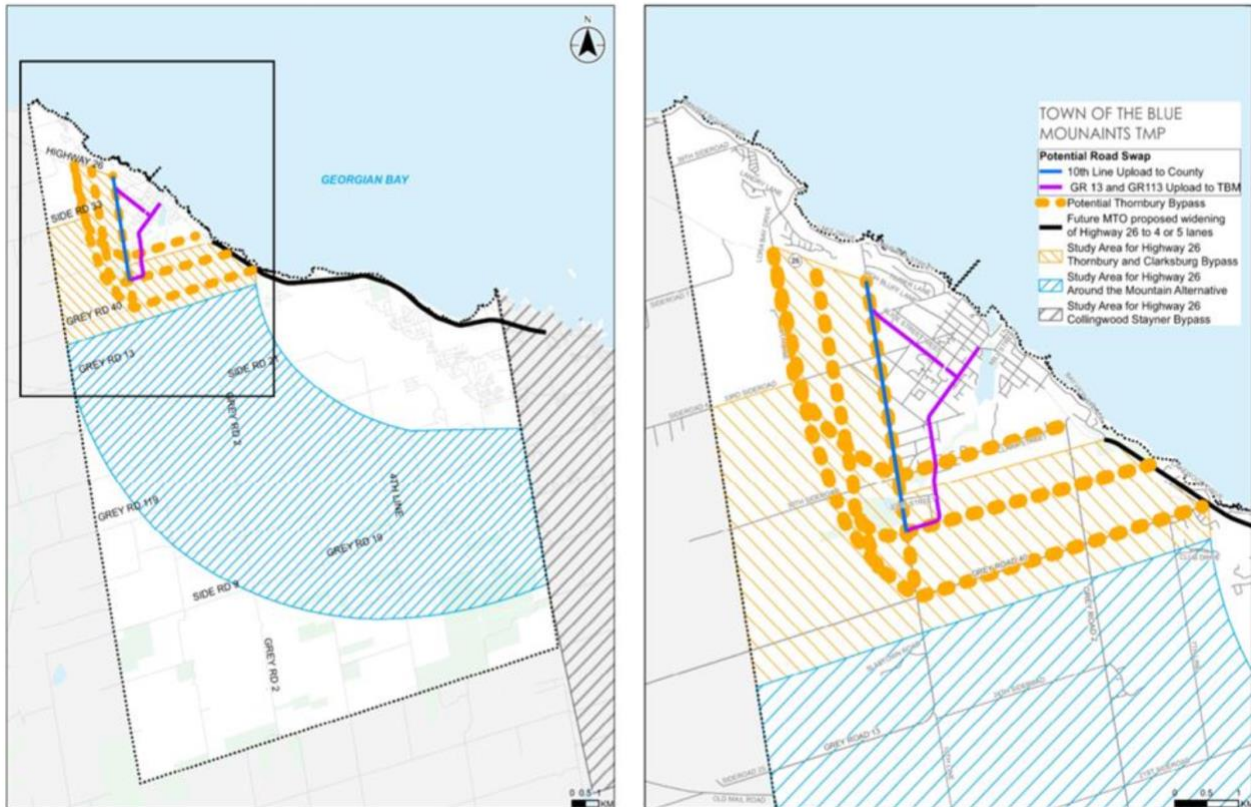


Figure 2. Highway 26 Widening/Bypass Study Area (TMP Figure 8-2)

Transit

Existing transit service currently consists of three main routes or services: The Collingwood/Blue Mountain Link operated by Collingwood Public Transit (CollTrans), Grey Transit Route (GTR) Route 4 and the Blue Mountain Resort Shuttle. Based on input received during the TMP process, residents would like to see transit expansion, an emphasis on cyclist/pedestrian safety, better service-coverage-routing and improved transfers between transit stations. The TMP sets out a number of transit objectives and recommendations for monitoring, evaluating and expanding transit systems within the Town, with a focus on connecting major residential, recreational and employment centres. The TMP recommends supporting integration with active transportation and coordinating with future intercept parking lots. Further, the TMP recommends the development of a Transit Strategy. These elements should be considered for inclusion in the updated Official Plan to enhance the Town’s transit policies.

Active Transportation

The TMP recommends a layered approach to the Town’s active transportation network comprised of the following three categories as illustrated in **Figure 3** below:

1. Core Network;

2. General Network; and
3. Recreation Network.

The recommended network approach indicates the base level of protection/delineation required to support users, with pedestrians and cyclists specifically in mind. This approach differs from the current categorization of the Town’s trails on Official Plan Schedule B-1 and B-2, which group and delineate the active transportation network into the following categories:

1. Bruce Trail – Existing Route;
2. Georgian Trail; and
3. Trails.

It should be noted that the TMP identifies roads, in addition to existing trails, as part of the active transportation network (specifically the Core and General Network) – the intent being to improve pedestrian and cycling connections and safety along the Town’s main roadways. Update to Schedule B-1 and B-2 of the Official Plan will need to consider if roads should be added to the network and/or if a separate Active Transportation schedule is warranted.

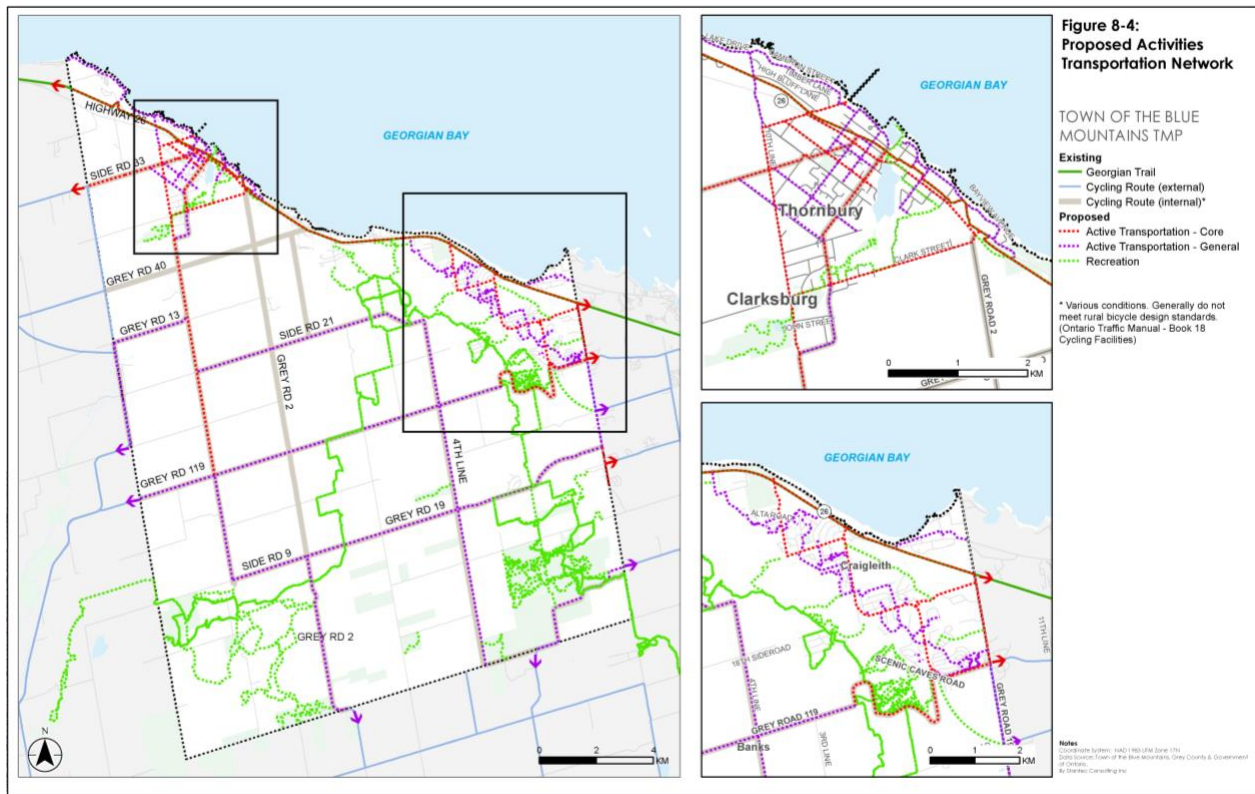


Figure 3. Proposed Active Transportation Network by Category

If the proposed active transportation network of the TMP is adopted in the Official Plan, the following details are recommended to be addressed and carried forward.

Core Network: According to the TMP, the objective of the Core Network will be to establish a protected network that will encourage and support new adopters and cautious users. The network should serve as a major corridor connection between destinations, accessible to most residents in the urban context with no greater than a 400 metre trip on a low speed/low volume roadway. The network should provide vertical deflection or rumble strips and double solid white lines where vertical deflection is not possible due to winter maintenance or agricultural vehicle considerations.

Key features of the Core Network include:

- **The Georgian Trail:** While historically regarded as a recreational trail, the Georgian Trail serves as a key parallel spine to Highway 26, which enables seamless connections to the waterfront and residential areas. The Georgian Trail should be maintained at a level that will facilitate easy travel using a multi-pathway standard.
- **Thornbury and Clarksburg:** The Core Network in Thornbury and Clarksburg connects key destinations, including the waterfront and business area. It additionally provides access for residents to protected infrastructure through low volume/low speed roads.
- **10th Line:** 10th Line provides a north-south corridor through Thornbury/Clarksburg and connects to recreational destinations to the south.

General Active Transportation Network: The General Transportation Network reflects the use of rural roads as recreational networks, in order to facilitate the movement of cyclists and pedestrians relying on shared facilities. This network will provide an infrastructure standard based on a level of confidence in the user and readily acknowledges that the infrastructure deficiency will be a barrier for some users.

Recreational Network: The objective of the Recreational Network is to recognize those segments that serve a uniquely recreational role. These facilities may require vehicle parking and are often a destination. When designed for walking, these facilities should, only with the rare exception, exist entirely separated/protected from the vehicle network. Where the network interacts, the appropriate facility type should be based on the user group and function. For example, the Bruce Trail is not available to cyclists, and is designed with only hikers in mind. Alternatively for cycling, facilities should highlight opportunities designate a facility that responds to the higher volumes of cyclists moving at higher speeds. This may mean wider cycling areas, consideration of advisory lanes, or similar features. The cycling routes favored by these groups will also benefit from resurfacing and should have additional attention paid to damage, such as potholes.

The TMP sets out several design principles and guidelines for a successful active transportation system that focuses on connectivity and safety. The following should be considered as additions to the Official Plan and/or Community Design Guidelines:

- North-south and east-west Connectivity (roughly every 3 km in the rural areas and 800 metres in the urban context if possible, and feasible);
- Connections to and through towns, hamlets, beaches, and other destinations;
- Connection to the Bruce and Georgian Trails, including to the associated key parking and access location;
- Use of a multi-use trail when close to communities (so that people can walk); and
- Use of All Ages and Abilities (AAA) / Ontario Traffic Manual (OTM) Book 18 cycling facilities wherever the investments can be made, with emphasis on the core network. All Ages and Abilities Design Guidance requires safe, comfortable and equitable facilities that serve the needs of a range of users. This type of network functionally promotes growth in the cycling user base by providing a viable transportation alternative that currently does not exist with existing infrastructure.

Parking

A contemporary perspective on parking planning considers a wider range of solutions with greater emphasis on efficient management of existing parking facilities, rather than assuming parking issues mean insufficient parking supply. A change in how problems are perceived can make an impact with minimal relative costs.

Thornbury and Clarksburg: According to the TMP, the greatest opportunity for Thornbury/Clarksburg is to optimize the use of existing parking facilities, achieved through implementing an integrated parking management strategy for the core commercial areas. Table 8-5 of the TMP sets out several options to consider in developing and prioritizing an integrated parking management strategy for Downtown Thornbury and Clarksburg. Direction for this strategy could be included in the Official Plan. Those applicable to policy and land use planning to be considered in the updated Official Plan include the following:

- **Compact Development and Housing Supply:** Compact, mixed-use development can improve the potential for shared parking opportunities and reduce distances between destinations (increased rates of walking, biking, etc.). Good housing supply can allow people to live closer to their place of work and reduce commute distance and car dependence.

- **Encourage Alternate Travel Modes:** Examples include: walking, biking and public transit education programs, walk/ride to school programs, ridesharing, Bike Month campaigns, bike safety training, etc.
- **Shared Parking:** Parking facilities are shared amongst multiple destinations, land-uses, or users rather than reserving parking for specific purposes.
- **More Accurate and Flexible Standards:** Parking standards are adjusted to more accurately reflect demand in a particular situation taking into account various geographic, demographic and management factors.
- **Remote and Intercept Parking:** Parking provided in offsite locations where more space is available, and encouraging their use. This includes encouraging people to keep vehicles parked at visitor accommodations.
- **Walking and Cycling Improvements:** Improve conditions for walking, biking and public transit so that these travel options are attractive and competitive for certain types of trips.
- **Bicycle Facilities:** Provide safe bicycle storage and changing facilities, and e-bike charging opportunities.
- **Parking Facility Design:** Context-specific facility design that minimizes parking problems and supports parking objectives.

The TMP recommends monitoring land use development in Downtown for potential changes to generated parking demands. No new parking supply should be considered until after the Town has made best efforts to optimize existing parking availability. Update to the Official Plan should direct the Town to continue to assess long-term parking supply needs for any required updates.

Blue Mountain Resort: Blue Mountain Resort is a significant generator of parking demand in both the winter ski season and summer season. While most parking is restricted to off-street parking areas outside the direct jurisdiction of the Town, good parking management is of benefit to both resort users and nearby residents. The TMP suggests the following proposed strategies:

- Encourage stakeholders to invest in tools to improve parking optimization (e.g. technologies to monitor and provide information around where parking supply is available)
- Work with the Blue Mountain Village and Resort through future development to identify and consider alternatives to manage parking supply; and
- TDM strategies to mitigate parking demand (e.g. incentives to employees to cycle or take transit to work).

Rural Recreational Parking: There are several recreational access points (trailheads) throughout the Town, many of which have underdeveloped parking areas and facilities. In more popular areas, this could lead to an overflow of parking to roadway shoulders, ditches or private property. The TMP sets out proposed strategies for the Town to discuss with Grey County who have funding set aside to improve recreational parking. The Official Plan should consider encouraging improved trailhead parking supply and design, as well as opportunities for additional parking locations, in collaboration with Grey County.

4.3 Supporting Strategies and Policies

Section 11 of the TMP sets out several supporting strategies and policies, most of which are more detailed and applicable to Transportation Planning and Traffic Engineering, however **Table 3** below sets out some of the strategies that may be applicable for consideration though updates to the Official Plan and/or Community Design Guidelines.

Table 3. TMP Supporting Strategies and Policies

TMP Recommendation	Official Plan Update
<p>Vision Zero: The TMP recommends the Town establish a Vision Zero initiative, targeting the principles and programs which strive to have zero road fatalities in the Town.</p>	<p>Update to the Official Plan could consider referencing a Vision Zero objective.</p>
<p>Transportation Demand Management: The TMP encourages the development of a Transportation Demand Management (TDM) program targeting businesses and recreational users in Town. TDM strategies use transportation options, incentive programs and marketing techniques to change how people see their transportation options. TDM programs are best suited to large centrally located employers, in this case the resort, which could target travel for both employees and visitors through coordination with transit (e.g., transit ticket includes lift pass or snowboard rides for free), similarly introduction of shuttles or carpooling incentives could all benefit to reduce the demand of single occupancy vehicles. Initial stages would be a discovery phase with stakeholders to determine the potential TDM partners and interest.</p>	<p>Policy D2.6 b) of the Official Plan already considers the formulation of a comprehensive TDM Strategy. Further direction could be provided within the policy regarding incentives, benefits and/or potential target groups.</p>
<p>Wayfinding Guideline: The TMP recommends the Town develop a guideline for the implementation of wayfinding signage for easier navigation to destinations (and parking) for drivers, cyclists and pedestrians.</p>	<p>The implementation of wayfinding signage could be encouraged within the Official Plan and Community Design Guidelines. The Guidelines already set out direction for wayfinding signage.</p>

5 Policy Opportunities and Recommendations

The following provides a summary of the preliminary opportunities and recommendations to update the Town's Official Plan Transportation policies:

5.1 General Transportation Policies

- Consider updating the Official Plan to reference the 2022 Transportation Master Plan (TMP) and its use as a guiding document to be used by transportation stakeholders in developing strategies and making investment decisions. As recommended by the TMP, the Official Plan could encourage regular update to the TMP every 5 years.
- Update to the Official Plan could consider introducing or referencing the concept of smart mobility technologies including Smart City development and the future use of Open Data as a means to improve the overall transportation network. This may form part of a broader discussion on emerging trends in transportation, improving the transit and cycling network, and preparing for other transportation technologies such as sensed data collection and electric and autonomous vehicles.
- Update to the Official Plan could consider referencing a Vision Zero goal and approach to transportation development in the Town, or more generally speak to ensuring the transportation network that is safe and ensures no fatalities or serious injuries.
- The Official Plan should reference the importance of complete streets that accommodate all transportation modes and users as public spaces and a key element to contributing to sense of place, tourism and overall vibrancy. Language should be added to ensure age-friendly design. The Official Plan could require a complete streets approach to be adopted in the design, refurbishment and reconstruction of existing and planned streets within specified areas. It is recommended that the approach be applied in the Town's Settlement Areas where pedestrian activity and a mix of uses is prevalent or desired (focusing on Thornbury/Clarksburg). Updated policies could set out high-level streetscape design direction to be further expanded on and visualized within the Community Design Guidelines (in addition to what already exists) relating to sidewalks, bicycle lanes, landscaping and street trees, street furnishings and lighting, patios and spill out retail areas, traffic calming measures, public art integration, etc.

- Language could be added to the Official Plan that seeks to improve connections into and out of the Town.
- Update to the Official Plan could consider supplementing the road type and facility information contained in Section D2.2 of the Official Plan with the proposed road classification guideline strategy set out in Section 8-1 of the TMP. The TMP sets out additional information for the intended function speeds, volume range, road width, surface type, maintenance service level and requirements for bicycle facilities for different road types in the Town.
- Schedule B-1 and B-2 should be updated to change the classification of Victoria Street from a Local Road to Minor Collector, as recommended by the TMP.
- As identified as an opportunity by the TMP, the Town should consider any upgrades to existing Heritage Local Roads to Local Roads when there has been a redevelopment in the area and/or a planned local improvement project. Through further analysis, there may be instances to make these updates now or simply provide the policy direction to make these updates to the road classifications as development occurs.
- The TMP recommends the Official Plan recognize the future study area from MTO's 2015 Study considering an alternate route around Thornbury and Clarksburg and potential upload of portions of 10th Line to Grey County. It is recommended the Official Plan bring awareness to this future study and note that increased capacity solutions will be required in the long term.
- The County Official Plan encourages local municipalities to adopt access requirements for new residential developments to be considered through design and phasing based on unit thresholds in accordance with County Official Plan Policy 8.2.j. Consideration will be given towards the Town's Official Plan adopting the following access thresholds:
 - Single access to new residential developments will be considered up to 85 units;
 - New residential developments with 85 to 150 units will need to have a minimum full access plus a secondary emergency access; and
 - New residential developments greater than 150 units will need to have two or more full accesses.

5.2 Active Transportation Policies

- While the Town's active transportation policies contained in Section D2.5 of the Official Plan already note the importance walking and cycling in building active communities and reducing car dependency, there is opportunity to expand on this to emphasize the importance of active transportation and transit as a

sustainable travel mode that will assist in climate change adaptation, greenhouse gas reduction and growing a greener community. Emphasis should be placed on encouraging a broader mode share distribution, encouraging alternative modes of travel more often and making it more viable to walk or cycle places for different types of trips through comfort, safety and accessibility.

- The Town’s active transportation policies could additionally reference year-round seasonal options, as well as encourage active transportation infrastructure for tourism recreation. The Grey County Official Plan also specifically encourages tourism and recreational developments that support active transportation such as expansions of new ski runs, outdoor skating venues, snowshoe trails and new hiking and biking trails (Policy 8.4.4).
- Update to the Official Plan should consider and assess the impacts of recategorizing the Town’s active transportation network to follow the TMP’s recommended layered approach, identifying:
 - The Core Network;
 - The General Network; and
 - The Recreation Network.

This approach would differ from the Town’s current categorization of existing trail types and would rather indicate the base level of protection/delineation required to support users. This approach would identify roads, in addition to existing trails, as part of the active transportation network (specifically the Core and General Network) – the intent being to improve pedestrian and cycling connections and safety along the Town’s main roadways. Any update to Schedule B-1 and B-2 of the Official Plan and the corresponding active transportation policies would need to consider if roads should be added to the network and/or if a separate Active Transportation schedule is warranted.

- The Town’s active transportation policies could additionally reference year-round seasonal options, as well as encourage active transportation infrastructure for tourism recreation which would include ease of access to and parking for trails.
- Update to the Transportation Demand Management policies of the Official Plan could provide additional detail and direction for how specifically development will help promote alternative forms of transportation. While the Town’s Transportation Objectives and Transportation Demand Management policies speak to supporting and encouraging alternative modes of transportation, the policies could encourage the use of different modes for different types of trips (such as walking or cycling for shorter journeys or the use of transit to key locations, instead of car use), as well as the use and integration of multiple modes within a single journey. This may include language surrounding the “last mile” which would seek to ensuring there are connections for people to get to

their destinations in the last leg of their transit or active transportation journey. For example, ensuring there are sidewalks or trails leading to and from transit stops in high activity or residential areas, making alternative modes more viable. Further direction could also be provided within the policy regarding incentives, benefits and/or potential target groups.

- The Town’s active transportation policies could additionally reference year-round seasonal options, as well as encourage active transportation infrastructure for tourism recreation.

5.3 Transit Policies

- It is recommended to introduce a new section for Transit policies under Section D2. While there are currently more limited transit opportunities in The Blue Mountains compared to more urban municipalities, the Official Plan could expand on improving the use and planning of transit systems through community design and development requirements, encouraging mixed use and intensification (which should also promote walking and cycling), as well as partnerships with Collingwood Public Transit and Grey Transit Route to create a county-wide transit system.
- The Grey County Official Plan encourages medium and higher density development in Primary Settlement Areas to be located along existing or future transit corridors and at key transit nodes (Policy 8.5.5). The Town’s Official Plan should speak to encouraging intensification and transit-supportive development in Thornbury and Clarksburg.
- The use and improvement of transit systems should be emphasized within the Official Plan. Transit becomes a more viable option when access to transit stops themselves are more accessible. The Official Plan could include language to ensure active transportation routes to transit stops are prioritized and improved.
- As recommended by the TMP, the Official Plan could support the coordination of active transportation and future intercept parking lots. The Grey County Official Plan also encourages the consideration for systems such as car/ride sharing and car-pooling.
- The TMP recommends the development of a Transit Strategy for the Town, which could be referenced in the Official Plan.

5.4 Parking Policies

- As recommended for completion by the TMP, the Official Plan could reference the development of an Integrated Parking Management Strategy for Downtown Thornbury and Downtown Clarksburg. Alternatively, the Town could establish a

protocol for regularly assessing their long-term parking supply in order to plan for parking demand.

- The Official Plan could consider allowing for the reduction of required parking when development is located in highly accessible locations for walkability and transit and provides for higher density uses.
- The TDM policies of Section D2.6 could note strategies to mitigate parking demand, such as incentives to employees to cycle or take transit to work.
- The Official Plan should consider encouraging improved trailhead parking supply and design, as well as opportunities for additional parking locations, in collaboration with Grey County.
- As set out in Policy 8.2.1) of the Grey County Official Plan, in instances where developments are unable to provide adequate on-site parking, a policy should be added to require the Town to consider providing off-site parking, provided that:
 - The alternative site is no more than 500 metres from the proposed development,
 - A safe pedestrian route is available to connect between the site and alternative parking site (i.e sidewalks, paved shoulders and/or trails are available),
 - The owner of the alternative site enters into an agreement with the developer and the Town, and
 - The alternative site can accommodate the parking requirements of both sites.



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