

Master Transportation Plan
Final Report

Bruce County

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BURNSIDE

**Bruce County
Master Transportation Plan**

Final Report

Bruce County

**R.J. Burnside & Associates Limited
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EXECUTIVE SUMMARY

A. Introduction

Bruce County (the County) has initiated a Master Transportation Plan (MTP) under the Municipal Class Environmental Assessment (MCEA) process to plan for future land transportation infrastructure and services. The purpose is to address transportation needs at the County level. The MTP identifies changing transportation trends, informs the on-going Bruce County Official Plan update and develops a master plan strategy for infrastructure and mobility solutions.

Transportation needs and opportunities were identified within the context of the vision, mission and mandate of the County. Through the County's Transportation Environmental Services Committee, the County will strive to achieve the following mandates:

- Provide a safe, effective and efficient road and bridge network, properly maintained;
- Support the planning, design and operation of an integrated County Transportation Network;
- Partner with other governments (Federal, Provincial, County, Municipal) and the private sector to coordinate and fund transportation initiatives and services;
- Explore and implement cost effective emerging technologies and innovations; and
- Ensure that the transportation network is environmentally and economically sustainable, including the development of mitigation strategies to address climate change impacts.

B. Consultation Process

A consultation process was followed for this Master Transportation Plan (MTP) Study in accordance with the Municipal Class Environmental Assessment Document. Two virtual Public Information Centres (PICs) were held to provide information on the study to the public and solicit feedback. A survey / comment sheet was made available to the public to provide feedback on the study.

Approximately 50 survey / comment sheets, direct email and telephone calls were received following the 2 PICs. When asked what the biggest transportation issues within Bruce County area, respondents indicated lack of public transit, lack of active transportation, speed and road safety, traffic volumes, turning lane capacity, road quality and gaps in services in Northern Bruce Peninsula as key concerns.

When asked to rank their preferences for alternative transportation strategies, 50% of the respondents preferred Alternative 1 (Road Focused Strategy), 33% of the respondents preferred Alternative 4 (Combined Transportation Plan) and 17% of the respondents preferred Alternative 2 (Transit Focused Strategy).

During the study, project notices were provided to 1 federal agency, 12 provincial agencies or organizations, 3 upper tier municipalities, 8 local (area) municipalities, 2 conservation authorities as well as several utilities, local health unit and school boards. Six agencies responded either requesting to be kept informed or providing specific comments.

Bruce Power sent a letter stating days and times of employee traffic, and their 4 top safety areas of concern. Bruce Power indicated to the study team that the company also provides a daily bus service for its employees. Saugeen Valley Conservation Authority noted they would be interested in potential improvements to transportation infrastructure that may require SVCA review and approval.

The Study Team met with representatives from the 8 area municipalities in Bruce County in December 2020 and April 2021 to provide updates on the status of the Study and receive input from area municipalities on issues or concerns relevant to their jurisdictions. Generally, the area municipalities showed full support of the County's MTP and provided some area context comments that were considered by the Study Team.

During the study, 6 Indigenous communities were contacted and provided project notices. The study team also made follow-up calls to communities which had not responded, following the email of Notices to confirm receipt of Notice and ascertain level of interest in the Study. Historic Saugeen Métis responded that which the community had no comment at this time, they would appreciate the opportunity to be kept informed. On May 31, 2021 Burnside spoke with Juanita Meekins, of the Saugeen Ojibway Nation (SON), who represents the Chippewas of Nawash First Nation as well as the Saugeen First Nation. She noted that the communities' main interest is with the archaeology assessments and the natural environment. No specific comments on the MTP were provided by the communities contacted.

C. Coordination with the Official Plan Vision

Bruce County is planning for future growth to best accommodate the needs of its community. It launched The Plan the Bruce: Connecting discussion paper will highlight the finds of the MTP and provide policy guidance to the new Official Plan.

Bruce County is currently reviewing its Official Plan, a guiding document that establishes how communities will grow and develop over time through a series of directions for land use and community planning. The County retained StrategyCorp to undertake a stakeholder engagement process as part of the Land Use Service Delivery Review (SDR), which had specific recommendations related to transportation, including:

- “A stronger role for the County in planning for, implementing, and maintaining a regional transportation network.”
- “The County should consider adopting policies in its official plan that would establish a mobility-based transportation plan which includes transit and active transportation.”

- “Consider implementation of “steps” to a transit network as Innisfil has done.”
- “Ensure provisions exist in the new official plan to support more efficient use of existing transportation resources.”
- “The County should consider active transportation corridors as a means of linking communities and settlement areas together while providing alternatives to private vehicle use.”
- “The new official plan should put in place some of the land use building blocks required for the county to one day implement a transit system.”

D. Transportation Needs and Opportunities

This Master Transportation Plan determined high collision and other problem locations identified by the County, the public and area municipalities. Safety hot spots were identified based on collision rates to typical collision rates, mapped and analysed to identify contributing factors.

The County Bridge Infrastructure Master Plan Central Bruce County provides long-range plans for addressing deficiencies and is incorporated into the transportation needs assessment. Included in this plan is a need for further consideration on the potential for the County bridges to be transferred to lower tier jurisdiction, where such structures are located on local roads.

The growth in population in Bruce County is projected to be 8,000 additional residents with a growth rate of 0.6% per year. These projections also indicate a changing demographic with an increase in the percentage of the population that is over 65 years old. The most significant projected employment growth is linked to the major employer, Bruce Power and the Major Component Replacement (MCR) Project that will add 5,000 jobs annually throughout the investment program. Another potential major employer includes the proposed Nuclear Waste Management Organization (NWMO) proposed site for a deep geological repository location in South Bruce; if approved, the NWMO site is projected to be constructed between 2033 and 2043, at the end and beyond the horizon of this Master Transportation Plan.

A traffic model has been developed to forecast traffic on Highways and County roads to year 2035. Traffic forecasts to 2035 were provided for Provincial Highways and County road links and compared to the typical lane capacity. Those County roads that have a volume to capacity (V/C) ratio greater than 90% i.e., V/C ratio above 0.90 warrant road capacity improvements.

Transit and other non-auto driver demand reflects the mobility needs for those who have limitations that restrict travel by private vehicle or who otherwise chose not to drive. This may include: those with physical limitations, those who lack confidence to drive longer distances or in inclement weather, or those who have financial barriers to vehicle ownership. Transit demand is derived from a range of trip purposes, including the

following: work trips, medical trips, school trips and recreational or social trips. Current transit services are on-demand service by non-municipal providers. Service is not provided to all geographic areas of the County and many residents are ineligible for service.

Active transportation (including walking, cycling, skating, jogging, rolling and skiing) promote a healthy lifestyle, contribute to sustainable transportation and reduce the impact on the environment. Active transportation is explicitly supported in the Provincial Policy Statement. For short distance and recreational travel needs, bicycle ownership has cost and health benefits relative to a motor vehicle or a secondary household motor vehicle. Pedestrian and cyclist-friendly neighbourhoods can improve the livability of streets, increasing public presence, contributing to the sense of community and can address requirements of accessibility under the requirements Accessibility for Ontarians with Disabilities Act (AODA). New active transportation routes, including along County roads can support the economic development plans, promote cycle-tourism and increase capacity as the County grows.

E. Evaluation of Alternative Strategies

A range of strategies were identified and evaluated to address the transportation needs and opportunities identified. The proposed alternative solutions considered included:

- **Alternative 0 – “Do Nothing” Scenario:** Maintaining the status quo by maintaining the County Road system and trail system, including operational and safety needs.
- **Alternative 1 – Supportive Transportation Scenario:** In addition to meeting the regulatory responsibilities, address road capacity needs and develop a supportive and coordinating services for active transportation, transit and TDM.
- **Alternative 2 – Transit and TDM Focused Scenario:** In addition to meeting the regulatory responsibilities and road capacity needs, the County would develop a proactive strategy for transit, transportation on-demand services TDM.
- **Alternative 3 – Active Transportation Focused Scenario** In addition to meeting the regulatory responsibilities and road capacity needs, the County would develop a proactive strategy for active transportation.
- **Alternative 4 – Combined Transportation Scenario:** In addition to meeting the regulatory responsibilities and road capacity needs, the County would develop a combined strategy for roads, active transportation, transit services and TDM.

Evaluation criteria and sub-criteria have been developed for the alternative solutions (strategies) based on typical requirements of the Municipal Class EA process, including transportation service, natural heritage impacts, socio-economic and planning objectives and cost.

F. Recommended Plan

Road Capacity Strategy

The recommended MTP strategy includes road capacity improvements for County Road 4 (Elgin Street to County Road 19), County Road 8 (Municipal Road to Community Centre Drive) and County Road 20 (Highway 21 to Tie Road / County Road 33). Recommended improvements include parking control, dedicated turn lanes and widening of through traffic lanes. These improvements are anticipated between 2031 and 2035. Prior to implementation, transportation studies for each corridor will be required to address public consultation, environmental assessment approval and design.

It is recommended that the County work with MTO to plan for improvements to the following highways to help strengthen the economy, including tourism, agricultural, industrial, mineral resource and other sectors:

- Highway 21 through Kincardine
- Highway 21 from Kincardine to Port Elgin
- Highway 21 from Port Elgin to Southampton

Road Operations and Traffic Safety Strategy

The recommended Master Transportation Plan strategy includes operational and safety measures. Traffic reviews are recommended to address operational issues and confirm the appropriate improvement for the following locations:

- CR 3 at Highway 21
- CR 3 at CR 17 (Borgoyne)
- CR 4 at CR 19 – Sideroad 15
- CR 6 at CR 7 (Ripley)
- CR 6 at CR 1 (Holyrood)
- CR 8 at CR 13 (Sauble Beach)
- CR 10 at Grey-Bruce Line (Chesley)
- CR 13 at Highway 21 Intersection
- CR 13 between Ottawa Ave. and Hemlock St.
- CR 15 at Lake Street
- CR 20 at the Highway 21 Intersection
- CR 2 at Dundas Street West
- CR 3 between Bruce-Saugeen Townline and 500m north of Concession 8
- CR 22 between Grey 10 Road and Bruce Road 4
- CR 23 between Concession Road 5 and 500m north of Lorne Beach Road

To address traffic speed concerns, traffic speed monitoring should continue and speed management measures including signage, marking and geometric changes should be considered at the following locations:

- County Road 17 at County Road 27 (Invermay),
- County Road 9 east of Highway 6 (Colpoys Bay),
- County Road 28 south of Highway 9 (Mildmay),
- County Road 12 south of Concession Road 12 (Formosa), and
- County Road 17 at Sideroad 15 (Arkwright).

Improvements that involve geometric improvements or changes in road capacity or function may also require completion of a Municipal Class EAs.

Road and Bridge Rehabilitation Strategy

The County maintains the road and bridge infrastructure through a regular capital rehabilitation program. The plan includes an implementation program to address identified needs over the next ten years, which is estimated at approximately \$200 million in road and bridge works. The improvements associated with West Road will be confirmed through a separate on-going Class EA study.

Future Transit and Mobility Strategy

The recommended Master Transportation Plan strategy includes direct involvement of Bruce County in funding and/or operating transit services to meet the range of mobility needs of County residents. The County has initiated discussions with existing transit service providers; the implementation of County level transit will be based on opportunities for partnering and/or funding. Each of the following options will be assessed to identify priorities, allocation of funds and timing:

- **Scheduled Route A:** This route can function as an extension of Grey Route 5, connecting the City of Owen Sound, the community of Wiarton and Sauble Beach. There is a potential partnership with Grey County.
- **Scheduled Route B:** This route is a potential connection between the City of Owen Sound and the communities of Southampton and Port Elgin.
- **Scheduled Route C:** This route connects Kincardine and Port Elgin / Southampton. It would provide links to Bruce Power and Inverhuron Provincial Park for these communities. There is a potential for Route C to replace the current bus transit system for Bruce Power employees with Bruce Power as a potential partner in the operations of the route.
- **Scheduled Route D:** This route is an extension of Grey Route 6 linking Walkerton / Hanover to Kincardine and centres in between. There is a potential partnership with Grey County. The route could use either County Road 6 or Highway 9, depending on demand.
- **Potential Route E:** This route could provide a connection from Wiarton to recreational destinations of Tobermory and Lion's Head, improving accessibility and reducing traffic and parking demands in those communities.

- **County-Wide On-demand Service:** This would be the modifications of the operations of SMART and/or Movin'GB to provide County-wide service with the potential future coordination with Grey County for a two-County service. Operations will also address the need for increased user eligibility to address gaps in service. The strategy includes coordination of funding at the County level of government.
- **Support of Ride-hail Service:** Establish ride-hail regulations in partnership with local municipalities and ride-hail and taxi service providers.

The County should encourage other on-demand services through updates to regulations that both encourage and manage operational issues of ride-hail services e.g. Uber, Lyft.

Active Transportation Strategy

The MTP includes a combination of urban pedestrian and cycling accommodation in urban areas and a proactive cycling corridor to link communities and serve recreational cycling and cycle tourism. Within urban areas, the MTP strategy includes working with local municipalities to address pedestrian sidewalk and crossing needs consistent with the Ontario Traffic Manual Book 15 and AODA requirements. Bruce County will also work with local municipalities to consider cycling connections on County roads as part of defined community cycling network plans in adherence with OTM Book 18.

To connect communities and meet active transportation objectives, the MTP includes the construction of shoulder bike lanes on County Roads ideally coordinated with road construction for the following County road sections:

- County Road 9 Lion's Head to Wiarton
- County Road 13 Wiarton to Sauble Beach
- County Road 8 Hepworth to Sauble Beach
- County Road 13 Southampton to Sauble Beach
- County Road 23 Kincardine to Inverhuron
- County Roads 1 and 15 from Paisley to Glannis to Bruce County Rail Trail

Opportunities for paved shoulder bicycle route on Highway 6 between County Road 9 and Tobermory can be investigated with the Ministry of Transportation.

Complete Streets Policy

The recommended Master Transportation Plan strategy includes a Complete Streets approach to provide a framework for roadway design that meets the engineering requirements and also accommodates pedestrians, cyclists and streetscape elements. The design process should follow the key decision steps: The 5 Street Typologies have been developed based on typical roadway environments and the modes of travel that are supported based on the MTP objectives. It is recommended that complete streets be considered in an Official Plan review of County road rights of way.

Growth Management Policies

The County of Bruce has deemed it expedient to institute a policy to regulate the construction and alteration of entranceways that permit access to Bruce County Roads. To assist the County apply the Entranceway By-law, an access policy and design guideline has been developed in this MTP.

Traffic Impact Studies (TISs) are typically required of developments that may impact the County Road system through increased volumes, accesses, parking or other operational considerations. The MTP includes a Traffic Impact Study (TIS) Guideline for assessing new developments. This reference helps identify the requirements of a TIS, the appropriate scope of work, analysis periods, the basis for evaluating impacts and the basis for recommendations.

New Technology Policies

Bruce County will coordinate with adjacent and local municipalities to establish an electric vehicle charging station network strategy. It will monitor technologies and identify opportunities for infrastructure design that makes the County future-ready for AV.

G. Costs and Implementation

A high-level, review has been undertaken to estimate the financial investment requirements to achieve the recommendations of the Bruce County Master Transportation Plan. The investment requirements are summarized below:

- Annual Road and Bridge Rehabilitation Needs \$20,000,000 per year
- Road Safety and Operational Improvement Costs \$ 680,000 per year
- Road Capacity Improvement Costs \$ 2,000,000 per year
- Proactive Cycling Infrastructure \$ 850,000 per year
- Transit Funding (Bruce County Share) \$ 1,000,000 per year

Capacity Building and Resource Costs

To enable the County to implement and operate services for existing operational responsibilities and new services identified in the in the Master Transportation Plan, additional staff resources will be necessary. To assess resource needs, a review of existing staff and benchmarking of full-time equivalent (FTE) staff from other jurisdictions were considered. In addition to filling existing vacancies, the following are the recommended capacity building elements to implement the MTP:

- 1 FTE Transit Planner
 - Help establish partnerships and funding
 - Coordinate an implementation strategy
 - Monitor service needs and identify operational changes

- 1 FTE Active Transportation Project Coordinator
 - Coordinate active transportation projects
 - Review application of complete streets opportunities on road projects

Partnerships

The following partnerships will be investigated to help fund components of the Master Transportation Plan:

- SMART for County-wide on-demand transit service.
- SMART, Movin GB and Grey County for a coordinated joint two-County on-demand transit service.
- Bruce Power for scheduled transit service between Kincardine and Southampton.
- Grey County for extension / coordination of scheduled transit service extending from Wiarton to Sauble Beach, Wiarton to Tobermory and Walkerton to Kincardine.
- Grey County for new service for Owen Sound to Sauble Beach.
- Bruce Power for road improvements to County Road 20 and bicycle lanes on County Road 23.
- Ministry of Transportation for solutions and funding for Highway 21 intersections.
- Adjacent municipalities, local municipalities and non-government organizations (NGOs) for the development of an electric vehicle changing station network.

At the time of this report, South Bruce Peninsula and Bruce County were negotiating a partnership to extend Grey County transit services for the proposed transit Route A. South Bruce Peninsula and Grey County will be responsible for the net additional cost.

Implementation and Monitoring Plan

The recommendations of this plan have been identified as either within the next 10 years or beyond the 10-year time horizon. Timing will need to be confirmed based on subsequent facility specific studies, the balancing of capital costs and the funding strategies. It is anticipated that the Master Transportation Plan will be updated in the future and that the timing of improvement priorities may change. It is noted, however that the vision and strategy presented in the Bruce County MTP is not anticipated to change.

To assess the progress of Bruce County MTP, a monitoring plan is recommended. The monitoring plan will be a data reporting strategy, using current data collection and reporting programs supplemented by County surveys. The objectives of the monitoring plan will be to guide the implementation of the plan and the development of future transportation master plan updates by determining:

- **What has been built** – Percentage of infrastructure projects completed based on the capital program in comparison to the TMP.
- **Where are we growing** – Increases in volume of travel for all modes.

- **Who we have served** – Increases in transit service coverage and active transportation route coverage.
- **How many have benefited** – Number and percentage of residents and employees that have experienced increased mobility choice and improved traffic conditions.

The recommended monitoring plan will rely on observed data measured and reported annually with potential of MTP updates at 5-year intervals as required.

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Disclaimer

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In the preparation of the various instruments of service contained herein, R.J. Burnside & Associates Limited was required to use and rely upon various sources of information (including but not limited to: reports, data, drawings, observations) produced by parties other than R.J. Burnside & Associates Limited. For its part R.J. Burnside & Associates Limited has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J. Burnside & Associates Limited, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third-party materials and documents.

R.J. Burnside & Associates Limited makes no warranties, either express or implied, of merchantability and fitness of the documents and other instruments of service for any purpose other than that specified by the contract.

1.0 Introduction

1.1 What is the Bruce Master Transportation Plan?

Bruce County is planning for future growth to best accommodate the needs of its community. It launched Bruce GPS to develop a new Official Plan to guide growth and development in a way that resonates with Bruce County residents, visitors, business owners, community leaders, and other stakeholders.

Bruce County (the County) has initiated a Master Transportation Plan (MTP) under the Municipal Class Environmental Assessment (MCEA) process to plan for future land transportation infrastructure and services. The purpose is to address transportation needs at the County level. The MTP identifies changing transportation trends, informs the on-going Bruce County Official Plan update and develops a master plan strategy for infrastructure and mobility solutions.

Currently, the Bruce County is responsible for the maintenance and operation of the 680 km County Road system and approximately 150 km of County trails connecting local municipalities and providing access to community centres and other destinations. The Bruce County geographic context and transportation network are illustrated in Figure 1.

1.2 Objective of the Transportation Master Plan

The Bruce County (the County) has initiated a Master Transportation Plan (MTP) under the Municipal Class Environmental Assessment (EA) process to assess future land transportation needs at the County level and to inform the on-going Bruce County Official Plan update.

Transportation needs and opportunities were identified within the context of the vision, mission and mandate of the County. Through the County's Transportation Environmental Services Committee, the County will strive to achieve the following mandates:

- Provide a safe, effective and efficient road and bridge network, properly maintained.
- Support the planning, design and operation of an integrated County Transportation Network.
- Partner with other governments (Federal, Provincial, County, Municipal) and the private sector to coordinate and fund transportation initiatives and services.
- Explore and implement cost effective emerging technologies and innovations.
- Ensure that the transportation network is environmentally and economically sustainable, including the development of mitigation strategies to address climate change impacts.

Figure 1: Bruce County Urban Context



1.3 Study Approach

The Master Transportation Plan (MTP) is not a stand-alone process. It will be guided by policy at the provincial and County level and coordinated with local municipal initiatives. Key provincial documents include the Provincial Policy Statement, the Ministry of Transportation Connecting the Southwest draft transportation plan and the Niagara Escarpment Plan. County documents providing direction include: the existing Bruce County Official Plan and the on-going documents leading to a new Official Plan through Plan the Bruce project, as well as previous studies including the visioning exercise (Bruce GPS Report) and Bruce County Land Use Service Delivery Review.



These documents and policies were assessed within the context of the realities within the County. The MTP confirmed relevant strategies, including recent and previous planning initiatives, the specific direction provided by the County Official Plan and economic objectives. It also incorporated existing operating policies.

This study was carried out through an open public process as a Master Plan study under the EA Act to serve as direct input to any subsequent EA studies that may be deemed appropriate. The scope of the study will follow Section 2.7 (TMP Process) in the Municipal Class EA guidelines. The TMP will provide the basis of approval for Schedule B and A+ Municipal Class Environmental Assessment (MCEA) studies. It also provides the needs and justification (Phases 1 and 2) of Schedule C MCEAs for follow-up Phase 3 and 4 EA study requirements.

The Transportation Master Plan will inform the on-going Bruce County Official Plan update. It identifies transportation network strategies, new infrastructure and policies affecting transportation and urban form including complete streets treatments in urban centres and cycling accommodation between communities.

The Development Charges Act could provide an opportunity for the County to fund growth related transportation needs. The TMP can define growth related transportation improvements providing the justification of any future potential Development Charges Background Study.

1.4 Consultation Process

A consultation process was followed for this Master Transportation Plan (MTP) Study in accordance with the Municipal Class Environmental Assessment Document. A wide range of stakeholders were identified and contacted at the onset of the MTP Study and during the study process including relevant review agencies and organizations and Indigenous communities who may be affected or have interest in the study. As members of the public became aware of the study and expressed interest, they were added to the Project Contact List. These stakeholders were contacted through direct distribution of notices as well as publications within local area municipality newspapers and through the Bruce County website. The sections below provide a summary of the consultation process with public, agencies and Indigenous communities. Appendix A provides more detailed information about the consultation activities that took place during the study including records of all correspondence.

1.4.1 Public Consultation

During the study, 2 virtual Public Information Centres (PICs) were held to provide information on the study to the public and solicit feedback.

The PIC#1 presentation material, which focused on providing an overview of the study process and goals was made available from September 4, 2020 to September 30, 2020. A survey / comment sheet was made available to the public to provide feedback on the study. Twenty-eight survey / comment sheets, 4 direct emails and a few telephone calls were received. When asked what the biggest transportation issues within Bruce County area, respondents indicated lack of public transit, lack of active transportation, speed and road safety, traffic volumes, turning lane capacity, road quality and gaps in services in Northern Bruce Peninsula as key concerns.

The PIC#2 presentation material, which focused on the alternative transportation strategies was made available from April 30, 2021 to May 21, 2021. A comment sheet was also made available for public feedback. Six comments sheets and eleven direct emails were received. When asked to rank their preferences for alternative transportation strategies, 50% of the respondents preferred Alternative 1 (Road Focused Strategy), 33% of the respondents preferred Alternative 4 (Combined Transportation Plan) and 17% of the respondents preferred Alternative 2 (Transit Focused Strategy). PIC#2 respondents also provided the following key comments regarding the MTP Study:

- Accommodation of physical mobility needs
- Infrastructure opportunities for low emission vehicles
- Concerns about periodic flooding
- Address transportation needs for local social services
- Alternative emergency route for Hwy 6
- Safety for active transportation

- Integration of airports into MTP
- Transit services between Wiarton and Tobermory
- Impacts to transportation system from future nuclear disposal site

1.4.2 Agency Consultation

During the study, project notices were provided to 1 federal agency, 12 provincial agencies or organizations, 3 upper tier municipalities, 8 local (area) municipalities, 2 conservation authorities as well as several utilities, local health unit and school boards. Six agencies responded either requesting to be kept informed or providing specific comments.

The Ministry of Heritage, Sport, Tourism and Culture Industries, requested the status of technical cultural heritage resource studies, and would be also interested in learning more about the status of the County's Archaeological Management Plan and Cultural Plan. The County forwarded links to the information requested and explained that the intent is to use the information from the cultural and archeological plans/drafts and apply it the development of the MTP. Bruce Power sent a letter stating days and times of employee traffic, and their 4 top safety areas of concern. Bruce Power indicated to the study team that the company also provides a daily bus service for its employees. Saugeen Valley Conservation Authority noted they would be interested in potential improvements to transportation infrastructure that may require SVCA review and approval.

The Study Team met with representatives from the 8 area municipalities in Bruce County in December 2020 and April 2021 to provide updates on the status of the Study and receive input from area municipalities on issues or concerns relevant to their jurisdictions. Copies of the minutes of meeting are provided in Attachment C for reference. Generally, the area municipalities showed full support of the County's MTP and provided some area context comments that were considered by the Study Team.

1.4.3 Indigenous Consultation

During the study, 6 Indigenous communities were contacted and provided project notices. The study team also made follow-up calls to communities which had not responded, following the email of Notices to confirm receipt of Notice and ascertain level of interest in the Study. Historic Saugeen Métis responded that which the community had no comment at this time, they would appreciate the opportunity to be kept informed. On May 31, 2021 Burnside spoke with Juanita Meekins, of the Saugeen Ojibway Nation (SON), who represents the Chippewas of Nawash First Nation as well as the Saugeen First Nation. She noted that the communities' main interest is with the archaeology assessments and the natural environment. No specific comments on the MTP were provided by the communities contacted.

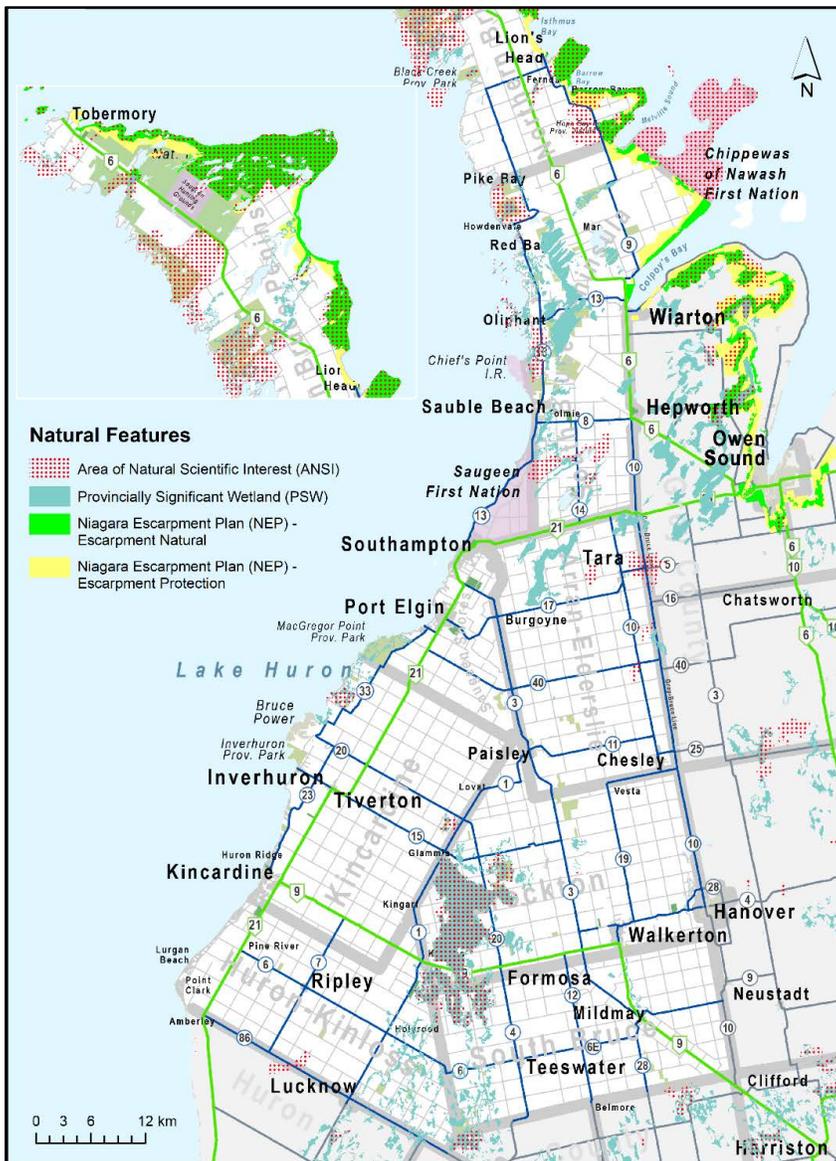
2.0 Study Context

2.1 Environmental Context

2.1.1 Natural Environment Context

Natural heritage features have been identified (see Appendix B) based on a review of available databases from the federal and provincial agencies, Bruce County and Conservation Authorities (Saugeen Valley, Maitland Valley and Grey Sauble). Figure 2 provides an illustration of the County natural features.

Figure 2: Natural Features



2.1.2 Archaeological and Cultural Heritage Context

Bruce County cultural heritage resources reflect activities of Indigenous peoples, the Great Lakes maritime history, pioneers, and people who founded our towns, villages and early industry. Through Plan the Bruce Official Plan review, the County plans to preserve its identity, support tourism and maintain a strong sense of community. Bruce County recognizes the need to focus efforts on preservation, creating distance between the resource and new development, including transportation solutions.

The County is undertaking the following studies, which will be references for future transportation environmental assessments and related designs and construction:

- **Archaeological Management Plan (AMP):** that will conduct analysis of the datasets to effectively manage archaeological resources. It will promote and sustain the County's goals with respect to the identification, evaluation and management of archaeological resources. The Final AMP will identify specific areas of higher archaeological sensitivity; those with needs that might not fit within the standard requirements set out by the MHSTCI's.
- **Cultural Action Plan (CAP):** that will combine the results of the research to guide Bruce County's cultural sector. It will include a process for identifying built heritage resources and cultural landscapes throughout Bruce County, that unifies the approaches taken by individual municipalities and is aligned with the Provincial Policy Statement and current best practices. It will identify and inventory cultural stories, connecting to provincial initiatives, and strategizing roles and responsibilities in the implementation of arts, culture and heritage programs and protocols.

Bruce County has mapped cultural assets that have provided a reference for this study and will be a reference to any future municipal class environmental assessments (source: <https://www.planthebruce.ca/heritage/maps/cultural-assets>).

2.1.3 Socio-Economic Context

Transportation demand is a function of the socio-economic characteristics and needs of the municipality. It relates to the location of employment areas, tourist destinations and other transportation attractors and the level of interaction between urban centres. The demographics of the municipality affects transportation demand by indicating the percentage of population that are regularly employed and commute regularly to and from work.

Bruce County had a total population of 68,147 (2016 Census). Approximately 53.9% of the population is located in the urban communities, with the remaining 46.1% located in the rural areas. In addition to the population that resides in Bruce County all year, there are many properties that are occupied on a seasonal basis. Approximately 60% of the population are of working age, i.e., those between the ages 15 to 64 years old.

The breakdown of the employed labour force by sector reflects the prominence of utility sectors (including Bruce Power), accommodation and food services sectors and the health care and social assistance sector. Other key sectors include construction, agriculture and manufacturing. As with most municipalities, retail trade is a significant portion of the employment base.

The Bruce Nuclear Power Plant (BNP), a 6.2 GW nuclear generating station located on Lake Huron approximately half-way between Kincardine and Port Elgin is the largest employer in the County, with over 4,000 employees. The Plant is currently undergoing a major refurbishment projects, which will add a significant volume of both construction traffic and increased employee traffic.

Home-to-work travel for some municipalities reflect the degree of inter-municipal travel within or beyond the County. For most residents and local municipalities, the majority of home-to-work trips are greater than 15 minutes and extend beyond the municipal boundary. Communities that have a higher level of self-containment include, Kincardine, (80.8% internal commuting) reflecting trips to Bruce Power and other large employers and Northern Bruce Peninsula (61.7% internal commuting) reflecting the lack of adjacent destinations.

In the last Census there were 12,317 seasonally occupied units in Bruce County, with about 60% of these units located in South Bruce Peninsula, Northern Bruce Peninsula and Saugeen 29 First Nation, with the majority of the remaining seasonal units located along the waterfront areas in Saugeen Shores, Kincardine and Huron-Kinloss. Bruce Peninsula National Park and Inverhuron Provincial Park and a number of other local parks represent key tourist destinations.

The municipalities, urban centres, major employers and other key transportation origins and destinations within Bruce County are shown on Figure 3.

Figure 3: Socio-Economic Structure



2.2 Existing Transportation System

2.2.1 Road Network

The road network in Bruce County is comprised of Provincial highways, County Roads and municipal (local) roads. Broadly, the main function of Provincial highways is to carry major traffic flows between urban population centres or equivalent activity centres by the shortest most appropriate route. Provincial Highways 6, 9 and 21 traverse Bruce County and provide these connections between population and activity centres.

Bruce County maintains and operates approximately 680 km of mostly paved 2-lane roads. The purpose of the County road system is to connect area municipalities, provide efficient movement of people and goods within and through the County and provide access to the Provincial highway system.

Schedule B of the County's Official Plan functionally classifies the County's roads based on attributes (i.e., traffic volumes and the balance between facilitating access or connectivity). County roads are classified as arterial and collector roads. It is Official Plan policy to develop a network of Scenic Roads, however there are currently no designated County Scenic Roads.

The County is responsible for 123 bridges that are located on, and form part of the County road system. Ten of these bridges are on the boundary road between Bruce and Grey counties. In addition to the bridges on the County road system, the County is responsible for ten bridges located on local municipal roads.

2.2.2 Active Transportation System

Bruce County has an extensive recreational trail network, including the Bruce Trail that runs through the region to its terminus in the town of Tobermory. The Bruce Peninsula is part of the Niagara Escarpment World Biosphere Reserve and has the largest remaining area of forest and natural habitat in Southern Ontario.

Bike trails have been built in and around Primary Urban Communities. The County's Transportation & Environmental Services (TES) department is responsible for maintaining, operating and upgrading the rail trail (See Figure 2) and 7 localized trail facilities: Carrick Tract, Lindsay Tract, Brant Tract, Kinloss Tract, Culross Tract, Amabel Tract and MTB Adventure Park.

Numerous cycle routes have been identified/developed within the rural areas of the County along sections of the County roads, or cross these roads.

2.2.3 Transit Services

Bruce County does not provide transit services and there is no county-wide public transit service exists. The existing transit service is comprised of several independent services providers, listed below:

Bruce Power: provides scheduled bus service is provided to employees and contractors to / from the Bruce Nuclear Plant from the adjacent Primary Urban Communities, Kincardine and Port Elgin. The Bruce Power bus service includes the Kincardine route which has 5 main pickup locations and 23 “stops-long-the-way”. The Port Elgin route has 6 main pickup locations and 15 “stops-along-the-way”.

Saugeen Mobility and Regional Transit (SMART): is a specialized public transit service which caters to elderly, frail, and mentally and physically challenged residents of Arran-Elderslie, Brockton, Township of Chatsworth, Hanover, Huron Kinloss, Kincardine, Saugeen Shores, Southgate and West Grey. The service is generally operated by appointment by registrants (on-demand) and provides non-emergency medical, employment and social transportation, available 7 days a week, including holidays. SMART is an Ontario corporation without share capital (i.e., registered charity and government not-for-profit organization) owned by the participating partner municipalities in Bruce and Grey counties. The service is available for residents of participating municipalities.

The Home and Community Support Services (HCSS) / Movin’GB: of Grey-Bruce operates a support service which provides rides to non-emergency medical appointments, shopping, banking, and various social activities and programs. This service may also be used for long distance medical appointments to out of county medical centres. The service operates based on user demand with requests for service scheduled in advance. Transportation is provided by volunteers using their personal vehicles or by paid drivers utilizing wheelchair accessible vans. The service is offered Monday to Friday from 7:00 am to 7:00 pm. Seniors and people living with disabilities are eligible for participate in the Movin’GB pilot project, which is currently only available in Grey County. The service uses a software application to coordinate passengers and vehicles, sorting the needs of all passengers and calculating the most efficient routes for drivers.

Grey County: launched Grey Transit Route (GTR) operating their new transit service starting on September 14, 2020. The service provides approximately 8,100 km per week with connectivity between centres in Grey-Bruce. Two of these routes extend into Bruce County: Route 5 runs on Highway 6 between Owen Sound and Wiarton 3 days a week and Route 6 travels on Grey Road 4, that runs between Flesherton and Walkerton running 2 days a week.

2.2.4 Inter-regional Transportation (Air and Rail) Services

The Wiarton Keppell International Airport is a general aviation airport and is owned by the Township of Georgian Bluffs. The airport has a 5,000 ft. asphalt runway and a 3,100 ft. gravel strip runway, and offers aircraft services common with most general aviation airports (i.e., fuel, hangars, tie downs, etc.) While the airport can accommodate larger aircraft, service to smaller general aviation traffic is more typical. Other airports within the County include:

- Saugeen Municipal Airport: located to the west of the Town of Hanover. It has 2 paved runways (4,000 ft. and 2,500 ft.) with similar services to the Wiarton airport.
- Kincardine Municipal Airport: is a Transport Canada registered airport, located on Highway 21 about 3 km north of the Primary Urban Community of Kincardine. There are 2 paved runways, and the airport serves as a base for sightseeing, corporate jets, air ambulance services and recreational pilots.

There are no current rail operations within Bruce County serving passenger or freight demand. Canadian Pacific Railway (CPR) have abandoned existing rail corridors.

2.3 Existing Travel Characteristics

Traffic counts for all Bruce County roads were completed in 2018 and 2019, during the spring or summer to provide insight into current traffic demand. These counts were adjusted to reflect summer conditions, where required. For the purposes of analysis and comparisons in this MTP, the County's traffic counts have been converted to SADT and AADT volumes for all the roads in the Bruce County road network, based on the seasonal variation factors assigned, its geographical location within the County road network, and its proximity to primary or secondary urban communities and tourist or recreational land uses. The calculated SADT and AADT for select locations on each County road are summarized on Figure 4.

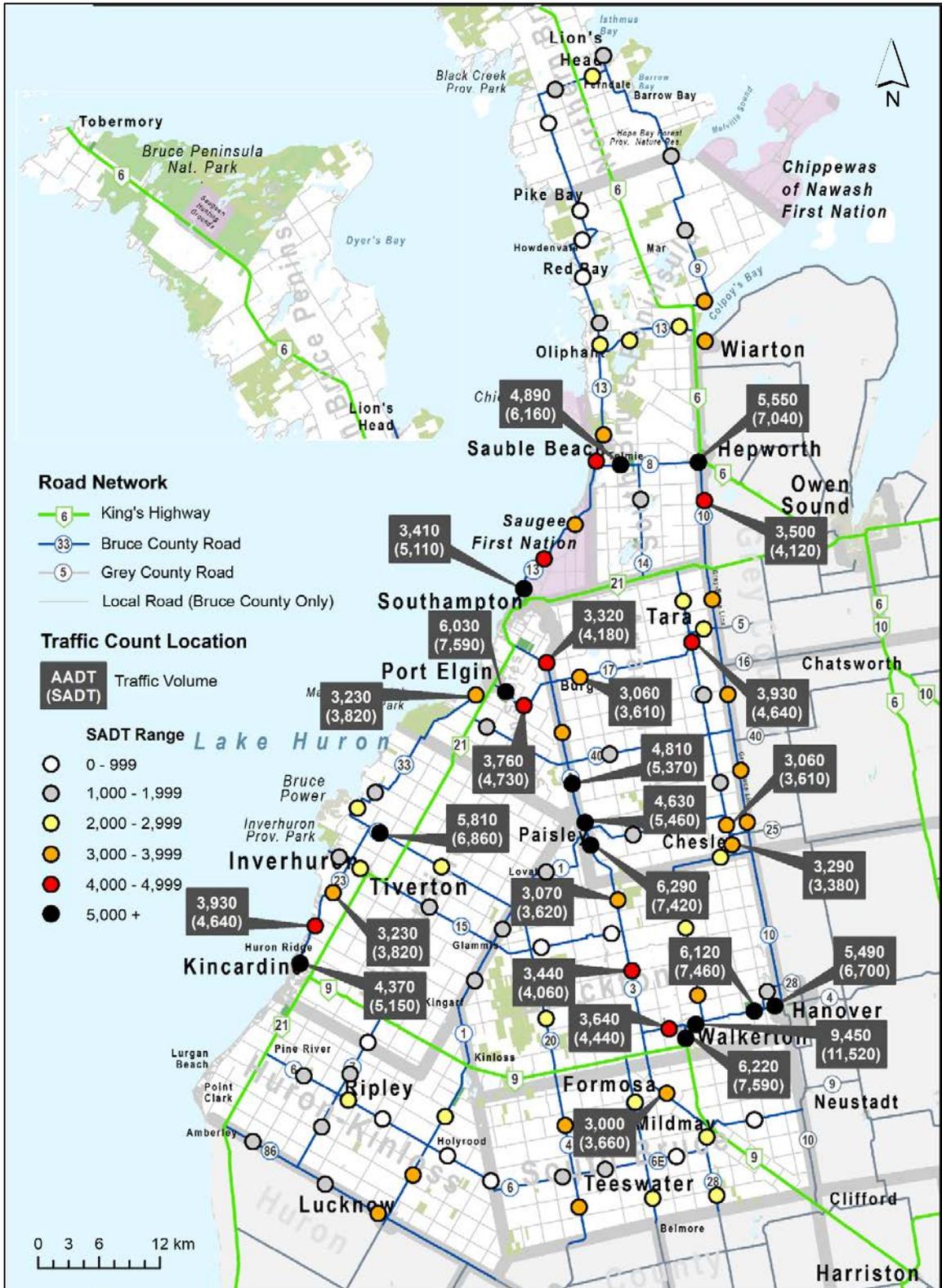
The typical capacity limits of highway sections and County Roads is approximately 900 vehicles per lane per hour. It is noted that the section of Highway 21 between Port Elgin and Southampton is currently a 4-lane highway. The remaining highways and County Roads are currently operating as 2-lane facilities.

The sections of the provincial highway system and County Road system with high Design Hour volumes (i.e., in excess of 900 vehicles per hour per lane) are:

- Highway 21 (Port Elgin to Southampton)
- Highway 21 (through Kincardine)
- County Road 4 (Walkerton – Jackson Street to Durham Bridge)

Applying directional distribution, the 2 lane portions of Highway 21 (Port Elgin to Southampton) that have design hour volumes that are approaching capacity.

Figure 4: Road Network Traffic Volumes



3.0 Transportation Needs and Opportunities

3.1 Existing Needs and Opportunities

Safety issues include vehicle-vehicle conflicts, vehicle conflicts with cyclists or pedestrians and single vehicle incidents (run-off-road or animal collisions). Solutions to safety and operational needs may include geometric improvements, capacity improvements and/or traffic control measures such as markings, signage, signals, speed management or physical barriers. This Master Transportation Plan includes a road network screening methodology for identifying high collision and other problem locations identified by the County, the public and area municipalities.

3.1.1 Road Safety Needs and Opportunities

Safety hot spots are identified by comparing collision rates to typical collision rates or safety performance functions for jurisdictions that have completed detailed statistical analysis of collision data. Analysis includes the collision frequency, severity and roadway condition. The analysis is developed to provide a better understanding of the existing safety conditions, for specific sections of the Bruce County Road network.

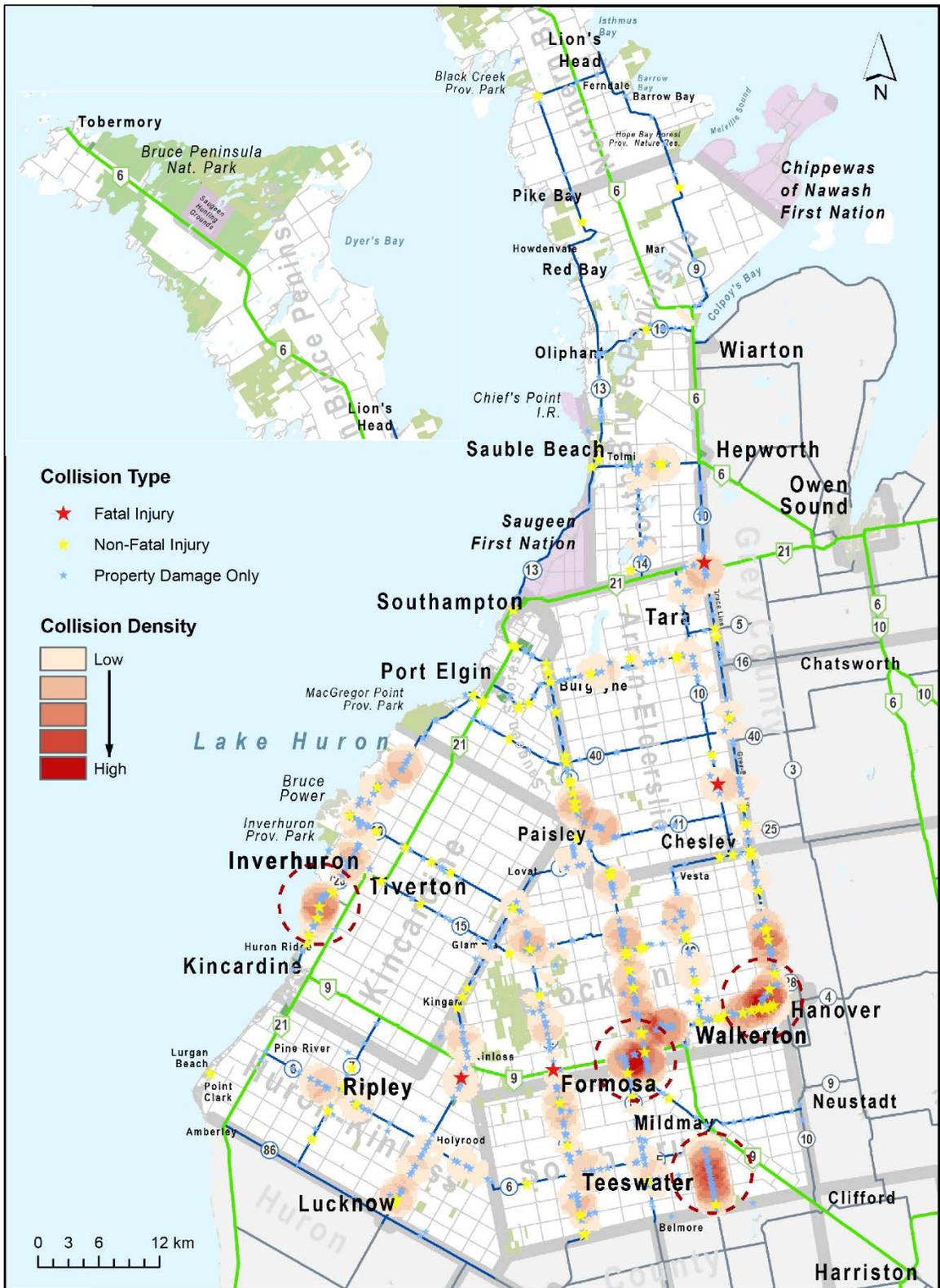
Figure 5 illustrates the locations of all recorded collisions and a heatmap is developed based on the density of the collisions. Based on this collision heatmap, 4 hotspots were identified in the map. Further analysis has been completed of the collision rates for those road segments that have higher collision rates, as shown in Table 1.

Table 1: County Road Segments with Highest Incidence of Collisions

Road Name	Location	Section Length (km)	Number of Collisions over 36 Months	AADT*	Collisions Average Per km of Road per Year	Collision Rate
County Road 23	Concession Road 5 to 500m north of Lorne Beach Road	4.6	24	3575	1.74	1.33
County Road 2	County Road 3 to Yonge Street	4.1	15	3640	1.22	0.92
County Road 4	McNab Street to County Road 22	7.7	52	7615	2.25	0.81
County Road 3	Highway 9 to Tower Road	3.2	17	3000	2.19	1.62
County Road 12	Highway 9 to Side Road 5	3.3	14	2170	1.31	1.79
County Road 28	County Road 6E to Concession Road 2 W	4.1	20	1750	2.20	2.55

* AADT was calculated based on both upstream and downstream AADT if the data is not available for the specific sections.

Figure 5: Collision Heatmap Showing Collision Severity



Four of the road sections analyzed had high collision rates that exceeded 1.0. The conditions for these road segments have been reviewed further to assess the number of vehicles involved, the road condition, environmental factors and driver behaviour. For all 4 hotspots, the vast majority of the collisions involve 1 vehicle and most (at least half) of the collisions are animal-related collisions.

There is an opportunity to improve safety through mitigation measures to reduce the likelihood of vehicle-animal collisions for the following road sections:

- Bruce Road 23 from Concession Road 5 to 500m north of Lorne Beach Road
- Bruce Road 22 from Grey 10 Road to Bruce Road 4
- Bruce Road 2 (Dundas Street West)
- Bruce Road 3 from Bruce-Saugeen Townline to 500m north of Concession Road 8

3.1.2 Operational Needs and Opportunities

Operational and safety related issues, not directly related to collision frequency, have been identified by County staff, area municipal staff and the public. The following intersections may have opportunities for improvement to address issues as listed below:

County Road	Location	Operational Issue
CR 3	Highway 21 Intersection	Intersection operations and warrant for roundabout
CR 3	CR 17 (Borgoyne)	Sight lines and need for parking barriers or signage
CR 4	CR 19 – Sideroad 15	Intersection operations, speed management and need for signage, markings or a roundabout
CR 6	CR 7 (Ripley)	Sight lines and need for parking restrictions, signage, markings or illumination
CR 6	CR 1 (Holyrood)	Sight lines and need for parking restrictions, signage, markings, illumination
CR 8	CR 13 (Sauble Beach)	Lane alignment and need for signage, markings,
CR 10	Grey-Bruce Line (Chesley)	Intersection operations and opportunity for lane modifications, signage, markings or roundabout
CR 13	Highway 21 Intersection	Intersection operations and warrant for roundabout
CR 13	Ottawa Ave. – Hemlock St.	Need for added traffic control (signage, markings)
CR 15	Lake Street	Opportunity for added traffic control (signage, markings) and reconstruction and sidewalk
CR 20	Highway 21 Intersection	Opportunity for added traffic control (signage, markings)

Further investigation may be required prior to implementation of operational improvements to specific measures and design features, such as:

- Reconfiguring the intersection to improve alignment or align opposing left turn lanes.
- Introduce markings as per OTM Book 15 to better define pedestrian crossings.
- Introduce access control for driveways causing conflicts close to the intersection.
- increase parking restrictions close to the intersection or implement physical barriers.
- Implement oversized stop signs and/or an all-way flasher.
- Improve illumination.
- Introduce supplemental markings to slow traffic and better define stop conditions.

3.1.3 Traffic Calming Policy

In November 2019, the Bruce County introduced a Traffic Calming Measures policy. The Policy Statement reads: “The Bruce County Traffic Calming Measures Policy provides a uniform set of guidelines and procedures that ensures any request for traffic calming measures will be evaluated effectively. It will be based on warrants based on guidelines from the Transportation Association of Canada (TAC), best engineering practices and best law enforcement practices. Traffic calming measures will be considered if a combination of warrants are met, including:

- A risk score based on road geometry, lane width, roadside hazards, pedestrian and cyclist exposure, pavement surface, crosswalks, driveways and design speeds.
- Speed set at which 85 percent of people drive is considered the maximum safe.
- Proximity to a school, health care or community facility. Roads that abut to a school, healthcare or community facility will be given consideration for a reduced speed limit.

Speed management treatment policies have been developed by Bruce County including:

- **Transverse Rumble Strips:** are a series of lateral patterned grooves or raised pavement/adhered materials that produce noise and vibration to alert motorists of a stop condition. Bruce County Policy was introduced in 2002 and revised in 2015.
- **Community Safety Zones:** are designated areas under the Highway Traffic Act that involve reduced speeds and increased enforcement penalties. The Bruce County policy was introduced in January 1999 following changes to the Highway Traffic Act.

Issues have been raised related to speed through rural residential areas; speed data has been collected by the County’s radar sign and radar unit at a few of these locations. The merits of speed management measures are under consideration for the following locations:

- County Road 17 at County Road 27 (Invermay)
- County Road 9 east of Highway 6 (Colpoys Bay)
- County Road 28 south of Highway 9 (Mildmay)
- County Road 12 south of Concession Road 12 (Formosa)
- County Road 17 at Sideroad 15 (Arkwright)

3.2 Future Needs and Opportunities

3.2.1 Official Plan – Bruce GPS

Bruce County is currently reviewing its Official Plan, a guiding document that establishes how communities will grow and develop over time through a series of directions for land use and community planning. The County retained StrategyCorp to undertake a stakeholder engagement process as part of the Land Use Service Delivery Review (SDR), which had specific recommendations related to transportation, including:

- “A stronger role for the County in planning for, implementing, and maintaining a regional transportation network.”
- “The County should consider adopting policies in its official plan that would establish a mobility-based transportation plan which includes transit and active transportation.”
- “Consider implementation of “steps” to a transit network as Innisfil has done.”
- “Ensure provisions exist in the new official plan to support more efficient use of existing transportation resources.”
- “The County should consider active transportation corridors as a means of linking communities and settlement areas together while providing alternatives to private vehicle use.”
- “The new official plan should put in place some of the land use building blocks required for the county to one day implement a transit system.”

3.2.2 Population and Development Forecasts

The population growth projections for Ontario and for Bruce County are summarized in

Table 2 along with select demographic information, as reported in in *Ontario Population Projections, 2020-2046*, (Ontario Ministry of Finance):

Table 2: Population Growth in Bruce County

Year	2021	2035	Percent Growth/Year
Ontario – Total Population	14,822,201	17,885,908	1.4%
Bruce County – Total Population	75,173	87,746	1.2%
Ontario – Senior (over 65) Population	2,676,566 (18.1% of pop.)	3,960,911 (22.1% of pop.)	3.4%
Bruce County – Senior (over 65) Population	19,148 (25.5% of pop.)	25,101 (28.6% of pop.)	1.7%

The growth in population in Bruce County is projected to be marginally below the provincial average. These projections also indicate an ageing demographic with an increase in the percentage of the population that is over 65 years old (28.6%) by 2035, a percentage that is higher than the provincial average. The demographics support the increasing need to deliver transportation services that respond to seniors within the County.

Bruce County provided a summary of potential subdivision developments within the County. Most developments considered have been granted Draft Plan Approval. The projected population associated with these developments are comparable to the provincial 2035 population forecasts.

3.2.3 Employment Growth

Bruce Power is carrying out its intensive Major Component Replacement (MCR) Project that focuses on the replacement of key reactor components. The program will secure an estimated 22,000 jobs directly and indirectly from operations, and an additional 5,000 jobs annually throughout the investment program.

Another potential major employer includes the proposed Nuclear Waste Management Organization (NWMO) proposed site for a deep geological repository location in South Bruce. The nearly 1,300 acres (526 hectares) of land northwest of Teeswater could serve as a long-term management of used nuclear fuel. If approved, the NWMO site is projected to be constructed between 2033 and 2043, at the end and beyond the horizon of this Master Transportation Plan. It is projected that it could generate approximately 1,500 jobs during construction and over 2,000 operations jobs following construction. It is anticipated that improvements necessary to support the NWMO will be identified through the planning approval process.

3.2.4 Traffic Forecasts and Future Capacity Needs and Opportunities

A traffic model has been developed to forecast traffic on Highways and County roads to year 2035. The traffic model has been based on existing AADT and SADT volumes on the County roads plus trip generation has been calculated for proposed developments, based on trip generation rates (Source: ITE *Trip Generation Manual*) and general growth rate of 0.5% per annum to reflect external traffic growth. Traffic design hour volume (DHV) forecasts and directional split were estimated based on road classification.

Traffic design hour forecasts to 2035 were provided for Provincial Highways and County road links. Forecasts were compared to the typical lane capacity. Those County roads that have a volume to capacity (V/C) ratio greater than 90% i.e., V/C ratio above 0.90 warrant road capacity improvements.

Based on the maximum 2035 design hour V/C ratio, the following sections of the County road network will have demands that exceed the current capacity by 2035. The following road capacity or operational improvements are warranted:

- County Road 4 (Elgin Street to Durham Street Bridge)
- County Road 4 (Durham Street Bridge to County Road 19)
- County Road 8 (Municipal Road to Community Centre Drive)
- County Road 20 (Highway 21 to County Road 33)

3.2.5 Road Needs and Asset Management

The Bruce County *2016 Asset Management Study* indicated that nearly 80% of the County's road network assets, have more than 10 years of useful life remaining. Approximately 2% of its assets (\$7.5 million) were in operation beyond their useful life and an additional 7%, with a replacement value of \$26.2 million, will pass the useful life within 5 years. Pavement condition was assessed between 2019 and 2020 and will continue to be monitored and upgraded.

In addition to providing connectivity between County Roads, West Road provides access to waterfront developments, harbours and farms in this area as shown on Figure 6.

Figure 6: West Road Class EA



The south part of West Road (approximately 11 km) is asphalt or surface treatment, the centre part (approximately 14 km) is gravel surface and the north part (approximately 4 km) is asphalt surface. The highest summer traffic counts recorded by the County on the various sections of West Road were as follows:

- South part (asphalt or surface treatment): 1,071 to 2,299 vpd
- Centre part (gravel): 235 to 335 vpd
- North part (asphalt): 603 vpd

Traffic volume forecasts for the West Road do not support the need for additional capacity. Geometric improvements will improve operations and allow West Road to serve as an alternative to Highway 6 and a Scenic Route along Lake Huron.

The County's Official Plan and related Ontario Municipal Board (OMB) decision (2012) requires that any road improvements to the West Road shall be subject to the requirements of the Class EA undertaken by the County, including consultation with the Saugeen Ojibway Nation. In June 2018, the County's Transportation & Environment Committee passed a resolution to recommend that the County carry out repair work on the West Road to improve road surface deterioration and to continue to move forward with the West Road Class EA process, which is on-going.

3.2.6 Bridge Infrastructure Future Needs and Opportunities

The County completed the study entitled *Bridge Infrastructure Master Plan Central Bruce County* (BM Ross and Associates Limited, April 24, 2013) which provided long-range plans for addressing deficiencies in 8 bridges located on the Saugeen and Teeswater Rivers, immediately south of Paisley. Seven (7) of these bridges were owned by the County and located on local roads. The recommendations of the Master Plan for these structures included the following:

- Two (2) bridges (Dudgeon and 12th of Brant, built 1930 and 1920) were proposed for repairs in the short term and ultimately to be closed in the 2026-2028 timeframe.
- Two (2) bridges (McCurdy and Big Irwin, built 1913 and 1900) were proposed to be replaced in the short term and remain as County bridges.
- One (1) bridge (Watson's, built 1920s) was proposed to be rehabilitated in the short term and remain as a County bridge.
- One (1) bridge (Little Irwin, built 1953) was proposed to have no work and remain as a County bridge.
- One (1) bridge (Gregg, built 1965) was proposed to have no work and be transferred to Brockton ownership.

There is a need for further consideration on the potential for the County bridges to be transferred to lower tier jurisdiction, where such structures are located on local roads.

3.3 Transit and Demand Management Needs and Opportunities

3.3.1 Factors Affecting Transit Demand

Transit and other non-auto driver demand reflects the mobility needs for those who have limitations that restrict travel by private vehicle or who otherwise chose not to drive. This may include:

- Those with physical limitations, such as the elderly or infirm, that restrict their ability to drive.
- Those who lack confidence to drive longer distances, or at night or during the winter.
- Those who are too young to legally drive.
- Those who have financial barriers to vehicle ownership.
- Those who choose not to drive for other reasons.

Transit demand is derived from a range of trip purposes, including the following:

- **Work Transit Trips:** Transit demand includes the need for regular commuters travelling to work. Affordable reliable alternative transportation is not only a challenge for workers commuting to work, but employers also have identified a need for connecting to an available labour force.
- **Medical Transit Trips:** Residents who are elderly or infirm may have needs for medical trips and often have physical barriers to driving. There are 8 clinics and smaller hospitals in Bruce County in addition to the 400 bed Owen Sound hospital. Data from medical trip providers indicate that there are 50,000 related trips per year.
- **School Transit Trips:** School related transit trips are provided for by Student Transportation Service Consortium of Grey Bruce (STSCGB) that serves the Bluewater District School Board (BDSB), the Bruce-Grey Catholic District School Board (BGCDSD) and le Conseil Scolaire de District des Ecoles Catholique du Sud-Ouest (CSDECSO). A 2009 Ministry of Education Effectiveness & Efficiency Review Report estimated school transportation services at 15,000 daily riders; given that Secondary Schools are provided in only 4 urban centres within the County school trips are long, targeted to be on average 30 minutes (5% are more than 60 minutes).
- **Recreation Purpose Trips:** There were 2.5 million visitors to Bruce County. There are a few bus-based tours (e.g., TakeTours, Parkbus, Viator, ToDo, ShengNu), however the vast majority of recreational trips are auto-based trips.

There is likely latent transit demand for a range of trip purposes. For example, it is likely that student trips go unserved, including students who would like to participate in after or before school activities or attend appointments; service provider indicate that some medical service are unserved when there is insufficient driver availability; some families are unable to connect due to a lack of transit service.

3.3.2 Stakeholder Input on Transit Demand and Use

County Human Services staff have provided insight into the operations of on-demand transit services. Needs for transit services have been confirmed for residents who are seeking employment, particularly service industries. The combination of vehicle costs and housing costs are prohibitive. Needs are particularly high among the communities along Lake Huron. It was confirmed that there is latent (unserved) demand due to operational considerations:

- Movin' GB demand is greater than the service capacity and they are not accepting new registrations for participants in their programs due to capacity constraints.
- Operations do not allow for coordination of trips, i.e., 2 passengers sharing a ride.
- School bus services do not address after school programs or daytime appointments.

Through travel surveys, the public was asked about their need and interest in using transit. There were 22 of 30 who indicated a desire to use specialized transit or public. Their interests related to connections to centres including Wiarton, Owen Sound and Tobermory. Trip purposes identified included shopping, medical appointments and visiting. Reasons for transit need included: age, disability, affordability and a safe alternative to driving during inclement weather. 13 respondents identified lack of transit as one of the biggest transportation issues. For taxi, Uber, Lyft or comparable services 16 of 25 indicated that they would not use on-demand primarily because of cost; 1 respondent identified safety (security) concerns.

3.3.3 Summary of Transit Needs

It has been identified that Bruce County has an interest in transit services and there may be a more direct role for the County. Furthermore, there are specific needs and resident barriers that an improved transit service could address, including:

- Flexibility of Student travel, i.e., after school and midday travel options.
- Reduced wait time for on-demand trips.
- Development scheduling efficiencies to serve multiple residents in a single trip.
- The ability to accommodate new registrants / customers for on-demand services.
- Provide on-demand transit service for communities not currently served by SMART.
- Improvement in the coordination of organization between SMART and Movin' GB.

The following sections identify opportunities and implementation implications of alternative transit service improvements that Bruce County can initiate.

3.3.4 Scheduled Transit Opportunities

Opportunities for scheduled transit routes have been developed that connect key centres and destinations. These opportunities can be integrated with services provided by others. The routes are illustrated in Figure 7 and documented below:

- **Potential Route A:** This route can function as an extension of Grey Route 5, connecting the City of Owen Sound, the community of Wiarton and Sauble Beach. There is a potential partnership with Grey County.
- **Potential Route B:** This route is a potential connection between the City of Owen Sound and the communities of Southampton and Port Elgin.
- **Potential Route C:** This route connects Kincardine and Port Elgin / Southampton. It would provide links to Bruce Power and Inverhuron Provincial Park for these communities. There is a potential for Route C to replace the current bus transit system for Bruce Power employees with Bruce Power as a potential partner in the operations of the route.
- **Potential Route D:** This route is an extension of Grey Route 6 linking Walkerton / Hanover to Kincardine and centres in between. There is a potential partnership with Grey County. The route could use either County Road 6 or Highway 9.
- **Potential Route E:** This route could provide a connection from Wiarton to recreational destinations of Tobermory and Lion's Head, improving accessibility and reducing traffic and parking demands in those communities.

For Route A, there is a potential for 90 transit trips daily on based on a 1% transit share and the projected summer vehicle demand on County Road 8. Similarly, Route B has a potential for 70 daily transit trips. Currently Route C serves 12 daily trips for Bruce Power employees only, but there is potential for 200 to 500 daily trips given the route capacity and typical per capita transit usage for small municipalities. Route D could serve up to 60 trips per day based on a 1% transit modal share and traffic levels on County Road 6 and Highway 9.

3.3.5 On-Demand Transit Opportunities

Current on-demand services, SMART and Movin GB, could be improved to better serve the Bruce County population and accommodate growth. Improvements could include:

- **Areas Served:** Geographic expansion to communities not presently served (as illustrated in Figure 8).
- **User Eligibility:** Expansion of the range of eligible users and trip purposes and accommodate additional registrants for Movin GB services.
- **Service Convenience:** Increased capacity for improved response time.
- **Integration of Service:** Improved efficiencies from the coordination / integration of service providers i.e., SMART and Movin' GB for scheduling / dispatching trips.

Figure 7: Scheduled Transit Opportunities



Figure 8: SMART Service



3.3.6 Ride-for-Hire Opportunities

The County could encourage other on-demand services by establishing regulations that both encourage and manage operational issues of ride-hail services e.g., Uber, Lyft or traditional transit services. There is limited information on the demand for ride-hail services and on driver participation in jurisdictions with the size and density of Bruce County; both may be modest based on public meeting feedback.

It would be beneficial not to have barriers between municipalities and Counties for ride-for-hire as an alternative mobility choice. The following interim strategy to improve the ride for hire capacity in Bruce County was approved at Transportation and Environment Services Committee on October 15, 2020. It was agreed that the County will approach the local municipalities to discuss the following subjects:

- Draft legislation to remove barriers if, and when, services like Uber migrate to Bruce County.
- Modernize taxi legislation to make it simpler to provide affordable service with increased capacity and to facilitate movement between municipalities and Counties.

3.3.7 Cooperation and Partnerships

Operational improvements to transit will require the cooperation of key players responsible for transit service. Implementation will require the development of plans for SMART, Movin GB / HCSS, Bruce Power and Grey County, in addition to the involvement of Bruce County and any funding agencies (i.e., Provincial and Federal governments). Bruce County and Grey County already have shared interests in existing on-demand transit service (SMART and Movin GB) and with new Grey Transit routes that extend into Bruce County. These parties are potential partners.

Within Bruce County, the Transportation and Environment Department, Human Services Department, School boards and agencies serving seniors are directly involved. The area municipalities are also key stakeholders and potential partners, as well as transit companies. The following are potential models for operation of transit in Bruce:

- **Cooperation:** Working together in some loose association, perhaps focusing primarily on information sharing, in which all agencies retain their separate identities and authorities, including control over the vehicles which they own.
- **Coordination:** Joint decisions and actions of a group of agencies with formal arrangements between 2 or more service providers for better resource management, in which improved organization strategies are applied to achieve greater cost-effectiveness in service delivery.
- **Consolidation:** Vesting all operational authority in 1 agency that then provides services according to purchase of service agreements or other contractual relationships.

3.4 Active Transportation Needs and Opportunities

3.4.1 Benefits of Active Transportation

Active transportation refers to any form of self-propelled mode of transportation that uses human energy such as walking, cycling, skating, jogging, rolling and skiing. These modes help to promote a healthy lifestyle, contribute to sustainable transportation and reduce the impact on the environment. Active transportation is explicitly supported in the Provincial Policy Statement and is supported as an important component of multimodal transportation systems.

The benefits of walking, cycling and other non-motorized modes of transportation contribute to improved health and well-being. According to the World Health Organization (WHO), physical inactivity is the second highest health risk in developed countries. The National Cooperative Highway Research Program Report 552 has quantified significant benefits of active transportation for lower health care costs.

For short distance and recreational travel needs, bicycle ownership has cost and health benefits relative to a motor vehicle or a secondary household motor vehicle. The annual cost of operating a motor vehicle, including fuel, insurance, maintenance and parking is estimated by CAA as \$9,500 annually. Safe cycling and walking routes can help address financial barriers for travel to work for some residents.

Pedestrian and cyclist-friendly neighbourhoods can improve the livability of streets, increasing public presence and contributing to the sense of community.

3.4.2 County Mandate and Active Transportation

The existing County rail-trail provides a primary corridor or spine for active transportation. Active transportation connectivity, however, is not provided for portions of the County. New active transportation connections will help fulfil these objectives.

County infrastructure provides an opportunity to provide active transportation connections between communities. County roads can provide these connections. County roads may also be important in providing pedestrian and cycling connections within urbanized areas. There are opportunities to incorporate safer County oriented active transportation facilities through County trails and along County roads.

3.4.3 Pedestrian Needs and Opportunities

OTM Book 15 defines alternative treatments for accommodating pedestrians crossing the roadway for both controlled crossings and uncontrolled crossings. The objective of developing Book 15 was to address ways to manage conflicts between pedestrians and other modes of traffic on the roadway such that pedestrians can cross safely and should be the basis for pedestrian crossings of County Roads, particularly in urban areas.

A walkable environment, however, extends beyond pedestrian crossings and encapsulates aspects of “pedestrian walkways” including sidewalks, trails, and congregation areas. Factors that can affect walkability include, but are not limited to distance of the trip, perceived safety of the route and the comfort and convenience of walking. Sidewalks and crossings should be wide enough and accommodating to all users, including older pedestrians and those who have physical disabilities.

Pedestrian walkway design can impact the perceived safety and security by pedestrians. The following are examples of walkway design elements that directly impact the perceived and actual safety of pedestrians:

- Lack of pedestrian facilities along the road that accommodate pedestrians separate from vehicles (e.g., sidewalks, multi-use trails or sufficiently wide boulevard).
- Boulevard pedestrian walkways that are discontinuous.
- Pedestrian walkways that are too narrow or immediately adjacent to vehicular traffic
- Pedestrian walkways or crossings that do not meet the requirements Accessibility for Ontarians with Disabilities Act (AODA).
- Excessive distance between crossings affecting the use of safe crossing locations.

The need for pedestrian walkway and crossing improvements may be identified for locations on County roads where there is a documented and significant pedestrian demand.

3.4.4 Off-Road Trail Needs and Opportunities

The County’s Official Plan provides Council requirements relative to recreational trails. It states that “County Council encourages the development of recreational trails, including hiking trails, canoe routes, the Bruce Trail, biking, skiing and snowmobile trails”. New trails providing active transportation links are needed to support the economic development plans and increase capacity as the County grows.

New connections may be opportunity based, where lands and corridors are available. County Council also encourages local municipalities, to determine if the provision of trail linkages, as part of a new development, to facilitate the expansion of a “comprehensive trails system through the County.”

Off-Road trail opportunities include:

- New linkages with area municipalities, possibly including along the waterfront.
- Engage of partners and stakeholders such as the Huron Shores ATV Club and the local municipalities.
- Maintain trails including TES Department inspection reports that outline trail conditions and maintenance requirements, in accordance with their risk management policy (i.e., Risk Management Practices Guide for the Design, Construction and Operation of Trails, 2016).

3.4.5 On-Road Cycling Facility Needs and Opportunities

There are opportunities for accommodating active transportation on County Roads. The following initiatives are options for addressing active transportation needs along County Roads:

- Supplement the design County Road design guidelines to include a complete streets approach that identifies space within road rights-of-way for cyclists and pedestrians.
- Identify on-street bicycle facilities (bicycle lanes or signed routes with paved shoulders) on County Roads connecting to key destinations or providing recreational cycling loops.

Given the rural nature of most of the County Road system, the option of implementing paved shoulder bicycle routes is a reasonably cost-effective alternative to provide connections between communities and key destinations. They can accommodate commuter and recreational cycling for experienced cyclists. A paved shoulder on a designated bike route may include a buffer zone to provide greater separation between motorists and cyclists. Many Ontario municipalities have begun implementing paved shoulder bicycle facilities, including Grey County and Oxford County.

For County Roads in larger urban areas, the County may consider implementing bicycle lanes or buffered bicycle lanes as part of the active transportation strategy coordinated with area municipalities. The suitability of the on-road bicycle lanes within an urban area will include an assessment based on OTM Book 18 criteria and availability of right-of-way.

3.4.6 Potential New Active Transportation Facilities

Opportunities for providing active transportation connectivity for experienced cyclists have been considered based on the location of existing centres and destinations, the need for active transportation links in underserved portions of the County and providing improved safety through the upgrading of key County Roads currently being used and recognized as active transportation routes. The following are opportunities for new connections:

- County Road 9 Lion's Head to Warton
- County Road 13 Warton to Sauble Beach
- County Road 8 Hepworth to Sauble Beach
- County Road 13 Southampton to Sauble Beach
- County Road 23 Kincardine to Inverhuron
- County Roads 1 and 15 from Paisley to Glannis to Bruce County Rail Trail

Figure 9 illustrates potential active transportation route connectivity.

Figure 9: Potential Active Transportation Connections



3.4.7 Active Transportation Design Approach

Design criteria should incorporate the guidance of OTM Book 18 for bicycle facilities and OTM Book 15 for pedestrian facilities. OTM Book 18, recognizes the concept of the design bicycle facilities within a design domain. The “design domain” concept was first introduced in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads; it represents the range of values that a practitioner may choose for a particular design parameter. It provides the designer some flexibility to design a bicycle facility that is appropriate for the road environment and traffic conditions.

The design of pedestrian and cycling facilities will require integration with other roadway elements including, vehicle traffic and parking, natural heritage elements, storm drainage, utilities and streetscape elements. A complete streets guideline will help rationalize the space required and the right of way allocated to cyclists and pedestrians.

Urban Areas

It is recommended that the County work with area municipalities to identify needs for pedestrian walkways and crossing on County roads in urban areas and opportunities for cycling facilities in urban areas based on AODA and OTM Book 15. The County Transportation & Environment Services Department will require additional resources to evaluate these needs and opportunities depending on the number of issues identified.

Rural Areas

Subject to the confirmation with the OTM Book 18 Desirable Bicycle Facility Pre-Selection Nomograph, implementation of County active transportation in Rural areas is primarily proposed in the form of paved shoulders on the County road system. New trails will also be considered on an opportunity basis where continuous corridors are identified and made available to the County.

Signed bicycle routes with paved shoulders should typically have shoulders between 1.5 and 2.0 metres in width depending on the volume, speed and mix of vehicular traffic. As motor vehicle volumes increase, practitioners may consider wider paved shoulders or a buffered zone.

OTM Book 18 states that “in situations where the facility type selection process has identified the need for a paved shoulder within a constrained corridor, practitioners may consider providing a minimum paved shoulder width of 1.2 metres after applying good engineering judgment and consideration of the context specific conditions.”

3.5 Emerging Technology Needs and Opportunities

The transportation landscape is evolving with the emergence of new technologies including clean energy (including hydrogen, renewable natural gas and electric vehicles) and Automated Vehicles (AV). In order to meet the County's transportation objectives, there is a need to be future-ready for clean energy vehicles and AV accommodation.

3.5.1 Clean Energy Vehicles

There is a social benefit associated with accommodating clean energy vehicles that governments are currently considering. In December 2020, the Government of Canada introduced a target for a net-zero emission by 2050; Electric vehicles (EV) represent a significant opportunity toward this objective.

There is also a practical benefit to accommodating clean energy vehicles. These vehicles are increasing in acceptance and it is anticipated that future adoption will increase significantly by 2035. A recent study, "KPMG in Canada Survey" indicated that more than two-thirds of Canadians would consider an EV for their next vehicle purchase. To meet the travel needs of the residents of Bruce County and support County businesses and tourism, there is a need to plan EV charging station infrastructure.

Bruce County is coordinating with adjacent municipalities, including Wellington County, to establish an electric vehicle charging station network strategy. This initiative will form part of a clean energy vehicle strategy.

3.5.2 Autonomous and Connected Vehicles

Vehicle automation is an emerging technology that will drastically change the transportation network and travel behaviour. Automated vehicles offer some level of control function (e.g., steering, throttle, or braking) without direct driver input, ranging from enhanced safety features to fully driverless vehicles.

The benefits of automated vehicles are seen to include: improved road safety, enhanced the mobility (youth, seniors, and users with disabilities), reduced need for parking at major destinations as vehicles will be able to park off-site, and increase road capacity as they are able to travel closer together. This will also allow more flexibility and reduce costs as one vehicle can be shared between several users.

While broad adoption of higher levels of AV may not occur within the 2035 time-horizon of this study, there may be a need to monitor technologies and identify opportunities for infrastructure design that makes the County future ready for AV. To date the County has cooperated with the Ontario Good Roads Association (OGRA) by identifying 4 sections of the County Road system approved for the testing of Autonomous and Connected Vehicles (August 9, 2018 Transportation and Environmental Service Committee report).

4.0 Policy Direction and Master Plan Vision

As part of the Master Plan process, a natural heritage information review documented natural heritage features and potential constraints to transportation networks and services in the County. Relevant federal and provincial environmental policy and regulation, municipal planning documents and available background and database information was reviewed to outline the policy framework of the Study Area and to characterize the natural heritage features of the County.

The County Master Transportation Plan (MTP) is also guided by the County's strategic planning documents, including the Official Plan, Bruce County Economic Development Strategic Plan, the County's Corporate Strategic Plan and various action plans. The MTP vision will complement the Council adopted vision of the current County Official Plan and related transportation goals.

Bruce County strives to balance the demands for new development with the need to preserve its unique physical, social and economic attributes. It is the County objective to create sustainable communities, meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.

The County's Master Transportation Plan vision is that all individuals, families and businesses across the County will have access to a safe and reliable transportation system that connects local communities and services, contributing to the health, well-being and economic prosperity of the entire County.

To achieve the County's transportation vision, the County's mission is to develop adequate and appropriate transportation systems and facilities that move people and goods in a safe, environmentally responsible and economically efficient manner within the County, and between the County and other areas. Through the County's Transportation Environmental Services department, the County will strive to achieve the following mandates:

- Provide a safe, effective and efficient road and bridge network, properly maintained.
- Support the planning, design and operation of a fully integrated County Transportation Network composed of Provincial highways, County roads, recreational trails, cycling facilities and transit facilities.
- Partner with other governments (Federal, Provincial, County, Municipal) and the private sector to coordinate and fund transportation initiatives and services that offer accessibility and choice.
- Explore and implement cost effective emerging technologies and innovations in the design and operation of the transportation network.
- Ensure that the transportation network is environmentally and economically sustainable, including the development of mitigation strategies to address climate change impacts.

5.0 Alternative Strategies

5.1 Identification of Alternative Strategies

A summary of the proposed alternative solutions includes the following:

Alternative 0 – “Do Nothing” Scenario: Maintaining the status quo is an alternative that the County can consider. It would be a strategy that addresses the regulatory responsibilities of the County in maintaining the County Road system and trail system, including addressing operational and safety needs. It would, however, not include new strategies for active transportation or transit services. This scenario would require a **low (or no) increase in funding** for capital investment and operations.

Alternative 1 – Supportive Transportation Scenario: In addition to meeting the regulatory responsibilities (Alternative 0), the County would develop a supportive and coordinating services for active transportation, transit and Travel Demand Management (TDM). This scenario relies on other parties and partners to lead initiatives. This scenario would require a **low increase in funding** for staff and support resources to implement coordination services.

Alternative 2 – Transit and TDM Focused Scenario: In addition to meeting the regulatory responsibilities and supportive and coordinating services, the County would develop a proactive strategy for transit, transportation on-demand services TDM. This strategy will incorporate a fulsome range of transit initiatives identified and require a **moderate increase in funding** for capital investment and operations including staff and support resources to implement and operate the transit and TDM initiatives.

Alternative 3 – Active Transportation Focused Scenario: In addition to meeting the regulatory responsibilities related to the County Road and trail systems, the County would develop a proactive strategy for active transportation. This strategy will incorporate a fulsome range of active transportation initiatives. This scenario would require a **moderate increase in funding** for capital investment and operations including staff and support resources to implement and operate the additional walking, cycling and other recreational infrastructure and support services.

Alternative 4 – Combined Transportation Scenario: In addition to meeting the regulatory responsibilities related to the County Road and trail systems, the County would develop a combined strategy for roads, active transportation, transit services and TDM. This strategy will incorporate a fulsome range of transit and active transportation elements. This scenario would require a **moderate increase in funding** for capital investment and operations on the basis of utilizing construction efficiencies for active transportation solutions and funding partners for transit.

The detail components of the alternative scenarios are summarized in Table 3.

Table 3: Description of Alternative Solution Strategies

Transportation Initiative	Alternative 0 Maintain County Road System – “Do Nothing” Scenario”	Alternative 1 Improve County Roads / Support Other Transportation Modes	Alternative 2 Improve County Roads / Develop Transit and TDM Services	Alternative 3 Improve County Roads / Develop Active Transportation Services	Alternative 4 Combined Multi-Modal Transportation Strategy
Provincial Highway Improvements: Work with the Province identify highway capacity and operational needs and plan improvements.	Proposed Improvements: <ul style="list-style-type: none"> Highway 21 between Port Elgin and Southampton. Highway 21 through Kincardine 	Proposed Improvements: <ul style="list-style-type: none"> Highway 21 between Port Elgin and Southampton. Highway 21 through Kincardine 	Proposed Improvements: <ul style="list-style-type: none"> Highway 21 between Port Elgin and Southampton. Highway 21 through Kincardine 	Proposed Improvements: <ul style="list-style-type: none"> Highway 21 between Port Elgin and Southampton. Highway 21 through Kincardine 	Proposed Improvements: <ul style="list-style-type: none"> Highway 21 between Port Elgin and Southampton. Highway 21 through Kincardine
County Road and Bridge Maintenance / Upgrades: Upgrade County Roads to address deficiencies identified in Road Needs and OSIM studies. Rationalize roads and bridges no longer suitable for the County Road system.	Proposed Improvements: <ul style="list-style-type: none"> West Road north of CR 13 Road Needs Study Findings OSIM / Bridge Needs Findings Rationalize County roads & bridges	Proposed improvements: <ul style="list-style-type: none"> West Road north of CR 13 Road Needs Study Findings OSIM / Bridge Needs Findings Rationalize County roads & bridges Develop complete streets guidelines	Proposed improvements: <ul style="list-style-type: none"> West Road north of CR 13 Road Needs Study Findings OSIM / Bridge Needs Findings Rationalize County roads & bridges Develop complete streets guidelines	Proposed improvements: <ul style="list-style-type: none"> West Road north of CR 13 Road Needs Study Findings OSIM / Bridge Needs Findings Rationalize County roads & bridges Develop complete streets guidelines	Proposed improvements: <ul style="list-style-type: none"> West Road north of CR 13 Road Needs Study Findings OSIM / Bridge Needs Findings Rationalize County roads & bridges Develop complete streets guidelines
County Roadside Safety: Identify locations with high collision frequency and implement road design and traffic engineering mitigation measures.	Develop a safety monitoring and capital improvement program Mitigation of high collision locations: 4 locations with animal collisions	Develop a safety monitoring and capital improvement program Mitigation of high collision locations: 4 locations with animal collisions Develop Property Access Guidelines	Develop a safety monitoring and capital improvement program Mitigation of high collision locations: 4 locations with animal collisions Develop Property Access Guidelines	Develop a safety monitoring and capital improvement program Mitigation of high collision locations: 4 locations with animal collisions Develop Property Access Guidelines	Develop a safety monitoring and capital improvement program Mitigation of high collision locations: 4 locations with animal collisions Develop Property Access Guidelines
County Road Speed Management: Identify speeds on County roads that exceed regulatory limits, negatively affecting community environments and implement traffic and design measures to calm operating speeds.		Proposed improvements: <ul style="list-style-type: none"> CR 17 at CR 27 (Invermay) CR 9 E of Highway 6 (Colpoys) CR 28 S of Highway 9 (Mildmay) CR 12 S of Concession 12 CR 17 at Sideroad 15 (Arkwright) 	Proposed improvements: <ul style="list-style-type: none"> CR 17 at CR 27 (Invermay) CR 9 E of Highway 6 (Colpoys) CR 28 S of Highway 9 (Mildmay) CR 12 S of Concession 12 CR 17 at Sideroad 15 (Arkwright) 	Proposed improvements: <ul style="list-style-type: none"> CR 17 at CR 27 (Invermay) CR 9 E of Highway 6 (Colpoys) CR 28 S of Highway 9 (Mildmay) CR 12 S of Concession 12 CR 17 at Sideroad 15 (Arkwright) 	Proposed improvements: <ul style="list-style-type: none"> CR 17 at CR 27 (Invermay) CR 9 E of Highway 6 (Colpoys) CR 28 S of Highway 9 (Mildmay) CR 12 S of Concession 12 CR 17 at Sideroad 15 (Arkwright)
County Road Operational and Intersection Improvements: Identify locations with high collision frequency, undesirable traffic conditions and/or design deficiencies and implement road design and traffic engineering mitigation measures. Improvements may include signage, markings, signals or roundabouts, parking control or geometric improvements.		<ul style="list-style-type: none"> CR 3 at Hwy 21 CR 3 at CR 17 (Borgoyne) CR 4 at CR 19 CR 6 at CR 1 (Holyrood) CR 6 at CR 7 (Ripley) CR 8 at CR 13 (Sauble Beach) CR 10 at GB Line CR 13 at Hwy 21 CR 13 at Ottawa Ave CR 15 at Lake Street CR 20 at Hwy 21 	<ul style="list-style-type: none"> CR 3 at Hwy 21 CR 3 at CR 17 CR 4 at CR 19 CR 6 at CR 1 CR 6 at CR 7 CR 8 at CR 13 CR 10 at GB Line CR 13 at Hwy 21 CR 13 at Ottawa Ave CR 15 at Lake Street CR 20 at Hwy 21 	<ul style="list-style-type: none"> CR 3 at Hwy 21 CR 3 at CR 17 CR 4 at CR 19 CR 6 at CR 1 CR 6 at CR 7 CR 8 at CR 13 CR 10 at GB Line CR 13 at Hwy 21 CR 13 at Ottawa Ave CR 15 at Lake Street CR 20 at Hwy 21 	<ul style="list-style-type: none"> CR 3 at Hwy 21 CR 3 at CR 17 CR 4 at CR 19 CR 6 at CR 1 CR 6 at CR 7 CR 8 at CR 13 CR 10 at GB Line CR 13 at Hwy 21 CR 13 at Ottawa Ave CR 15 at Lake Street CR 20 at Hwy 21

Transportation Initiative	Alternative 0 Maintain County Road System – “Do Nothing” Scenario”	Alternative 1 Improve County Roads / Support Other Transportation Modes	Alternative 2 Improve County Roads / Develop Transit and TDM Services	Alternative 3 Improve County Roads / Develop Active Transportation Services	Alternative 4 Combined Multi-Modal Transportation Strategy
Support of Transit Service Provided by Others: Provide communication and support of transit services provided by others.	No role in transit and ride-hail service at the County level	Use Integrated Mobility Planning Sub Committee for reporting/coordination Use of Movin’GB to coordinate and schedule specialized (health) transit	Use Integrated Mobility Planning Sub Committee for reporting/coordination Use of Movin’GB to coordinate and schedule specialized (health) transit Amalgamate County transit <ul style="list-style-type: none"> Establish a transit web-portal Coordination with specialized transit service providers 	Use Integrated Mobility Planning Sub Committee for reporting/coordination Use of Movin’GB to coordinate and schedule specialized (health) transit	Use Integrated Mobility Planning Sub Committee for reporting/coordination Use of Movin’GB to coordinate and schedule specialized (health) transit Support County transit <ul style="list-style-type: none"> Coordination with specialized transit service providers
Support of Ride-hail Services Provided by Others: Work with area municipalities and service providers to promote and regulate ride-hail services.	No role in transit and ride-hail service at the County level	No role in transit and ride-hail service at the County level	Establish conditions for ride-hail: <ul style="list-style-type: none"> Develop ride-hail regulations Coordinate with ride-hail service providers Provide information on ride-hail	No role in transit and ride-hail service at the County level	Establish conditions for ride-hail: <ul style="list-style-type: none"> Develop ride-hail regulations Coordinate with ride-hail service providers Provide information on ride-hail
Provide or Fund County Transit and/or Ride-hail Service: Provide transit service and/or funding to allow mobility between urban centres and areas of the County and to connect to major centres in adjacent municipalities.			Establish a County scheduled transit: <ul style="list-style-type: none"> Regular bus-shuttle between centres and/or key destinations Reconfigure Bruce Power shuttle to extend to all public Extend 4 routes from Grey County i.e. Owen Sound Operate specialized transit		Establish a County transit services for the most cost feasible options: <ul style="list-style-type: none"> Shared service with employer shuttles e.g. Bruce Power Extension of Grey County Route(s) Partially fund specialized transit
Demand Management Programs: Proactive programs in support of rideshare, telework and other transportation demand management opportunities.		No action in response to the closing of Sustain Mobility on May 30, 2021.	Establish County TDM promotional programs and/or portal supporting: <ul style="list-style-type: none"> Work-at-home programs Rideshare coordination programs 	No action in response to the closing of Sustain Mobility on May 30, 2021.	Establish County TDM promotional programs and/or portal supporting: <ul style="list-style-type: none"> Work-at-home programs Rideshare coordination programs
County Trail System Development: Develop recreational trails, including cycling and hiking/skiing and snowmobile trails.	Inspect and maintain trails as per risk management policy,	Inspect and maintain trails as per risk management policy, Respond to requests for new trail linkages between urban centres	Inspect and maintain trails as per risk management policy,	Inspect and maintain trails as per risk management policy, Respond to requests for new trail linkages between urban centres Undertake a trail master plan to identify new County trail routes	Inspect and maintain trails as per risk management policy, Respond to requests for new trail linkages between urban centres
County Road Cycling Routes: Accommodate active transportation utilizing the County Road system		Consider space on County roads: <ul style="list-style-type: none"> Pedestrian space and pedestrian crossings in urban areas Minimize vehicle-cyclist conflicts in urban areas 	Consider space on County roads: <ul style="list-style-type: none"> Pedestrian space and pedestrian crossings in urban areas Minimize vehicle-cyclist conflicts in urban areas 	Consider space on County roads: <ul style="list-style-type: none"> Pedestrian space and pedestrian crossings in urban areas Minimize vehicle-cyclist conflicts in urban areas Continuous shoulder bike route: <ul style="list-style-type: none"> From Kincardine to Lion’s Head Paisley / Greenock Wetland loop 	Consider space on County roads: <ul style="list-style-type: none"> Pedestrian space and pedestrian crossings in urban areas Minimize vehicle-cyclist conflicts in urban areas Select shoulder bike route links: <ul style="list-style-type: none"> From Kincardine to Lion’s Head Paisley / Greenock Wetland loop

5.2 Evaluation Criteria

Evaluation criteria and sub-criteria have been developed for the alternative solutions (strategies) based on typical requirements of the Municipal Class EA process. Indicators are measure of these criteria that reflect insights on qualitative measures or available quantitative data. The criteria and indicators were informed by public input and are listed in Table 4.

Table 4: Evaluation Criteria and Indicators

Criteria	Sub-Criteria	Criteria Indicator(s)
Transportation Service	Road Connectivity and Efficiency	Degree to which alternative: <ul style="list-style-type: none"> Improves connectivity between urban centres Rationalizes County roads and bridges based on role and function Addresses roadside safety issues Maintains sufficient capacity to meet traffic demands Improves traffic flow, circulation and safety at intersections and property accesses
	Mobility Choice and Transit Accessibility	Degree to which alternative: <ul style="list-style-type: none"> Increases communities served by non-auto modes Improves access to transit and ride-hail service information Allows more frequent and convenient transit and ride-hail service Allows more affordable transit and ride-hail services
	Active Transportation Accommodation	Degree to which alternative: <ul style="list-style-type: none"> Supports complete streets and/or shared streets in urban areas Improves safety for cyclists on County roads (e.g. dedicated space and/or pavement markings signage) Improves cyclist / pedestrian connectivity between destinations
Natural Environment	Impacts to designated natural areas	Potential impacts to: <ul style="list-style-type: none"> National or Provincial Parks, Niagara Escarpment Plan Areas Areas of Natural or Scientific Interest (ANSI) Provincially or Locally Significant Wetlands Hazard Lands County Forest and Park Lands and Special Policy Areas / Karst

Criteria	Sub-Criteria	Criteria Indicator(s)
	Impacts to Source Water Protection Features	Potential impacts to: <ul style="list-style-type: none"> Wellhead Protection Areas and Intake Protection Zones Significant Ground Water Recharge Areas Highly Vulnerable Aquifers
	Impacts to terrestrial environment	Potential impacts to: <ul style="list-style-type: none"> existing vegetation wildlife, wildlife habitats and terrestrial Species at Risk
	Impacts to aquatic environment	Potential impacts to: <ul style="list-style-type: none"> existing watercourses aquatic habitats and Species at Risk
Socio– Economic and Cultural Environment	Supports Established Communities / Development Objectives	Degree to which alternative: <ul style="list-style-type: none"> Protects established residential communities Promotes opportunities for development consistent with the Official Plan
	Supports Economic Development Objectives	Degree to which alternative: <ul style="list-style-type: none"> Promotes tourism Supports existing businesses / employers Attracts future businesses / employers
	Impact to areas archaeological potential and cultural heritage features	Degree to which alternative: <ul style="list-style-type: none"> Relative estimate of areas of high archaeological potential Potential to impact cultural heritage features
	Supports Healthy Living	Degree to which alternative: <ul style="list-style-type: none"> Encourages walking and cycling
Financial	Capital Cost	Degree to which alternative requires: <ul style="list-style-type: none"> Capital investment for construction and engineering support (Qualitative estimate) Capital investment for acquisition of property, fleet and equipment (Qualitative estimate)
	Operating and maintenance Cost	Degree to which alternative requires: <ul style="list-style-type: none"> Additional staff resources Outsourced contract services Funding for operations and maintenance of all modes of travel and support systems (Qualitative estimate)

5.3 Evaluation Summary

An evaluation of the alternative strategies was undertaken based on the evaluation criteria and associated measures that addressed: public concerns, corporate sustainability objectives and typical measures associated with the environmental assessment process. The evaluation was undertaken in consultation with the public through input at public information centres and stakeholder surveys. A summary of the evaluation is illustrated in Table 5.

Alternative 4, a comprehensive multi-modal strategy was preferred. It provides the most balanced and complete transportation service for the broadest range of needs of Bruce County residents. This strategy is reliant on taking advantage of efficiencies of implementation for active transportation solutions and establishing funding partners for transit options. It can offer reliability for home-work trips, linking jobs with residents who have barriers to auto ownership.

There are a number of features adjacent to road and active transportation improvement alternatives, including: significant groundwater recharge areas (SGRA), highly vulnerable aquifers (HVA), provincially significant wetlands (PSW) and water crossings. These features are in proximity to a number of road improvement locations, however most impacts can be avoided or mitigated. The natural environmental impacts are comparable amongst all alternatives.

Alternative 4 offers an opportunity to develop communities in a manner consistent with the Official Plan through road capacity improvements, establishing a County transit services and active transportation options. Alternative 4 also supports businesses through transit connections and expanding their potential labour force.

Alternative 4 provides benefits to socio-economic conditions by supporting community development through road capacity improvements. Active transportation improvements promote active and healthy living and economic goals.

The costs of Alternative 4 can be comparable to Alternatives 3 and 2 if the most cost-effective solutions are implemented and if government funding and funding partners can be established. The additional costs associated with Alternative 4, reflects approximately 10% of the annual capital cost associated with the backlog of capital requirements associated with maintaining existing infrastructure (Alternative 0).

Table 5: Evaluation of Alternative Solution Strategies

Transportation Initiative	Alternative 0 Maintain County Road System – “Do Nothing” Scenario”	Alternative 1 Improve County Roads / Support Other Transportation Modes	Alternative 2 Improve County Roads / Develop Transit and TDM Services	Alternative 3 Improve County Roads / Develop Active Transportation Services	Alternative 4 Combined Multi-Modal Transportation Strategy
TRANSPORTATION SERVICE:	○	◐	◑	◒	◓
Road Operations: Safety / Connectivity / Efficiency	<ul style="list-style-type: none"> Rationalized County system Some future congestion 	<ul style="list-style-type: none"> Rationalized County system Less new development impact Operational improvements 	<ul style="list-style-type: none"> Rationalized County system Less new development impact Operational improvements 	<ul style="list-style-type: none"> Rationalized County system Less new development impact Operational improvements 	<ul style="list-style-type: none"> Rationalized County system Less new development impact Operational improvements
Transit: Accessibility / Mobility Choice	<ul style="list-style-type: none"> Status quo Does not address vision and need and opportunity 	<ul style="list-style-type: none"> Increased profile of existing transit service providers Marginally addresses need / opportunity 	<ul style="list-style-type: none"> Reliability for home-work trips Higher mobility for special needs Addresses need / opportunity 	<ul style="list-style-type: none"> Status quo Marginally addresses need and opportunity 	<ul style="list-style-type: none"> Reliability for home-work trips linking jobs with residents Greater mobility opportunities for residents without other options Addresses need / opportunity
Active Transportation: Safety / Contribute of Increased Use	<ul style="list-style-type: none"> Status quo Does not address vision and need and opportunity 	<ul style="list-style-type: none"> Guidance for design for pedestrians and cyclists Marginally addresses need / opportunity 	<ul style="list-style-type: none"> Guidance for design for pedestrians and cyclists Marginally addresses need and opportunity 	<ul style="list-style-type: none"> Guidance for design for pedestrians and cyclists Safe recreational cycling route Commuter cycling opportunity Addresses need / opportunity 	<ul style="list-style-type: none"> Guidance for design for pedestrians and cyclists Safe recreational cycling route Commuter cycling opportunity Addresses need / opportunity
NATURAL ENVIRONMENT:	◑	◑	◑	◑	◑
Designated Natural Areas: Potential for Impacts	<ul style="list-style-type: none"> Impacts associated with maintenance requirements 	<ul style="list-style-type: none"> CR 9 near NEC and NHS CR 28 through PSW by Hwy 9 CR 12 near PSW at Wingham CR 1/6 Holyrood near PSW CR 8/13 PSW at intersection 	<ul style="list-style-type: none"> CR 9 near NEC and NHS CR 28 through PSW by Hwy 9 CR 12 near PSW at Wingham CR 1/6 Holyrood near PSW CR 8/13 PSW at intersection 	<ul style="list-style-type: none"> CR 9 near NEC and NHS CR 28 through PSW by Hwy 9 CR 12 near PSW at Wingham CR 1/6 Holyrood near PSW CR 8/13 PSW at intersection 	<ul style="list-style-type: none"> CR 9 near NEC and NHS CR 28 through PSW by Hwy 9 CR 12 near PSW at Wingham CR 1/6 Holyrood near PSW CR 8/13 PSW at intersection
Source Water Features: Potential for Impacts	<ul style="list-style-type: none"> Impacts associated with maintenance requirements 	<ul style="list-style-type: none"> CR 17 at CR 27: WPA-E:8 CR 9 E of Hwy 6: IPZ:5.6, CR 28 S of Hwy 9: WPA:10 CR 12 Concession 12: HVA:6 CR 17 at Sideroad 15: HVA:6 CR 8 at CR 14: SGRA: 4 CR 4 E of Mildmay: HVA 6 CR 6 / CR 7: WPA 10 CR 8 / CR 13: HVA: 6 	<ul style="list-style-type: none"> CR 17 at CR 27: WPA-E:8 CR 9 E of Hwy 6: IPZ:5.6, CR 28 S of Hwy 9: WPA:10 CR 12 Concession 12: HVA:6 CR 17 at Sideroad 15: HVA:6 CR 8 at CR 14: SGRA: 4 CR 4 E of Mildmay: HVA 6 CR 6 / CR 7: WPA 10 CR 8 / CR 13: HVA: 6 	<ul style="list-style-type: none"> CR 17 at CR 27: WPA-E:8 CR 9 E of Hwy 6: IPZ:5.6, CR 28 S of Hwy 9: WPA:10 CR 12 Concession 12: HVA:6 CR 17 at Sideroad 15: HVA:6 CR 8 at CR 14: SGRA: 4 CR 4 E of Mildmay: HVA 6 CR 6 / CR 7: WPA 10 CR 8 / CR 13: HVA: 6 	<ul style="list-style-type: none"> CR 17 at CR 27: WPA-E:8 CR 9 E of Hwy 6: IPZ:5.6, CR 28 S of Hwy 9: WPA:10 CR 12 Concession 12: HVA:6 CR 17 at Sideroad 15: HVA:6 CR 8 at CR 14: SGRA: 4 CR 4 E of Mildmay: HVA 6 CR 6 / CR 7: WPA 10 CR 8 / CR 13: HVA: 6
Terrestrial & Aquatic Environment: Potential for Impacts	<ul style="list-style-type: none"> Impacts associated with maintenance requirements 	<ul style="list-style-type: none"> CR 9: 1 water crossing CR 28: 3 water crossings CR 12: Many water crossings CR 17: 1 water crossing CR 8: Many water crossings CR 6 / CR 1: Water crossing 	<ul style="list-style-type: none"> CR 9: 1 water crossing CR 28: 3 water crossings CR 12: Many water crossings CR 17: 1 water crossing CR 8: Many water crossings CR 6 / CR 1: Water crossing 	<ul style="list-style-type: none"> CR 9: 1 water crossing CR 28: 3 water crossings CR 12: Many water crossings CR 17: 1 water crossing CR 8: Many water crossings CR 6 / CR 1: Water crossing 	<ul style="list-style-type: none"> CR 9: 1 water crossing CR 28: 3 water crossings CR 12: Many water crossings CR 17: 1 water crossing CR 8: Many water crossings CR 6 / CR 1: Water crossing

Transportation Initiative	Alternative 0 Maintain County Road System – “Do Nothing” Scenario”	Alternative 1 Improve County Roads / Support Other Transportation Modes	Alternative 2 Improve County Roads / Develop Transit and TDM Services	Alternative 3 Improve County Roads / Develop Active Transportation Services	Alternative 4 Combined Multi-Modal Transportation Strategy
SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT:	◐	◐	◑	◑	●
Supports Communities and Economic Development Objectives:	<ul style="list-style-type: none"> Impacts associated with maintenance requirements 	<ul style="list-style-type: none"> Some support to established communities and development objectives through road capacity improvements 	<ul style="list-style-type: none"> Protects communities and development consistent with the O.P. through road capacity improvements and establishing a County transit services Supports businesses by transit connections between employers and potential employees 	<ul style="list-style-type: none"> Protects communities and development consistent with the O.P. through road capacity improvements and active transportation 	<ul style="list-style-type: none"> Protects communities and development consistent with the O.P. through road capacity improvements, establishing a County transit services and active transportation options Supports businesses by transit connections between employers and potential employees
Impacts to Areas of High Archaeological Potential and Cultural Heritage Features:	<ul style="list-style-type: none"> Impacts associated with maintenance requirements 	<ul style="list-style-type: none"> CR 17 at CR 27: 2 cemeteries NW of the intersection. CR 12 S of Concession 12: Cemetery / church CR 8 (CR 14 to Hwy 6): 1 listed property and 1 cemetery CR 4 (Mildmay to Walkerton): Many listed properties CR 6 / CR 1: Cemetery CR 3 / CR 17: 1 listed property 	<ul style="list-style-type: none"> CR 17 at CR 27: 2 cemeteries NW of the intersection. CR 12 S of Concession 12: Cemetery / church CR 8 (CR 14 to Hwy 6): 1 listed property and 1 cemetery CR 4 (Mildmay to Walkerton): Many listed properties CR 6 / CR 1: Cemetery CR 3 / CR 17: 1 listed property 	<ul style="list-style-type: none"> CR 17 at CR 27: 2 cemeteries NW of the intersection. CR 12 S of Concession 12: Cemetery / church CR 8 (CR 14 to Hwy 6): 1 listed property and 1 cemetery CR 4 (Mildmay to Walkerton): Many listed properties CR 6 / CR 1: Cemetery CR 3 / CR 17: 1 listed property 	<ul style="list-style-type: none"> CR 17 at CR 27: 2 cemeteries NW of the intersection. CR 12 S of Concession 12: Cemetery / church CR 8 (CR 14 to Hwy 6): 1 listed property and 1 cemetery CR 4 (Mildmay to Walkerton): Many listed properties CR 6 / CR 1: Cemetery CR 3 / CR 17: 1 listed property
Supports Healthy Living:	<ul style="list-style-type: none"> Status quo 	<ul style="list-style-type: none"> Encourages walking and cycling through new trail linkages between urban centres Improves conditions for walking and cycling through complete streets road design standards 	<ul style="list-style-type: none"> Improves conditions for walking and cycling through complete streets road design standards 	<ul style="list-style-type: none"> Encourages walking and cycling through new trail linkages between urban centres Improves conditions for walking and cycling through complete streets road design standards 	<ul style="list-style-type: none"> Encourages walking and cycling through new trail linkages between urban centres Improves conditions for walking and cycling through complete streets road design standards
FINANCIAL ENVIRONMENT:	◑	◑	◑	◑	◑
Net Capital Cost:	<ul style="list-style-type: none"> Status quo Approximately \$20.5 M/year 	<ul style="list-style-type: none"> Approximately \$21.8 M/year 	<ul style="list-style-type: none"> Approximately \$21.8 M/year 	<ul style="list-style-type: none"> Approximately \$22.7 M/year 	<ul style="list-style-type: none"> Approximately \$22.7 M/year
Net Operating Cost:	<ul style="list-style-type: none"> Status quo Approximately 55 staff (FTE) 	<ul style="list-style-type: none"> Status quo maintenance ½ additional staff member (FTE) 	<ul style="list-style-type: none"> Approximately \$1.5 M/year 1 additional staff member (FTE) 	<ul style="list-style-type: none"> Status quo maintenance 1 additional staff member (FTE) 	<ul style="list-style-type: none"> Approximately \$1.0 M/year 2 additional staff members (FTE)
OVERALL ASSESSMENT	◐	◐	◑	◑	●
LEGEND Least Preferred to Most Preferred ○ ◐ ◑ ◒ ●					

6.0 Recommended Plan

6.1 Combined Strategy

6.1.1 Future County Road Capacity Improvement Needs

The recommended MTP strategy includes road capacity improvements for County Road 4, County Road 8 and County Road 20 anticipated between 2031 and 2035. Prior to implementation, transportation studies for each corridor will be required to address public consultation, environmental assessment approval and design. The proposed studies and solutions needed for specific road links are summarized in Table 6.

Table 6: Road Capacity Needs

Roadway	From	To	Proposed Transportation Solution
County Road 4	Elgin Street	Cayley Street	Conduct a traffic study to assess need to widen for left turn lanes at intersections.
County Road 4	Cayley Street	Durham Street Bridge	Conduct a traffic study to assess need to widen for peak hour parking restrictions.
County Road 4	Durham Street Bridge	County Road 19	Conduct a MCEA study to assess the needs to increase capacity by either: a widening the Durham Street Bridge and CR4 to Ontario Road to 4 lanes or a south Walkerton Bypass with a new crossing of Saugeen River to Sideroad 15.
County Road 8	Municipal Road	Community Centre Drive	Monitor traffic volumes and conduct a MCEA study to assess need to widen from 2 to 4 lanes from Municipal Road to Community Centre Drive.
County Road 20	Highway 21	Tie Road / County Road 33	Conduct a MCEA study to widen from 2 to 4 lanes or passing lanes.

The Bruce County Official Plan (section 4.6.2 [3]) notes that it is the policy of County Council to encourage the Ministry of Transportation to construct a 4-lane highway to serve the long-term needs of Bruce County, or alternately to provide traffic passing areas on Provincial Highways. It is recommended that the County work with MTO to plan for improvements to the following highways to help strengthen the economy, including tourism, agricultural, industrial, mineral resource and other sectors:

- Highway 21 through Kincardine
- Highway 21 from Kincardine to Port Elgin
- Highway 21 from Port Elgin to Southampton

6.1.2 Road Operations and Traffic Safety Strategy

The recommended Master Transportation Plan strategy includes operational and safety measures. Traffic reviews are recommended to address operational issues and confirm the appropriate improvement for the locations listed in Table 7.

Table 7: Safety and Operational Improvements

County Road	Location	Operational Improvements
CR 3	Highway 21 Intersection	Intersection operations and warrant for roundabout
CR 3	CR 17 (Borgoyne)	Sight lines and need for parking barriers or signage
CR 4	CR 19 – Sideroad 15	Intersection operations, speed management and need for signage, markings or a roundabout
CR 6	CR 7 (Ripley)	Sight lines and need for parking restrictions, signage, markings or illumination
CR 6	CR 1 (Holyrood)	Sight lines and need for parking restrictions, signage, markings, illumination
CR 8	CR 13 (Sauble Beach)	Lane alignment and need for signage, markings,
CR 10	Grey-Bruce Line (Chesley)	Intersection operations and opportunity for lane modifications, signage, markings or roundabout
CR 13	Highway 21 Intersection	Intersection operations and warrant for roundabout
CR 13	Ottawa Ave. – Hemlock St.	Need for added traffic control (signage, markings)
CR 15	Lake Street	Opportunity for added traffic control (signage, markings) and reconstruction and sidewalk
CR 20	Highway 21 Intersection	Opportunity for added traffic control (signage, markings)
CR 2	Dundas Street West	Vehicle-animal collision mitigation (signage, flashers, lighting, fencing or reflectors)
CR 3	Bruce-Saugeen Townline – 500m north of Concession 8	Vehicle-animal collision mitigation (signage, flashers, lighting, fencing or reflectors)
CR 22	Grey 10 Road – Bruce Road 4	Vehicle-animal collision mitigation (signage, flashers, lighting, fencing or reflectors)
CR 23	Concession Road 5 – 500m north of Lorne Beach Road	Vehicle-animal collision mitigation (signage, flashers, lighting, fencing or reflectors)

Further investigation may be required prior to implementation of operational improvements to identify priorities and timing and to confirm specific measures and design features, such as:

- Reconfiguring the intersection to improve alignment or align opposing left turn lanes.
- Introduce markings as per OTM Book 15 to better define pedestrian crossings.
- Introduce access control for driveways causing conflicts close to the intersection.
- increase parking restrictions close to the intersection or implement physical barriers.
- Implement oversized stop signs and/or an all-way flasher.
- Improve illumination.
- Introduce supplemental markings to slow traffic and better define stop conditions.

To address traffic speed concerns, traffic speed monitoring should continue and speed management measures including signage, marking and geometric changes should be considered at the following locations:

- County Road 17 at County Road 27 (Invermay)
- County Road 9 east of Highway 6 (Colpoys Bay)
- County Road 28 south of Highway 9 (Mildmay)
- County Road 12 south of Concession Road 12 (Formosa)
- County Road 17 at Sideroad 15 (Arkwright)

Improvements that involve geometric improvements or changes in road capacity or function may also require completion of a Municipal Class EAs.

6.1.3 Road and Bridge Rehabilitation Strategy

The County maintains the road and bridge infrastructure through a regular capital rehabilitation program. The plan includes an implementation program to address identified needs over the next ten years, which is estimated at approximately \$200 million in road and bridge works. The improvements associated with West Road will be confirmed through a separate on-going municipal class environmental assessment study.

6.1.4 Future Transit and Mobility Strategy

The recommended Master Transportation Plan strategy includes direct involvement of Bruce County in funding and/or operating transit services to meet the range of mobility needs of County residents. The County has initiated discussions with existing transit service providers; the implementation of County level transit will be based on opportunities for partnering and/or funding. Each of the following options will be assessed to identify priorities, allocation of funds and timing:

1. **Scheduled Route A:** This route can function as an extension of Grey Route 5, connecting the City of Owen Sound, the community of Wiarton and Sauble Beach. There is a potential partnership with Grey County.
2. **Scheduled Route B:** This route is a potential connection between the City of Owen Sound and the communities of Southampton and Port Elgin.

3. **Scheduled Route C:** This route connects Kincardine and Port Elgin / Southampton. It would provide links to Bruce Power and Inverhuron Provincial Park for these communities. There is a potential for Route C to replace the current bus transit system for Bruce Power employees with Bruce Power as a potential partner in the operations of the route.
4. **Scheduled Route D:** This route is an extension of Grey Route 6 linking Walkerton / Hanover to Kincardine and centres in between. There is a potential partnership with Grey County. The route could use either County Road 6 or Highway 9, depending on demand.
5. **Potential Route E:** This route could provide a connection from Wiarton to recreational destinations of Tobermory and Lion's Head, improving accessibility and reducing traffic and parking demands in those communities.
6. **County-Wide On-demand Service:** This would be the modifications of the operations of SMART and/or Movin'GB to provide County-wide service with the potential future coordination with Grey County for a two-County service. Operations will also address the need for increased user eligibility to address gaps in service. The strategy would include coordination of funding at the County level of government.
7. **Support of Ride-hail Service:** Establish ride-hail regulations in partnership with local municipalities and ride-hail and taxi service providers.

The County should encourage other on-demand services through updates to regulations that both encourage and manage operational issues of ride-hail services e.g., Uber, Lyft. Transit needs associated with changes in intercity private carriers e.g., closing of Greyhound operations, will be monitored.

6.1.5 Active Transportation Strategy

The recommended Master Transportation Plan strategy includes a combination of urban pedestrian and cycling accommodation in urban areas and a proactive cycling corridor to link communities and serve recreational cycling and cycle tourism.

Within urban areas, the MTP strategy includes working with local municipalities to address pedestrian sidewalk and crossing needs consistent with the Ontario Traffic Manual Book 15 and AODA requirements. Bruce County will also work with local municipalities to consider cycling connections on County roads as part of defined community cycling network plans in adherence with Ontario Traffic Manual Book 18.

To connect communities and meet active transportation objectives, the MTP includes the construction of shoulder bike lanes on County Roads ideally coordinated with road construction for the following County road sections:

- County Road 9 Lion's Head to Wiarton
- County Road 13 Wiarton to Sauble Beach
- County Road 8 Hepworth to Sauble Beach
- County Road 13 Southampton to Sauble Beach
- County Road 23 Kincardine to Inverhuron
- County Roads 1 and 15 from Paisley to Glannis to Bruce County Rail Trail

Opportunities for paved shoulder bicycle route on Highway 6 between County Road 9 and Tobermory can be investigated with the Ministry of Transportation.

6.2 Policies

6.2.1 Complete Streets Policy

The recommended Master Transportation Plan strategy includes a Complete Streets approach to provide a framework for roadway design that meets the engineering requirements and also accommodates pedestrians, cyclists and streetscape elements (see Appendix C). The design process should follow the key decision steps:

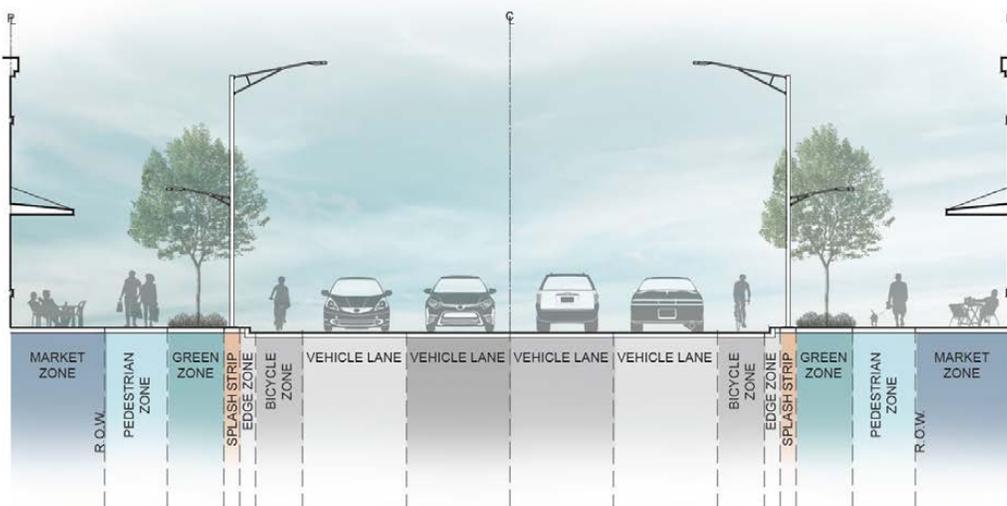
Complete Streets Design Decision Process

1. **Define the Roadway Environment:** How does the roadway affect / interact with the adjacent land uses and environmental features?
2. **Define Roadway Function:** What modes of travel and boulevard elements are a high priority and explicitly accommodated?
3. **Define Design Speed:** What is the vision for the roadway and what is the appropriate operating and design speeds given the roadway environment and roadway function?
4. **Define Typical Cross-section:** Select roadway elements that comprise the cross-section based on preferred roadway typologies.
5. **Define Design Domain:** Select parameters for design elements that meet engineering minimums and are consistent with the design vision and speeds (e.g. lane widths, clear zone, intersection radii).

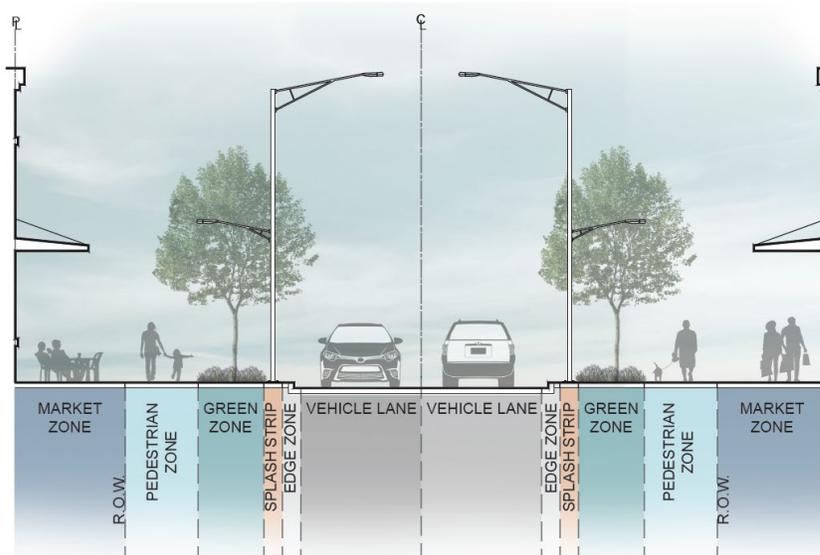
The 5 Street Typologies have been developed to based on typical roadway environments and the modes of travel that are supported based on the Master Transportation Plan objectives. The typologies are based on aspirational visions for Bruce County roads. A brief description, key design elements and operational attributes are provided for each street typology. The design elements of each typology are referenced along with the right of way required to accommodate the features.

It is recommended that complete streets be considered in an Official Plan review of County road rights of way.

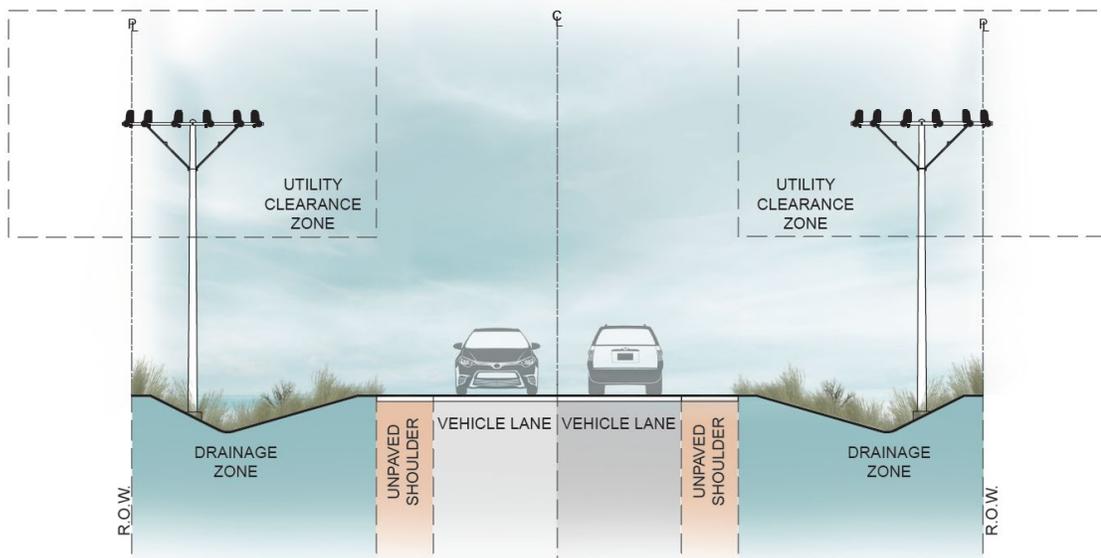
Urban Commercial Complete Streets: are typically the main street of a community. Development is street-oriented and they are often surrounded by stable residential neighbourhoods. They have a heritage character. Higher priority is given to pedestrians and cyclists. wide sidewalks and enhanced pedestrian amenities. Cycling facilities should also be included. Traffic is slower and on-street parking is commonly permitted.



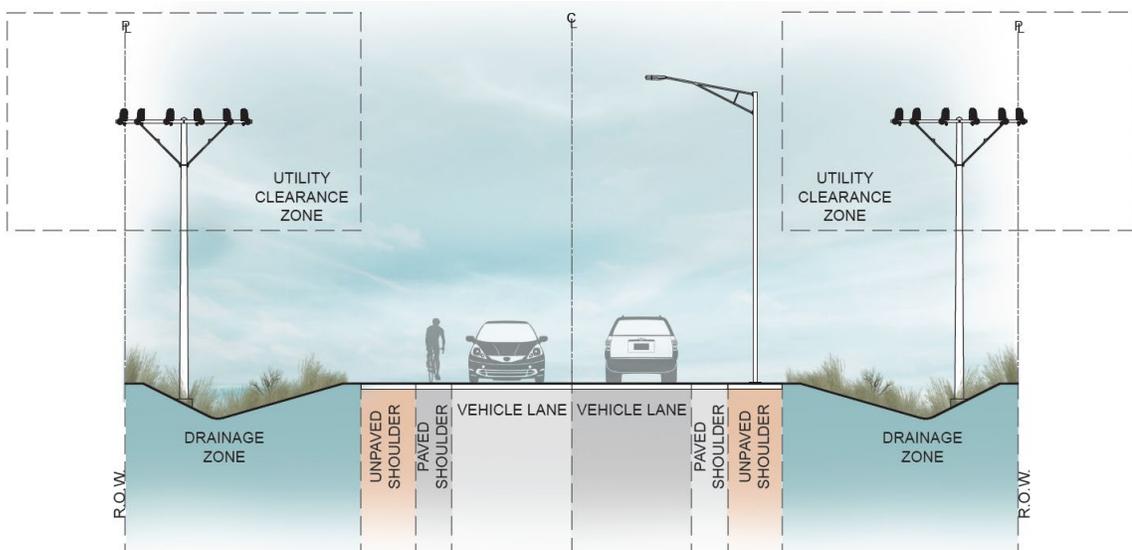
Urban Commuter Streets: are portions of streets that pass-through villages serving local residents in addition to through-traffic. They are often focused on an intersection or a section of County road with residential frontages or a few commercial / community uses.



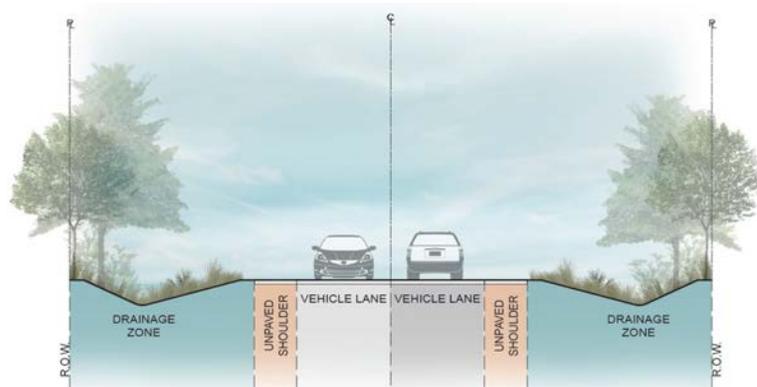
Rural Commuter Corridors: are within agricultural and natural areas. Their primary function is to move private and goods movement vehicles. They may include utility corridors. The edges of rural roads accommodate rural drainage ditches / channels and fill slopes as required.



Rural Cycling Corridors: are within agricultural and natural areas but link relatively close spaced communities and destinations. They are corridors that have been designated by the County as cycling routes. Their function includes accommodating cyclists, typically with shoulder bike-lanes or multi-use paths, in addition to moving private and goods movement vehicles.



Scenic Routes: are within natural areas and demonstrate both regional significances. Their primary function is to move private vehicles. The roadway has natural constraints that limit right of way and may or may not accommodate rural drainage ditches.



6.2.2 Growth Management – Access Management

The County of Bruce has deemed it expedient to institute a policy to regulate the construction and alteration of entranceways that permit access to Bruce County Roads. The County developed a By-law permitted under Section 27 (1) of the Municipal Act, to regulate construction or alteration of any entranceway onto County Roads.

To assist the County to apply the Entranceway By-law, an access policy and design guideline has been developed in this MTP. Appendix D outlines: Official Plan policies, safety considerations, control mechanisms and the approval process. The guidelines also include geometric design requirements for driveway and roadway elements.

6.2.3 Growth Management – Traffic Impact Study Guidelines

Traffic Impact Studies (TISs) are typically required of developments that may impact the County Road system through increased volumes, accesses, parking or other operational considerations. The overall goals, objectives and benefits of TISs, may include:

- Rationale for evaluating whether the development scale is appropriate for the site.
- Identification of localized transportation system deficiencies requiring improvement.
- An assessment of the adequacy of site access and circulation.
- Solutions to transportation issues that may concern neighbouring property owners.
- A basis for negotiations for funding improvements through the zoning process.

Appendix E is a Traffic Impact Study (TIS) Guideline for assessing new developments. This reference helps identify the requirements of a TIS, the appropriate scope of work, analysis periods, the basis for evaluating impacts and the basis for recommendations.

6.2.4 New Technology Policies

Bruce County will coordinate with adjacent and local municipalities to establish an electric vehicle charging station network strategy. It will monitor technologies and identify opportunities for infrastructure design that makes the County future-ready for AV.

6.3 Costing

A high-level, review has been undertaken to estimate the financial investment requirements to achieve the recommendations of the Bruce County Master Transportation Plan. The investment requirements are summarized by service area.

6.3.1 Road and Bridge Rehabilitation Capital Costs

Road improvement costs can be estimated based on benchmark costs that represent the cost for construction from curb-to-curb on a per kilometer basis including excavation, granular, asphalt, curb and gutter, manhole, catch basin, etc. Other road network related items include traffic signals, structures, sidewalks, bicycle facilities, illumination, landscaping, etc.

Rehabilitation costs have been developed as part of the County's Comprehensive Asset Management Plan. Costs between 2022 and 2031 have been derived to from the OSIM inspection recommendations for Bridges and condition assessments and the CityWide based lifecycle rehabilitation profile for Bruce County's asphalt roads. Cost estimates between 2032 to 2035 is based on a per year average of the previous 10 years. These costs are summarized in Table 8.

Table 8: Road and Bridge Rehabilitation Costs

Timeframe	Road Rehabilitation Costs	Bridge Rehabilitation Costs
2022-2031	\$77,026,380	\$124,593,753
2032-2035	\$30,810,552 est.	\$49,837,501 est.
14-YEAR TOTAL	\$107,836,932	\$174,431,254

6.3.2 Safety and Operational Improvement Costs

Safety and operational improvements include measures implemented to address collision trends, other documented safety issues and traffic calming needs. Costs include traffic control and road infrastructure capital improvements and the studies needed to confirm details and designs of these projects.

Both transportation studies and proposed capital improvements have been identified in the MTP. Over the next 14 years, however, additional improvement needs are expected to be identified due to traffic growth and changes in travel patterns. The costs associated with these studies and needs have been identified in Table 9.

Table 9: Safety and Operational Improvement Costs

Timeframe	Traffic / MCEA Study Costs	Improvement Capital Costs
Identified Projects	\$280,000	\$6,520,000
2022-2031	\$280,000	\$6,520,000
2032-2035	\$112,000 est.	\$2,608,000 est.
14-YEAR TOTAL	\$392,000	\$9,128,000

6.3.1 Road Capacity Improvement Costs

Anticipated Road Capacity improvements needs over the next 14 years due to traffic growth have been identified in Table 10.

Table 10: Road Capacity 14-Year Improvement Costs

County Road	Project Description	Study or Capital Costs
CR 4	Elgin to CR 19 MCEA Study	\$ 250,000
CR 4	Elgin St. to Cayley St. left turn lanes	\$ 600,000
CR 4	Cayley to McNab St. Parking Control	\$ 20,000
CR 4	McNab to CR 19 road widening or bypass	\$5,200,000
CR 8	Municipal Rd. to Community Centre Dr. MCEA Study	\$ 250,000
CR 8	Municipal Rd. to Community Centre Dr. road widening	\$6,800,000
CR 20	Highway 21 to CR 33 MCEA Study	\$ 250,000
CR 20	Highway 21 to CR 33 road widening	\$6,400,000
TOTAL		\$19,777,000

6.3.2 Transit Service Costs

Opportunities for scheduled transit routes have been identified that connect key centres and destinations. Opportunities have also been identified for expansion of current on-demand transit services to cover all residents of Bruce County; cost estimates are based on expanding the existing SMART services to the County level. Costs estimates for these services including annualized vehicle costs, summarized in Table 11, allow the County to negotiate partnerships / funding and prioritize implementation.

Table 11: Transit Service Costs

Service	Route / Service Description	Annual Service Costs
Route A	Wiarion-Sauble-Hepworth (5 days x 3 trips x 2 directions)	\$ 108,900
Route B	Owen Sound to Port Elgin (5 days x 5 trips x 2 directions)	\$242,000
Route C	Kincardine to Southampton (4 days x 6 trips x 2 directions)	\$422,400
Route D	Kincardine to Walkerton (2 days x 3 trips x 2 directions)	\$ 93,720
Route E	Wiarion-Lion's Head-Tobermory	\$264,000
On-Demand Service	Funding of County-wide service like SMART or similar service	\$600,000

6.3.3 Active Transportation Costs

Active transportation improvements may include sidewalks within County road rights-of-way; however sidewalk construction costs are typically borne by the local municipality. New active transportation crossings are categorized and funded as intersection improvements. The costs associated with paved shoulder bike routes have been estimated as summarized in Table 12.

Table 12: Shoulder Bicycle Lane Costs

Route	Location	Improvement Capital Costs
County Road 9	Lion's Head to Wiarton	\$ 3,000,000
County Road 13	Warton to Sauble Beach	\$ 2,200,000
County Road 8	Hepworth to Sauble Beach	\$ 1,000,000
County Road 13	Southampton to Sauble Beach	\$ 1,700,000
County Road 23	Kincardine to Inverhuron	\$ 1,100,000
County Road 1 & 15	Paisley to Glannis to Bruce County Trail	\$ 2,900,000
14-YEAR TOTAL		\$11,900,000

6.3.4 Capacity Building and Resource Costs

To enable the County to implement and operate services for existing operational responsibilities and new services identified in the in the Master Transportation Plan, additional staff resources will be necessary. To assess resource needs, a review of existing staff and benchmarking of full-time equivalent (FTE) staff from other jurisdictions were considered. In addition to filling existing vacancies, the following are the recommended capacity building elements to implement the MTP:

- 1 FTE Transit Planner
 - Help establish partnerships and funding
 - Coordinate an implementation strategy
 - Monitor service needs and identify operational changes

- 1 FTE Active Transportation Project Coordinator
 - Coordinate active transportation projects
 - Review application of complete streets opportunities on road projects

6.4 Funding Opportunities

6.4.1 Development Charge Funding

Improvements triggered by growth within the County are eligible for funding through a development charge by-law. The County could develop a transportation infrastructure component of a Development Charges (DC) By-law prepared in accordance with the Development Charges Act (1997, S.O. 1997, C.27) and associated regulations, and identify future transit capital costs as per the Smart Growth for Our Communities Act, 2015 (Bill 73).

6.4.2 Partnerships

The following partnerships will be investigated to help fund components of the Master Transportation Plan:

- SMART for County-wide on-demand transit service.
- SMART, Movin GB and Grey County for a coordinated joint two County on-demand transit service.
- Bruce Power for scheduled transit service between Kincardine and Southampton.
- Grey County for extension / coordination of scheduled transit service extending from Wiarton to Sauble Beach, Wiarton to Tobermory and Walkerton to Kincardine.
- Grey County for new service for Owen Sound to Sauble Beach.
- Bruce Power for road improvements to County Road 20 and bicycle lanes on County Road 23.
- Ministry of Transportation for solutions and funding for Highway 21 intersections.
- Adjacent municipalities, local municipalities and non-government organizations (NGOs) for the development of an electric vehicle changing station network.

At the time of this report, South Bruce Peninsula and Bruce County were negotiating a partnership to extend Grey County transit services for the proposed transit Route A. South Bruce Peninsula and Grey County will be responsible for the net additional cost.

6.5 Implementation and Monitoring Plan

The Bruce MTP has been developed as a practical guide for implementing transportation improvements, policies and related investment strategies. The recommendations of this plan have been identified as either within the next 10 years or beyond the 10-year time horizon. Timing will need to be confirmed based on subsequent facility specific studies, the balancing of capital costs and the funding strategies.

It is anticipated that the Master Transportation Plan will be updated in the future and that the timing of improvement priorities may change. It is noted, however that the vision and strategy presented in the Bruce County MTP is not anticipated to change.

To assess the progress of Bruce County MTP, a monitoring plan is recommended. The monitoring plan will be a data reporting strategy, using current data collection and reporting programs supplemented by County surveys. The objectives of the monitoring plan will be to guide the implementation of the plan and the development of future transportation master plan updates by determining:

- **What has been built** – Percentage of infrastructure projects completed based on the capital program in comparison to the TMP.
- **Where are we growing** – Increases in volume of travel for all modes.
- **Who we have served** – Increases in transit service coverage and active transportation route coverage.
- **How many have benefitted** – Number and percentage of residents and employees that have experienced increased mobility choice and improved traffic conditions.

The recommended monitoring plan will rely on observed data measured and reported annually with potential of MTP updates at 5-year intervals as required.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Stakeholder Engagement and Consultation



BURNSIDE

**Public Information Centre # 1
Summary Report**

Master Transportation Plan

Bruce County



BURNSIDE

**Public Information Centre # 1
Summary Report**

Master Transportation Plan

Bruce County

**R.J. Burnside & Associates Limited
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**October 2020
300051505.0000**



Distribution List

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- Attachment A Newspaper Advertisement
- Attachment B Presentation Slides
- Attachment C Comment Form and Comments Received

1.0 Introduction and Background

The County of Bruce (County) is undertaking a Master Transportation Plan (MTP) Study to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses through creation of a vision for all modes of transportation. The Study will also focus on encouraging active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management. The Study will identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035, and will form the basis to guide future transportation decisions for the development of streets and trails/paths to fully align with the County's vision and goals identified in the County's existing and ongoing plans/strategies. The County's goals of the Master Transportation Plan are:

Goal 1 Create a vision for all modes of transportation in Bruce County, with a particular focus to encourage active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management.

Goal 2 Identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035.

Goal 3 Establish transportation solutions that are reflective of the present economic climate and future conditions, contributing to the health, well-being and economic prosperity of the County.

Goal 4 Develop a strategy to create and maintain a safe and reliable transportation system within the County that offers choice and meets the needs of people and businesses.

Goal 5 Confirm the viability of the transportation strategy to ensure that it is realistic and feasible, by assessing the operational sustainability, environmental sustainability and financial sustainability.

Goal 6 Coordinate and establish partnerships with public and private agencies and a strategy to integrate transportations networks and services (Provincial highways, County roads, area municipal roads, trails, cycling facilities, transit services).

Goal 7 Develop an implementation plan that will include a capital investment strategy and the governance requirements to effectively manage the transportation system within the County.

The MTP will follow the Municipal Class EA process for Master Plans (Phases 1 to 2 of future Class EAs). A key component of the study includes consultation with interested stakeholders. Due to the current closures of public spaces for large gatherings, Public Information Centre (PIC) #1 was held virtually on the County's website to gather input from the public. The presentation and engagement material was posted at www.brucecounty.on.ca starting September 4, 2020, (initially intended to be posted by September 2nd). The County encouraged the public to visit the website to view the presentation and provide feedback by September 30, 2020, although comments were received and incorporated into the PIC #1 review until October 5, 2020. This report summarizes the notification process, the information presented, and the comments received during the comment period.

2.0 Method of Notification

The Notice of Study Commencement and Public Information Centre #1 was advertised in the newspapers listed in Table 1.

Table 1: Notice of Study Commencement and PIC #1 Newspaper Advertisements

Name	Publish Date
Walkerton Herald Times	Thursday August 20 and August 27
Kincardine Independent	Wednesday August 19 and August 26
Owen Sound Sun Times	Thursday August 20 and August 27
Kincardine News	Thursday August 20 and August 27
Port Elgin Shoreline Beacon	Tuesday August 18 and August 25
Lucknow Sentinel	Wednesday August 19 and August 26
Warton Echo	Tuesday August 18 and August 25
The Post	Thursday August 20 and August 27
Town & Country Crier (Mildmay)	Thursday August 20 and September 3
Bruce County Marketplace	Monday August 31
Bruce Peninsula Press	Tuesday August 25

A copy of the advertisement is provided in Attachment A. Notification of PIC #1 was also posted on the County website (www.brucecounty.on.ca). The Notice was either emailed or mailed to agencies, municipalities, Indigenous communities with a potential interest in the study.

3.0 Public Meeting Format

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, PIC #1 was hosted in a virtual environment. A digital copy of the presentation material with recorded commentary by the Study Team was made available on the County website for the public to view or download anytime during the comment period. The presentation began with a description of the project;

project description, policies, studies and initiatives, vision and mandate and study goals, master plan process, transportation needs; existing transportation system and conditions, transportation issues, studies to be completed, next steps and invitation to participate.

A copy of the presentation is provided in Attachment B. Opportunity for public feedback was made available by contacting the Study Team with written comments, or through a Comment Sheet (fillable PDF format) made available through the County's website. This Comment Sheet was converted to a Survey Monkey format partly though the comment period in an effort to increase ease of participation. A copy of the Comment Sheet is provided in Attachment C along with records of the comments received and responses provided by the Study Team.

4.0 Participation Levels and Summary of Comments Received

This section provides an overview of the feedback received on presentation and material. During the comment period the Team received twenty-eight (28) Comment Sheets and four separate emails or telephone calls from other stakeholders with comments. Table 2 provides a summary of the Comment Sheets and Table 3 shows comments from emails and Study Team responses.

Table 2: Summary of Stakeholder Responses to Survey Questions

ID	Survey Question	Stakeholder Response
1	What are the biggest transportation issues within Bruce County?	<p>Lack of Public Transit</p> <ul style="list-style-type: none"> • Lack of transit transportation on the peninsula for seniors and seasonal full-time workers. • A big transportation issue is a lack of means of transportation (for seniors that do not drive) from Tobermory to Grey Bruce Hospital in Owen Sound for appointments. • Low income residents accessing supports in our community such as foodbanks, grocery stores, medical appointments and employment, in both Grey/ Bruce counties. • Reliable, cost effective and accessible transportation to shopping, appointments. • No movement without personal motor vehicles except for minimal and underserved cycling. This is inefficient, uses a lot of fossil fuels, and difficult for those who don't drive. • Public transportation (e.g., busing) within Bruce County. • Lack of public transportation within communities. Shortage of public transportation connecting our rural area to major cities; shortage of affordable public transportation to health care centres. • Lack of public transport as convenient option, too many big vehicles with single driver, no cargo. • No regular bus/ commercial transportation between Owen Sound and towns of Bruce County towns. To facilitate job, essential shopping, appointments. • No public transit not everyone drives. • Distance between facilities and therefore difficulty setting up public transport. • Not enough people to fund reliable public option. We have to be car dependent to the point that people who don't drive cannot live here.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Access to groceries, drugstore, hospital etc. for those who don't drive. Kincardine has put everything on the outskirts of town making it dangerous for pedestrians. It's \$45 to take a cab from Ripley to Kincardine. <p>Active Transportation</p> <ul style="list-style-type: none"> • Lack of bicycle lanes. • Lack of designated cycling lanes. • Lack of active transportation routes (cycling/running/walking, etc.) in larger towns. • Lack of sidewalks/bike lanes/paths. • Need safe bicycle trails or extended shoulders on Highway 6. • E-bikes have a tremendous potential use for short distance travel to minimize crowding in the tourist season. <p>Speed and Road Safety</p> <ul style="list-style-type: none"> • Highway 6 dangerous driving; bicycle lanes poor condition and too small/narrow. • Speeding on 80 km roadways no passing lanes on Highway 6. • Traffic calming and excessive speed on highways, county roads and within small communities or Lion's Head. • Highway 6 - excessive speed and ability to accommodate cyclists. • Speeding cars, no shoulders to ride bicycles on T to T Contest - Dangerous driving by irresponsible visitors. I don't believe widening our roads is going to deter this behavior or make other drivers safer. • The hazardous white outs on Ferndale Flats. • A lack of safe passage for pedestrians walking and cyclists on narrow county roads due to speeding vehicles. • Speeding / highway safety.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Need mechanisms to reduce the risk of accidents and fatalities from stunt driving and speeding on Highway 6. These could be stop lights and passing lanes. <p>Traffic Volume</p> <ul style="list-style-type: none"> • Volume of traffic on Highway 21/Bruce Road 20; the route to Bruce Power and the Bruce Energy Centre. • Saugeen Shores Highway 21 congestion. • Congestion on Highway 6 in peak season. • Congestion in downtown Wiarton by summer tourists heading north to National Park. • Idling cars. • Peak versus non-peak times. <p>Turning Lanes</p> <ul style="list-style-type: none"> • Turning Lanes needed at Hi-Berry Farm, Bruce Avenue in Kincardine, and others. Accidents every day. <p>Road Quality</p> <ul style="list-style-type: none"> • Quality of roads. Paved roads are wearing to weather quickly. <p>Other</p> <ul style="list-style-type: none"> • Concerned that the Peninsula (North Bruce) does not appear as an area of consideration. • Supply of goods.

ID	Survey Question	Stakeholder Response
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	<ul style="list-style-type: none"> • Not a primary concern. We have adequate facilities here already. • Not really – too much of a rural area to make it work. • Cycling and walking areas must have safe shoulders for these activities as drivers drive to fast and too close to cyclists and walkers. • Yes, for affordable, autonomous transportation as an alternative to motorized vehicles; reduced pollution and danger; fitness. • Yes, support investing in active transportation. Would benefit community, especially visitors; especially physical activities exposing our beautiful peaceful environment. • Definitely yes, people are encouraged to be active, so Bruce County should ensure that they are able to do so safely. It would also encourage tourism in area. • Definitely. We are seeing more local residence cycling, highly accomplished endurance athlete (training) on the county roads. Local cycling clubs, groups, and shops host group rides. Making roads more accommodating to cyclists will increase tourism. • 100% Yes, so many benefits (health/environmental) to promoting active transportation. Making it easier is a big step to promoting it (i.e., obvious, safe, and useful routes). Reduced load on county roads, thereby saving money in the long run (reduced wear and tear on vehicular transport infrastructure). • Yes, I support assuming that it aligns with the transportation needs of residents and is not simply for recreational use. Yes, if by facilities you mean safe transportation routes. Pedestrian traffic combined with access to the boat launch and parking makes the core of the Village challenging and unsafe. If bicycle trails could be added to the existing hiking trails, the use of cars could be minimized. The creation of charging stations for e-bikes should also be considered. Yes! Important for individual's social/physical/mental well-being, and reduces GHGs and reliance on vehicles, increases community social cohesion/social capital. • Yes - for health, reduce greenhouse gases, ease congestion in urban areas.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Yes. I support investment in safe active transportation facilities. Narrow roads can accommodate walking and cycling better than wide vehicles. Age friendly villages encourage walking. Cycling is safer during a pandemic than being inside. • Yes, it is important to promote and create active transportation modes. • Yes. We should be planning for more local infrastructure to make our towns more accessible and livable. • Yes, because it is unsafe for pedestrians or bikes to share most rural and major roadways with current cars and trucks. • I walk for exercise and do not cycle. I support cycling lanes for those that do cycle though. • More trails for bikes, walking and hiking. Please. Keeps people healthy and happy and is well used by the tourists. Low carbon infrastructure. • Absolutely! It has become dangerous and very inconvenient for pedestrians in towns like Kincardine to access necessities. The roads and highways are dangerous for cyclist and runners. Many cyclists travel on the edge of the asphalt, making them hard to see at times and forcing cars over into oncoming traffic. • Yes, possibly safer than our old outdated roadways, we have no way to safely cross at Hi-Berry Farm even though there is a trail that has to cross there. • Yes, especially for seniors going on scooters, walkers, and using canes. • Yes, but I would prefer public transit. • Yes, and scooters for seniors and those with disabilities. The sidewalks are so bumpy and slanted at some lane ways that I am afraid of being thrown off my scooter. • Absolutely support the above. This is a quality of life issue, and a climate change issue, and a necessary investment for our future generations who may not have their own personal transportations.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Yes, could promote sustainable tourism e.g. walking/bike path in Dyers bay to Cabot Head lighthouse. • Yes. My family would have bicycled more as my kids were growing up if we had access to safe areas to bicycle. • Will need to learn more. As for the Bruce Peninsula we already have the Bruce Trail and many other walking areas. It is a shame that we have to dumb down our trails for the people who do not come prepared with proper hiking shoes or attire. Flowerpot Island for example has lost it's natural appeal.
3	<p>Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?</p>	<ul style="list-style-type: none"> • Bus to Owen Sound. • May use public transit to go shopping in Wiarton, Tobermory or Owen Sound if the pickup & drop off times were convenient. • Visitors in a larger group would possibly use if could access tourist points such as trails for hiking. • I would use public transit - pick up at bus terminal at 22 Hay Bay Road. Tobermory to Grey Bruce Hospital in Owen Sound for an appointment. This service would facilitate the aging in place concept. Keep seniors independent. The cost of a cab round trip is hundreds of dollars round trip. • I would, if there was a bus service that traveled from Riley/Kincardine to the Bruce Energy Centre. • I would use it to connect to trains, buses, and the airport. My city friends that don't have cars rarely visit because it is so expensive, and the bus takes forever. We could bolster tourism to our towns. • I would use transit connecting urban centres for shopping and visiting and appointments. I now rely on friends for this. • Public Transit + front loading bike racks are a combination for success to widen the catchment area for stops.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • If the schedules were consistent and frequent enough to be feasible I would. Usually I make multiple stops around a destination which would not be practical or possible without my own vehicle. • I might, depending on availability. I would probably still have to drive to pick up points. • Yes - as I get older because driving may not be an option and it is safer, less stressful during inclement weather. • Yes, I would for town to town transport, if rates and schedules are reasonable. This is something that would have to be combined with Grey and Huron counties as well for it to work properly. • Yes, assuming it was affordable. • Yes, if shuttle buses were available in the summer season traveling as far south on Highway 6 as Centennial Road and the Village Centre was restricted to bicycle and pedestrian traffic. Opportunities for access to winter bus travel to Owen Sound would also be valuable. • Yes. A shuttle Tobermory, Lions Head, Wiarton, Owen Sound would be ideal, especially if suited with bike racks. In summer months, it could be used by visitors and reduce traffic/congestions/parking/ highway safety concerns. • Yes. I have used every transit system that has been available and even purchased a monthly pass to Bruce Peninsula Transit. • Yes, if needed but I rarely can afford to leave Saugeen Shores. • Yes, as I am getting older. I am hesitant to drive in high traffic areas and parking in small spaces. • Yes, yes yes. I can't always use a taxi. That gets too expensive when working for minimum wage. And trolley only runs in the summer. We need buses or something. • Yes, a low cost, disability option as I need to use a walker at all times. I can't go out on my own.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • I would consider using public transit. Barriers would be cost and time of travel - for example, I could not use it to get to work if I couldn't get there in time and also get home afterwards. Late night public transit availability could reduce drinking and driving. Transit to Sauble Beach would eliminate having to find and pay for parking, however, it might be cheaper for a family to pay for parking than to take public transit. • Maybe, depends how convenient it is for smaller communities (NBP). • I have access to a vehicle. • Probably not, would drive. • No, would drive. • No. In rural area you require a vehicle to set to services that are not offered locally. Cost vs benefit would not be there in rural community. • No, because. • No. • No, no need to go to connecting centres. • No. Most visitors drive or bus to the Bruce Peninsula. I would think that all residents of the Bruce Peninsula have a vehicle.
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	<ul style="list-style-type: none"> • Never. • Never, can walk to where I need to go. • Do not need on demand service. • Would not use the on-demand transportation at this time. As I age the need maybe different and I would consider. • I would not. • Would not use. • Not at all. I have a reliable energy efficient vehicle and would not pay someone else to drive me. • It's too expensive.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Probably not. • Not at all as a female, I would feel unsafe but that's seeming to be a normality now. • Taxi is too expensive for regular use on a fixed income geared to income. I have no experience with the 2 other choices. • Rarely. • As long as I have my car and driver's license, rarely. Without those, several times weekly. • These systems are basically personal transportation and therefore quite expensive compared to public transit. I would use them if needed but not routinely. E.g., I have used the Airbus to Pearson airport about twice a year. • I would only to get home when drunk. I generally think that they exploit workers and don't pay taxes. I would rather subsidize a taxi. Or encourage bars to have shuttles like Sauble Golf Club. • Probably not often, other than maybe in the winter. It should be an available option to us. • Zero monthly, depending on the type of need I would say possibly 3 times a year. • Unsure at this time. • Not sure. Cost would be a factor. • Depends on affordability - because I own a car and can drive, likely not that often. Would be more likely. • Where I live, I don't think there is much demand. It would be great to help reduce drinking and driving. • Zero-two times. • Twice a month. Medical appointments, shopping, visiting friends and family. • 2 to 4 times, primarily for health-related appointments. • It was within my fixed and geared to income allowance I would be happy to use it. Probably once or twice a week.

ID	Survey Question	Stakeholder Response
5	What do you think the top 2 or 3 transportation priorities should be for Bruce County?	
	<ul style="list-style-type: none"> road capacity improvements 	Eight Comment Sheets noted road capacity improvements.
	<ul style="list-style-type: none"> traffic safety improvements 	<p>Thirteen Comment Sheets noted traffic safety improvements.</p> <ul style="list-style-type: none"> Add 'share the road signage', to raise awareness that others besides motorist are permitted to use the roads and cyclist lanes for both cyclist and motorist safety.
	<ul style="list-style-type: none"> speed management 	Thirteen Comment Sheets noted concern for speed management.
	<ul style="list-style-type: none"> transit service 	Fourteen Comment Sheets spoke of transit service.
	<ul style="list-style-type: none"> on-demand services (taxi, Uber or Lyft 	Five Comment Sheets chose on-demand services.
	walking and cycling facilities	<p>Seventeen Comment Sheets noted walking and cycling facilities.</p> <ul style="list-style-type: none"> Asked for safe shoulders for walking and cycling. Cycling lanes. Saugeen Shores has been recognized as a cycle friendly community. This needs to be expanded and connect with other communities.
	Other (please describe)	<ul style="list-style-type: none"> One commenter requested continued support and promotion for aviation and the current airports in Bruce County. The airport should be considered for emergency purposes to bring in supplies in an emergency or to evacuate people quickly in case of an emergency. Turning lane at Hi-Berry Farm. Improved sidewalks and access for scooters to the lake, stores, medical services, etc.

ID	Survey Question	Stakeholder Response
	Additional Comments	<ul style="list-style-type: none"> • Highway 21 through Saugeen Shores needs a bypass. Congestion and noise are increasing, concern for transportation. of hazardous goods through urban area, impacts of emergency services. Traffic can be categorized as: (1) Bruce Power, (2) vacationers, (3) traffic to Owen Sound & Tobermory. Is there a study of local vs. through traffic? The use of Bruce County Rd. 3 with a north & south ext. as cheapest alternative. • Happy a TMP is being prepared, other areas have had success. Rural areas have been underfunded and underserved for accessibility, transit transportation, affordable housing, this needs to be considered in the TMP. If these specialized services are considered for future implementation, younger generation may be encouraged to remain in County. • MTP is excellent idea and presentation covered all the main concerns. Definitely support plan as it supports our community whether retired, low income family or visitor, it would be a valuable service. • Include a community safety awareness campaign with permanent signage as part of MTP (motorist and pedestrians). Collaborate with OPP to promote cooperation between community safety usage of roads and their enforcement of safety law. • Read the 'Happy City' book by Charles Montgomery. It is not entirely relatable to rural towns but a lot of good information there. • Recommend public consultation, networking with community groups, providing a context of the expected outcomes of the "Plan". • If the County is proceeding with the Master Plan the Northern Bruce Peninsula must be included in that planning process. • Public/private partnership in Lions Head and Tobermory for hop on/off shuttle from parking areas to tourism attractions, similar to Southampton/Port Elgin trolley. • Safety of Bruce County Road 3 and Highway 21. Bruce County Road 13 and Highway 21 are dangerous in the view of Saugeen Shores residents.

ID	Survey Question	Stakeholder Response
		<ul style="list-style-type: none"> • Since 2009, I have travelled by Parkbus from Tobermory - Toronto. Here I have taken VIA, or Metrolinx. Parkbus provides carless urban campers inexpensive travel to national and provincial parks across Canada. I would like to travel by school bus from my home to St Edmunds public school, in Tobermory or Bruce Peninsula district school in Lions Head. I would like to travel by van when there is an event in Lions Head. The Golden Dawn has a van that may be scheduled? • Plan for future; towns will grow, and our population will age; build walkable urban centres and side streets, and more pedestrian-only opportunities. • Continue to explore options to reduce dangerous driving and parking issues. • If we can get people to the area without a car and have options to get around the area they will spend more. As opposed to people that load an SUV in Toronto drive to the Grotto and spend little money and leave garbage. • Turning lanes at Hi-Berry Farm instead of the weird piece of asphalt. • The stores with steps are not acceptable even with the portable ramps as there is no hand hold to grab and difficult to attract the attention of someone in the store to bring out the ramp. • Uptake on public transit will be gradual and needs public investment to develop. Public-private partnerships may be the best options here. • Need cycling path from Highway 6 parking lot at Dyers Bay Road, through Dyers Bay to Cabot Head lighthouse. • I think we have to be very careful with future improvements. Hopefully, this plan is not for the Bruce Peninsula. If so, it is not just accommodating visitor traffic. There is no need for widening our roads for 5 busy months of the year.

Table 3: Comments Received by Email or Telephone and Study Team Responses

Commenter	Comment Received	Study Team Response
1	<p>On August 21, 2020, commenter requested an update on plans for the north hill of Formosa-BCR-12, which remains outstanding and a major safety hazard. Reduced speed has made little difference; right turning arrow coming up the hill should have started at the bottom of the hill.</p> <p>Have requested a radar speed read outs response was negative, forwarding this suggestion again.</p>	<p>On August 25, 2020, County responded to commenter noting that comments will be included as input for the development of the MTP; and that there will be additional opportunities to provide comments. It was noted that the County still has to adjust the road alignment; that traffic calming was being worked and implementing more cost-effective cost solutions to address speeding issues. Also, drainage issues are being addressed.</p> <p>County finds that flashing signs have limited effect past the first few days unless there is increased enforcement. The usual effect is a reduction of travel speed of 5 km/h for the first two weeks. We will add this location.</p>
2	<p>On August 24, 2020, commenter enquired whether there was any “air” transport related considerations; and if so, the group has considerable background and expertise to offer for local airports and offered assistance.</p>	<p>On August 24, 2020, responded to commenter noting that the scope of this study will focus more on ground transportation. However, the Study Team may reach out. We will add you to the Project Contact List to keep you apprised of the study progress and future public consultation.</p>
3	<p>On August 29, 2020 commenter noted that the area is lacking reasonable form of public transit; and that believe if cab/Uber options were readily available we might be able to avoid drunk driving situations. Consider some</p>	<p>Acknowledged. The Study Team is looking at options for on-demand services in the County (e.g. taxi, Uber, Lyft).</p>

Commenter	Comment Received	Study Team Response
	method of addressing this. Uber is certainly a great option in cities.	
	<p>On September 3, 2020 commenter requesting PIC information.</p> <p>On September 4, 2020, commenter noted was very happy that Bruce County has decided to do an MTP study but there's a few things I would like to discuss.</p>	<p>On September 3, 2020, the commenter was sent an email noting that there was technical difficulty uploading the website. Hoping to resolve tomorrow or early next week. We will notify you directly when it is available. On September 4, 2020 commenter was notified that website was active.</p>
4	<p>On September 8, 2020 telephone discussion between commenter and Ray Bacquie (Burnside). Commenter concerned with the large scope and the need to address bike paths and transit. Concerns related to Highway 21 including the volume and slow drivers. Noted difficulty seeing runners/ cyclists on the edge of the pavement; and a car hit commenter's family member while on a scooter. In Kincardine, hard to get to store and hospital. Economic department should identify opportunities; natural gas use is going to grow. Bruce Road 20 is a nightmare. Bruce needs good roads to help the economy. Recommended that the MP or MPP should be involved.</p>	<p>On September 8, 2020 telephone discussion between Burnside and commenter. Burnside noted that the project is in the early stages and that this is the first of three public meetings and that other contact will be initiated. It was requested that comments be either emailed, mailed, or call with comments, and commenter was thanked for suggestions.</p>

Commenter	Comment Received	Study Team Response
	<p>On September 10, 2020 telephone discussion between commenter and Ray Bacquie (Burnside). Commenters interested in the MTP and requested to provide input, after watching PIC presentation. Was a little disappointed as some of the questions are kind of obvious. Asked where mail-in responses could be sent, which office? Recommend County review other plans, which have been developed and enquired whether Study Team had done master plans for other counties? Traffic issues around Bruce Power should be addressed. Unclear why the survey asked about support of active transportation, believe that is kind of obvious; and there are more questions which should be asked.</p>	<p>On September 10, 2020 telephone discussion between Burnside and commenter. Burnside noted that the project is in the early stages. The questions on the comment sheet were primarily to initiate discussion. There will be more detailed questions in the two subsequent PICs. Burnside will look out for the comments, which can be sent to the Mississauga office. The study will include an assessment of what is being done in other counties, but the reference to a made in Bruce strategy refers to incorporating the input from the public within Bruce County and incorporating the strategic direction of Bruce County Council when selecting a preferred solution.</p>
	<p>On September 13, 2020, commenter requested the MTP done for Grey County.</p>	<p>On September 14, 2020, Burnside responded to note Study Team is aware of the issues related to passing lanes within the County, this comment will be included as an issue to be considered and addressed. Provided links to Grey County TMP.</p>
	<p>On September 23, 2020, commenter expressed appreciation for assistance locating survey and adding another two questions.</p>	<p>On September 23, 2020, Burnside responded to commenter that all comments were very good points and appreciate links. Commenter was encouraged to provide input throughout the</p>

Commenter	Comment Received	Study Team Response
	<p>Some Kincardine residents have started talking about the safety of our roads and the traffic in our towns. Discussions have taken place in the Kincardine Record's Editorial. Requested extending time for feedback from the public to the end of October; and find more and better ways to promote and connect with the public. Maybe have each municipality in Bruce County post a link to it on their website and Facebook page as well as local radio. Recommended contacting organizations such as The Great Lakes Waterfront Trail that could provide input into "active transportation" on our roads and highways. There's 850 km of shoreline in Bruce County. If the roads the trails are on were improved, this would give active road users (cyclist/runners) a safe place to travel. Could boost tourism and overall health of Bruce County.</p>	<p>study. Feedback will be summarizing throughout the process and we anticipate there will be more comments as we provide more information to the public.</p> <p>The Study Team will be connecting with the area municipalities shortly and will include your suggestion for their involvement in communicating to the public. We will ensure that The Great Lakes Waterfront Trail (info@wrtrust.com) is on the Project Contact List; and will investigate suggestions related to active transportation links within the next part of our study.</p>
5	<p>On October 3, 2020 commenter noted that Kincardine community is in desperate need of bike trails; NOT lanes on the road but separate trails away from traffic! Commenter is still waiting for KIPP trail; does not want this to be just a lane on the B line! Commenter</p>	<p>On October 5, 2020, County responded thanking commenter for these ideas. Noted County is developing at Master Transportation Plan and these comments will be shared with the Study Team for consideration in relation to active transportation. Noted there will be other opportunities to provide input into the plan and they will be advertised. Noted that currently the</p>

Commenter	Comment Received	Study Team Response
	<p>strongly urged County to implement the KIPP trail. Also, requested creation of more trails south of Kincardine e.g. on the old railway trail to Ripley.</p>	<p>County has no mandate or plan to develop active transportation trails beyond the existing Rail Trail. The County's trail mandate is mostly limited to nature trails in the County forests. This may change after the Master Transportation Plan is complete in the spring and if accepted by the County Council. Noted that the Municipality of Kincardine has the lead for the KIPP Trail. The County will be contributing financially and has/will provide input into the trail design and location. However, for the latest development of the KIPP Trail, County suggested commenter contact the Municipality directly.</p>

Participant comments are reviewed to provide a better understanding of stakeholder opinions. The summary of comments and advice received during the PIC is intended to provide an indication of overall shared issues, opinions, and concerns of participants. Copies of individual comments and the Study Team responses are provided in Attachment C.

5.0 Next Steps

Comments and concerns received during the PIC will be reviewed for incorporation into the MTP.

The next public contact for the project will be the Notice of PIC 2 expected later in Fall 2020.

A Master Transportation Plan Report documenting the planning and decision-making process of the study will be prepared for public review and comment at the completion of the study.



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Attachment A

Newspaper Advertisement



County of Bruce Notice of Study Commencement and Public Information Centre Master Transportation Plan

The County of Bruce is undertaking a Master Transportation Plan (MTP) Study to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses through creation of a vision for all modes of transportation. The Study will also focus on encouraging active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management. The Study will identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035, and will form the basis to guide future transportation decisions for the development of streets and trails / paths to fully align with the County's vision and goals identified in the County's existing and ongoing plans/strategies.

The Study is being carried out in accordance with the Phase 1 and 2 of the master plan process outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011), which is approved under the Ontario Environmental Assessment Act. This notice signals the commencement of the MTP Study.

The MTP Study will consider and evaluate solutions to determine a safe, environmentally and economically sustainable, and efficient transportation network.

We want to hear from you as your involvement is key to the success of the MTP Study. If you have concerns over transportation in the County, we encourage you to become involved. An on-line Public Information Centre (PIC) will be hosted on the County's website to gather input from the public. A presentation and engagement material can be found at www.brucecounty.on.ca starting **September 2, 2020**.

The County encourages the public to visit the website to view the PIC presentation and provide feedback by September 30, 2020.

If you or someone you know has issues accessing the presentation and engagement material or if you would like to be added to the Project Contact List, please contact either of the following Project Team members:

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2 Mississauga, ON
L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com



Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. **This Notice was first Issued on August 18, 2020.**



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Attachment B

Presentation Slides

Attachment B



BRUCE COUNTY MASTER TRANSPORTATION PLAN

ONLINE PUBLIC INFORMATION
CENTRE

WEDNESDAY, SEPTEMBER 2, 2020



Presentation Overview

- Project Description
- Policies, Studies and Initiatives
- Vision and Mandate and Study Goals
- Master Plan Process
- Transportation Needs
- Existing Transportation System and Conditions (Roads, Transit, Cycling, Pedestrian)
- Transportation Issues
- Studies to be Completed
- Next Steps
- Invitation to Participate



Project Management Team



Miguel Pelletier
Project Manager
Bruce County

- Miguel Pelletier, P. Eng.
- Director, Transportation and Environmental Services, Bruce County
- County Project Manager



Ray Bacquie
Consultant Project Manager
R.J. Burnside and Associates

- Ray Bacquie, P.Eng., MBA
- Sr. VP, Transportation Planning and Engineering, R.J. Burnside & Associates
- Consultant Project Manager

Project Description

The Transportation and Environmental Services Department of the County of Bruce is undertaking a County Master Transportation Plan (MTP) which analyzes the status and future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation).

Objective:

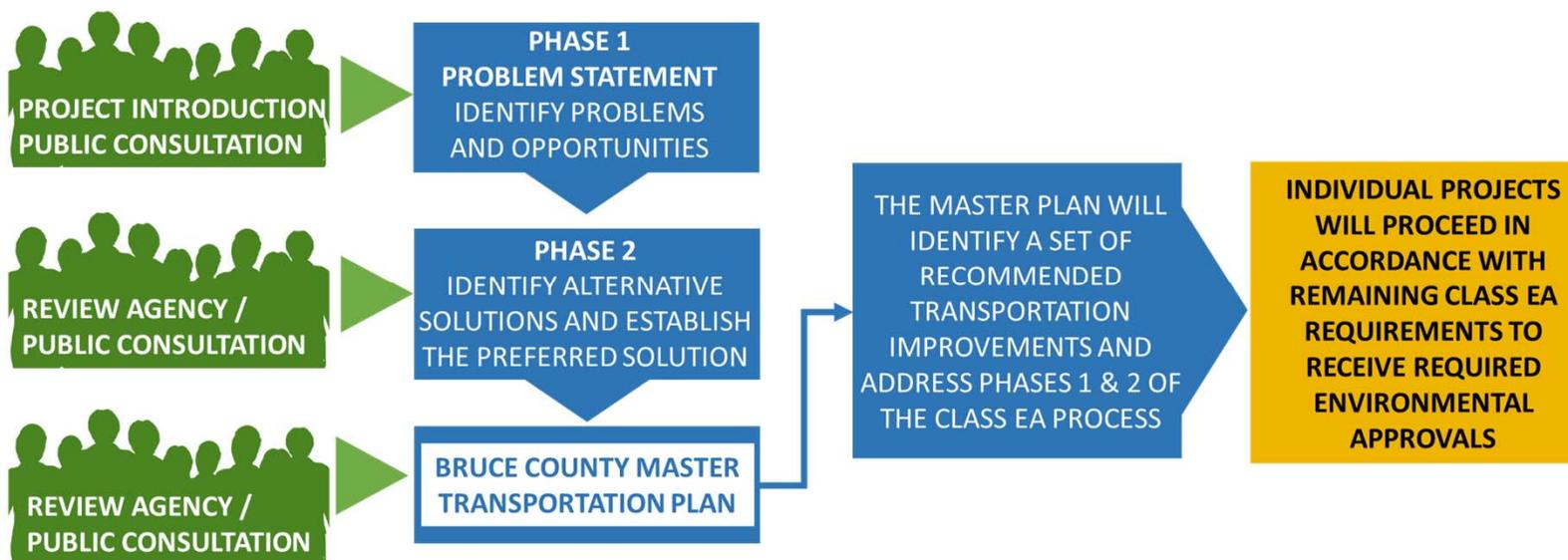
Identify future needs, provide a vision, County mandate/mission and policy framework for multimodal transportation system based on growth plans to horizon year 2035 for the County, the lower tier municipalities and the Province.



Master Plan Process

The MTP will follow the Municipal Class EA process for master plans. This process will:

- Assess current and future transportation problems and opportunities;
- Identify and evaluate alternative solutions to address these needs;
- Conduct a technical review of environmental impacts;
- Engage the public and other stakeholders to provide input;
- Recommend a strategy for transportation implementation of improvements; and
- Provide planning approvals for Phases 1 and 2 of future Class EAs.





Goals of the Master Transportation Plan

- Goal 1** Create a vision for all modes of transportation in Bruce County, with a particular focus to encourage active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management.
- Goal 2** Identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035.
- Goal 3** Establish transportation solutions that are reflective of the present economic climate and future conditions, contributing to the health, well-being and economic prosperity of the County.
- Goal 4** Develop a strategy to create and maintain a safe and reliable transportation system within the County that offers choice and meets the needs of people and businesses.



Goals of the Master Transportation Plan

- Goal 5** Confirm the viability of the transportation strategy to ensure that it is realistic and feasible, by assessing the operational sustainability, environmental sustainability and financial sustainability.

- Goal 6** Coordinate and establish partnerships with public and private agencies and a strategy to integrate transportations networks and services (Provincial highways, County roads, area municipal roads, trails, cycling facilities, transit services).

- Goal 7** Develop an implementation plan that will include a capital investment strategy and the governance requirements to effectively manage the transportation system within the County.

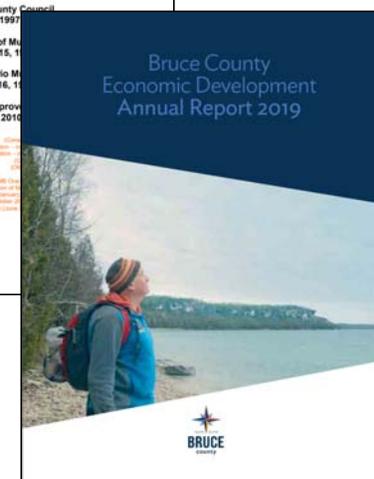
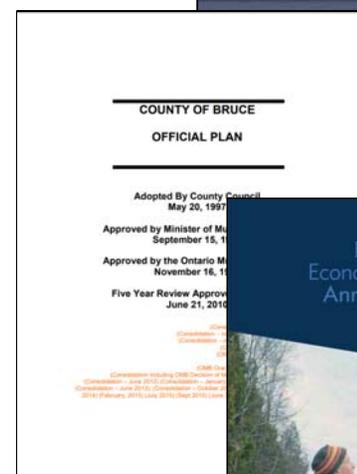
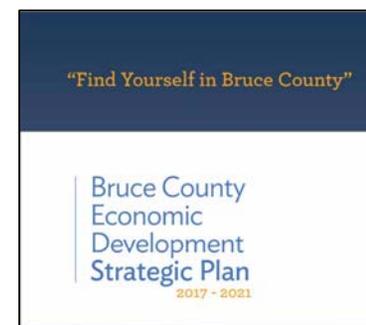
Policies, Studies and Initiatives

This Master Transportation Plan is guided by the County's strategic planning documents, including:

- Corporate Strategic Plan
- Current Official Plan (O.P. 2017 Rev.)
- Economic Development Strategic Plan
- Economic Development Annual Report

Key strategic policies and objectives include:

- A strategic value of being a “well-connected and mobile” community
- O.P. goals that address moving people and goods in a safe and economically efficient way
- An economic development priority of “Tourism Attraction and Product Development”; example activities include cycling
- An economic priority of clean energy initiatives



Vision and Mandate (Bruce County Official Plan)

Vision *Protect the quality of life of Bruce County while ensuring the growth of sustainable communities based upon diverse economic opportunities, which respect the natural environment.*

Mandate *Develop adequate and appropriate transportation systems and facilities that move people and goods in a safe, environmentally responsible and economically efficient manner within the County, and between the County and other areas.*



Transportation Needs

The MTP will assess current and future transportation demand and other transportation needs within the county, including the following:

- Quantify the travel demand between the population centres and to key employment and tourist destinations within and beyond the County.
- Project future travel demand between centres and destinations based on forecasts of County growth.
- Assess mobility needs of communities by other modes of travel (i.e. walking, cycling, transit) based on survey data and public input.
- Identify other transportation conditions such as locations with high speed and high collision frequency.



Road Network

The Master Transportation Plan will assess road network needs, including:

- A review of existing and future traffic volumes relative to capacity on the County Road network.
- A review of local concerns related to traffic safety, speeding and need for traffic calming, and road design deficiencies.
- Review of network connectivity and rationalization for roads / bridges, if applicable.



Transit Service

No County-wide public transit service presently exists. An Integrated Mobility Planning Sub-Committee has been developed, with representation from County departments and lower tier municipalities. An initial priority is assisting those with mobility challenges.

The master plan will assess transit need and opportunities, including private or non-profit transit services:

- Specialized services catering to the elderly and residents with mental or physical challenges,
- Extensions of services from adjacent municipalities,
- Airport/GTHA transit, and
- Private shuttles e.g. Bruce Nuclear Power Plant.



Active Transportation Needs

The Master Transportation Plan will assess demand and opportunities for walking and cycling connections, including:

- Review of walking and cycling demand data and public surveys.
- Identify need for connectivity of active transportation routes.
- Investigate the opportunities for cycling strategies and infrastructure supporting tourism and economic objectives.
- Assess active transportation facility design best practices.



Transportation Issues

Preliminary Identified Issues

- Areas of high traffic volume
- Locations with operational and safety concerns
- Speeding and truck traffic concern
- Connectivity issues
- Road condition
- Road design
- Lack of transit
- Lack of an active transportation (cycling, pedestrian) connectivity



Transportation Issues

Your Feedback and Input Appreciated

- What are the **biggest transportation issues** within your **local area**? What are the biggest transportation issues within **Bruce County as a whole**?
- Do you support **Active Transportation** (walking / cycling)? Would you use public transit if it was available in urban centres? Would you use public transit if it was available in rural areas?
- What do you think should be the **priorities for Bruce County's transportation system**?
- How satisfied are you with the current road infrastructure within Bruce County? What would you change?
- Additional Comment?



**Please Submit a
Comment Form**

Studies to be Completed



TRAFFIC OPERATIONAL ANALYSIS

Assess existing and projected future traffic levels and identify capacity needs and opportunities.



NETWORK CONNECTIVITY REVIEW AND ROAD / BRIDGE RATIONALIZATION

Assess the connectivity of the County Road system and appropriateness of jurisdictional responsibilities.



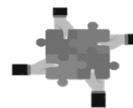
TRANSIT AND MICRO-TRANSIT NEEDS AND OPPORTUNITIES

Investigate transit service provider options and operational implications.



EMERGING TRENDS AND PARTNERSHIP OPPORTUNITIES IN TRANSPORTATION

Opportunities resulting from technology and social change will be identified .



FUNCTIONAL REVIEW OF GOVERNANCE REQUIREMENTS

Review best practices and resource requirements to support transportation programs.



SOCIO-ECONOMIC ENVIRONMENT

Complete an overview of the socio-economic conditions and economic objectives of the County.



NATURAL ENVIRONMENT

Complete a natural environment scan of environmentally significant areas and related policies.

Next Steps

- Review PIC#1 Comments
- Complete study inventories – natural, cultural and socio-economic environments
- Develop and evaluate Alternative Solutions
- Continue meeting with interested stakeholders/agencies
- Present Alternative Solution(s) at PIC #2 in Fall 2020



How to Get Involved



Ask questions or discuss issues with the Project Team today at the PIC.



Fill out a PIC comment form and return by September 30, 2020.



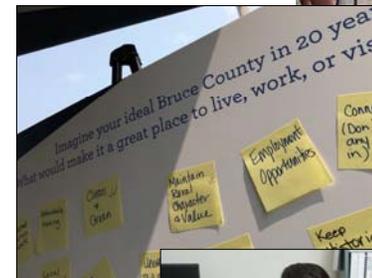
Request to be added to the Project contact list to receive updates and future public notices about the Project.



Visit the County website for more information www.brucecounty.on.ca



Attend future Public Information Centres.





Questions

Your comments are important. They will be reviewed as part of the study process.

Please feel free to contact a Study Team Member, submit a comment form, or email/call us at:

Miguel Pelletier, P. Eng.

Director, Transportation and Environmental Services, Bruce County

30 Park St.

Walkerton, Ontario N0G 2V0

Tel: 519-881-2400

Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.

Project Manager

R.J. Burnside and Associates

6990 Creditview Road, Unit 2 Mississauga,

ON L5N 8R9

Tel: 905-821-5891

Email: Ray.Bacquie@rjburnside.com



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Attachment C

Comment Form and Comments Received



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

COMMENT SHEET

**Virtual Public Information
Centre (PIC) #1 – Available
September 2, 2020**

Comment Period: September 2,
2020 to September 30, 2020

Name:

Address:

Postal Code:

Phone:

Email:

The Transportation and Environmental Services Department of Bruce County is undertaking a County Master Transportation Plan to analyse future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation) and develop a strategy of improvements for the next 15 years. This PIC has been scheduled to introduce the project and allow all interested parties an opportunity to discuss issues related to the project. Public input is encouraged and will be given consideration during the planning of this project.

Questions:

1	What are the biggest transportation issues within Bruce County?	
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	

Bruce County and R.J. Burnside & Associates Limited thank you for your involvement in this Master Transportation Plan. Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of County Council and County staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the County.



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

5	<p>What do you think the top 2 or 3 transportation priorities should be for Bruce County?:</p> <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	
---	---	--

Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

Miguel Pelletier, P.Eng.
 Director
 Transportation & Environmental Services
 Corporation of the County of Bruce
 519-881-2400
mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
 Project Manager
 Senior Vice President – Transportation
 R.J. Burnside & Associates Limited
 905.821.5891
Ray.Bacquie@rjburnside.com

Bruce County and R.J. Burnside & Associates Limited thank you for your involvement in this Master Transportation Plan. Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of County Council and County staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the County.

Sylvia Waters

From: Ray Bacquie
Sent: Tuesday, August 25, 2020 4:05 PM
To: Miguel Pelletier; Adam Verschuere; Heather Young; Jennifer Vandermeer; Sylvia Waters
Cc: Nicholas Schnurr; Jim Donohoe; Jerry Haan; Henry Centen
Subject: RE: BCR-12 Formosa.

From: Miguel Pelletier
Sent: August 25, 2020 3:46 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BCR-12 Formosa.

Hello,

Thank you for your comments. We will include your comments as input for the development of the Master Transportation Plan. There will be additional opportunities to provide more comments.

The County still has a project on the books to adjust the road alignment but it has not been a priority as it is not a cost effective solution to address the speeding issues and the limited County road funding was required to address other safety priorities. However we are still working to induce traffic calming and are implementing more cost effective cost solutions to address speeding issues like changes in signage and roads marking and we will add additional signage this winter in the next few weeks. We are also addressing drainage issues that are leading to flooding.

The County does have four flashing warning signs but they are normally use for a short period to make motorists aware that they are speeding. We find that they have limited effect past the first few days unless there is increased enforcement. The usual effect is a reduction of travel speed of 5 km/h for the first two weeks. We will add this location to our list of areas that have speeding issues to deploy this device (our backlog has 15 speeding sites) .

Regards

From: [REDACTED]
Sent: August 21, 2020 4:39 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Cc: [REDACTED]
Subject: BCR-12 Formosa

i am responding to the Notice of Study-Master Transportation Plan.

Please update us on the plans for the north hill of Formosa-BCR-12. This project still remains outstanding and still remains a **major safety hazard** especially with school starting shortly.

The reduce speed has made little difference in the speed of vehicles flying through. The right turning arrow coming up the hill should have started at the bottom of the hill. Drivers coming up are mostly in the right line and do not or cannot move to the left lane soon enough.

I did input awhile back to install radar speed read outs especially coming up the hill. The response was negative. **I am forwarding this suggestion again.**

Please be reminded of the serious safely hazard with this hill and intersection with Wilmar. Buses will be running shortly with children getting on and off of the buses on BCR-12.

Thank you. [REDACTED]

Individuals who submit letters and other information to Council and its Committees should be aware that any personal information contained within their communications may become part of the public record and may be made available through the agenda process which includes publication on the County's website.

If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

If you feel that this email was commercial in nature and you do not wish to receive further electronic messages from the County of Bruce, please click on the following link to unsubscribe:

<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, August 24, 2020 7:34 PM
To: [REDACTED]
Cc: Ian Rowbotham; Jennifer Vandermeer; Sylvia Waters; Miguel Pelletier
Subject: RE: County of Bruce - Master Transportation Plan

Hello [REDACTED]

The scope of this study is focused more on ground transportation. We do appreciate you reaching out and we may contact you directly.

We will add you to the contact list to keep you apprised of the study progress and future public consultation.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

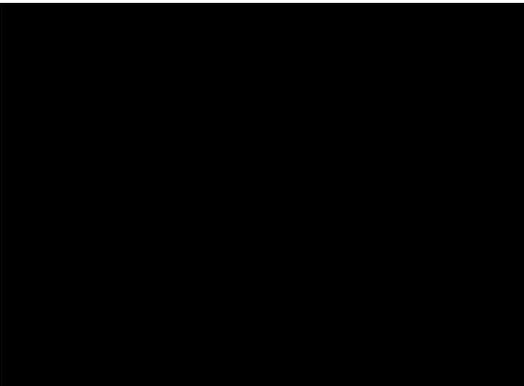
From: [REDACTED]
Sent: Monday, August 24, 2020 8:57 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: [REDACTED]
Subject: County of Bruce - Master Transportation Plan

Hello Ray:

I noticed there is a master transportation plan underway for Bruce County. I noticed that ad in the Beacon Times here in Saugeen Shores.

Not sure if there is any "air" transport related considerations. If there are, our group has considerable background and expertise to offer for local airports in the region including Kincardine, Wiarton, Tobermory, Hanover and Owen Sound.

We'd be happy to assist if there is an opportunity. If not, I'll certainly monitor and participate as a public stakeholder in the process.



Sylvia Waters

From: Jennifer Vandermeer
Sent: Tuesday, September 08, 2020 10:23 AM
To: Sylvia Waters
Cc: Ray Bacquie
Subject: FW: Public Transit

-----Original Message-----

From: [REDACTED]
Sent: Saturday, August 29, 2020 11:09 AM
To: Transportation Info <TransportationInfo@brucecounty.on.ca>
Subject: Public Transit

** [CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I read in the paper there's a new study on a master transportation plan for Bruce County. One of the things we are sorely lacking in this area is a reasonable form of public transit. I firmly believe that if cab/Uber options were readily available (in Kincardine, the cab is hit or miss and often stops running quite early) we might be able to avoid a lot of the drunk driving situations we see. I have personally seen people call for a cab at a bar (particularly the King's Pearl in Tiverton) and be turned away, which doesn't always leave a lot of options.

Please consider some method of addressing this. Uber is certainly a great option in the cities, but even just a reliable cab company would be great.

Thank you,

[REDACTED]

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If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

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<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.

Sylvia Waters

From: Ray Bacquie
Sent: Friday, September 04, 2020 1:47 PM
To: [REDACTED]
Cc: Miguel Pelletier
Subject: Bruce County MTP - Virtual Public Information Centre

Hello [REDACTED]

The presentation is on the Bruce County site now. Here is the link: <https://brucecounty.on.ca/transportation-master-plan> You can click on the Master Transportation Plan Presentation text to access the presentation.

Please have a great weekend and I look forward to chatting with you next week.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

Sylvia Waters

From: Jennifer Vandermeer
Sent: Tuesday, September 08, 2020 10:13 AM
To: Ray Bacquie
Cc: Sylvia Waters
Subject: RE: PIC?

From: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Sent: Friday, September 04, 2020 9:18 AM
To: [REDACTED]
Subject: RE: PIC?

Hello [REDACTED]

I look forward to your call. Have a great long weekend.

Regards,

Ray

From: [REDACTED]
Sent: Friday, September 04, 2020 6:56 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: Re: PIC?

Hi Ray

Thanks for your quick response.

I'm very happy that Bruce county has decided to do a MTP study but there's a few things I would like to talk to you about.

We should both have a good long weekend first.

If you're going to be available, I'll call your office next Tuesday around 3:45.

Thanks
[REDACTED]

On Thu, Sep 3, 2020 at 4:53 PM Ray Bacquie <Ray.Bacquie@rjburnside.com> wrote:

Hello [REDACTED]

There has been a technical difficulty with the uploading of the public information material. We are hoping that it will be resolved by tomorrow or early next week. We will notify you directly when it is available. Sorry for the inconvenience. Feel free to reach out to me to walk through the content of the material or to address any other questions.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

[REDACTED]
Sent: Thursday, September 03, 2020 4:45 PM

To: Transportationinfo@brucecounty.on.ca; Ray Bacquie <Ray.Bacquie@rjburnside.com>

Cc: Sandra Datars Bere <sdatarsbere@brucecounty.on.ca>

Subject: PIC?

Hello

I was looking for the public information centre for the MTP. When will that be available?

[REDACTED]



Telephone Conversation Record

Call Date / Time: September 8, 2020; 3:45 pm **Project No.:** 300051505.0000
Project Name: Niagara Region and Adjacent Municipal Roadways MCEA
Phone Number: 519-706-1880
Contact Name: [REDACTED] (RO)
Project Team Member: Ray Bacquie (RB)

The following items were discussed	Action by
<p>1. Questions/Comments</p> <p>RO watched the video. RO is concerned with the large scope and the need to address bike paths and transit.</p> <p>RO identified concerns related to Highway 21 including the volume and slow drivers; RO shared his experience driving behind someone going 70 kmph for a long distance. He noted that it is difficult to see runners and cyclists on the edge of the pavement. RO's grandmother was hit by a car while she was on her scooter. In Kincardine it is hard to get to stores and to the Hospital.</p> <p>RO indicated that he didn't want the consultant to rush the study and noted that he would send an email of comments.</p> <p>RO noted that the economic department should identify opportunities; he works at the Bruce Energy Centre at 7Acres. Natural gas use is going to grow.</p> <p>RO feels that Bruce Road 20 is a nightmare. Bruce County needs good roads to help the economy.</p> <p>RO feels that the MP or MPP should be involved; he identified Larry Miller MPP. RO suggested to contact Ben Lobb (MP) who toured Bruce Power.</p>	
<p>2. Answers/Responses</p> <p>RB noted that the project is in the early stages and that this is the first of three public meetings and that other contact will be initiated. RB noted that RO can either email, mail or call with comments.</p> <p>RB thanked RO for his suggestions.</p>	

The following items were discussed

Action by

The preceding telephone comments were documented by the project team member as record of the discussion.

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

2020908_ [REDACTED]
9/28/2020 6:23 PM

Sylvia Waters

From: Jennifer Vandermeer
Sent: Thursday, September 10, 2020 9:06 AM
To: Sylvia Waters
Cc: Ray Bacquie; Avid Banihashemi; 300051505 Bruce County TMP
Subject: FW: Traffic Study Input
Attachments: Bruce County Traffic Study Input 1B.pdf

From: [REDACTED]
Sent: September 9, 2020 7:41 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: Traffic Study Input

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr pelletier

Attached is my filled out questionnaire regarding the Bruce County Traffic Master Plan.
I would appreciate emails regarding any further developments of this study.

Regards

[REDACTED]

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If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

If you feel that this email was commercial in nature and you do not wish to receive further electronic messages from the County of Bruce, please click on the following link to unsubscribe:
<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

COMMENT SHEET

**Virtual Public Information
Centre (PIC) #1 – Available
September 2, 2020**

Comment Period: September 2,
2020 to September 30, 2020

Name:

Address:

Postal Code:

Phone:

Email:

The Transportation and Environmental Services Department of Bruce County is undertaking a County Master Transportation Plan to analyse future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation) and develop a strategy of improvements for the next 15 years. This PIC has been scheduled to introduce the project and allow all interested parties an opportunity to discuss issues related to the project. Public input is encouraged and will be given consideration during the planning of this project.

Questions:

1	What are the biggest transportation issues within Bruce County?	Saugeen Shores Hwy 21 congestion
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	Not a primary concern. We have adequate facilities here already
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	Bus to Owen Sound
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	Never

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5	<p>What do you think the top 2 or 3 transportation priorities should be for Bruce County?:</p> <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	<p>Road capacity Traffic safety</p>
---	---	---

Additional Comments/Questions/Suggestions:

Hwy 21 through Saugeen Shores needs a bypass. Traffic congestion and noise are increasing. Transport truck and movement of hazardous goods through an urban area is an accident waiting to happen.

This also impacts the delivery of emergency services within the corridor.

The question is not if, but when.

Unfortunately the municipal government here is pro business so drive by traffic is wanted.

I see the traffic as 3 major categories.

1) Bruce Power employees, 2) Vacationers, 3) Car and truck traffic to Owen Sound and Tobermory

Is there a study as to how much of the traffic is local versus through traffic?

I see the use of Bruce County Road 3 with a north and south extension as the cheapest alternative. Burgoyne would be impacted and may have to be bypassed.

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

Miguel Pelletier, P.Eng.

Director

Transportation & Environmental Services

Corporation of the County of Bruce

519-881-2400

mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.

Project Manager

Senior Vice President – Transportation

R.J. Burnside & Associates Limited

905.821.5891

Ray.Bacquie@rjburnside.com

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Telephone Conversation Record

Call Date / Time: September 10, 2020; 1:00 pm **Project No.:** 300051505.0000

Project Name: Niagara Region and Adjacent Municipal Roadways MCEA

Phone Number:

Contact Name: [REDACTED] (RO)

Project Team Member: Ray Bacquie (RB)

The following items were discussed	Action by
<p>1. Questions/Comments</p> <p>RO is interested in the Master Transportation Plan and would like to provide input. I watched the PIC presentation and I was a little disappointed; some of the questions are kind of obvious. My grandmother is going to mail in a response; which office do you work out of?</p> <p>You said that this will be a made in Bruce County plan, but you should be looking to see how other counties are doing things. Have you done master plans for other counties?</p> <p>I think you should be addressing traffic issues around Bruce Power; there are a lot of problems there.</p> <p>I'm not sure why you asked in the survey about support active transportation. That's kind of obvious and there are more questions that you should be asking.</p> <p>2. Answers/Responses</p> <p>RB noted that the project is in the early stages. The questions on the comment sheet were primarily to initiate discussion. There will be more detailed questions in the two subsequent PICs. He noted that he will look out for the comments and that he usually works out of the Mississauga office.</p> <p>RB noted that the study will include an assessment of what is being done in other Counties, but the reference to a made in Bruce strategy refers to incorporating the input from the public within Bruce County and incorporating the strategic direction of Bruce County Council when selecting a preferred solution.</p>	<p>Burnside</p>

The following items were discussed

Action by

RB noted that he led the Grey County TMP and TMPs for other municipalities including the City of Owen Sound and the Town of Oakville.

The preceding telephone comments were documented by the project team member as record of the discussion.

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

2020910_ [REDACTED]
9/21/2020 3:33 PM



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September 2, 2020**

Comment Period: September 2,
2020 to September 30, 2020

Name:

Address:

Postal Code:

Phone:

Email:

Name:	[REDACTED]
Address:	[REDACTED]
Postal Code:	[REDACTED]
Phone:	[REDACTED]
Email:	[REDACTED]

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Questions:

1	What are the biggest transportation issues within Bruce County?	Highway 6 dangerous driving; bicycle lanes poor condition and too small/narrow
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	yes, for affordable, autonomous transportation as an alternative to motorized vehicles; reduced pollution and danger; fitness
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	yes - as I get older because driving may not be an option - and it is safer, less stressful during inclement weather
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	2 to 4 times, primarily for health-related appointments

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---	---	--

Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

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Sylvia Waters

From: Ray Bacquie
Sent: Monday, September 14, 2020 8:53 AM
To: [REDACTED]
Cc: Sylvia Waters; Jennifer Vandermeer; Henry Centen; 300051505 Bruce County TMP; Miguel Pelletier
Subject: RE: MTP for Grey County

Hello [REDACTED]

Thank you for this link. We are aware of the issues related to passing lanes within the County and we will include this in the issues to be considered and addressed.

With regard to the Grey County TMP, it can be found at this link on their web site:

<https://www.grey.ca/roads/transportation-master-plan>

Prior to that I led the City of Owen Sound TMP found on this link:

<https://www.owensound.ca/en/resourcesGeneral/Documents/Owen-Sound-Transportation-Master-Plan.pdf> .

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: [REDACTED]
Sent: Sunday, September 13, 2020 7:52 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: MTP for Grey County

Hi Ray

I was trying to find the MTP you had done for Grey County and the only thing I could find was this. From the Owen Sound Sun Times, August 20, 2020, where the warden had the Minister of Transportation to Grey County to see for herself some of the traffic issues.

I included this in the email I sent to the Bruce County CAO and the Municipal Innovative Council the Friday before Bruce County announced they were doing the MTP.

[REDACTED]

<https://www.owensoundsuntimes.com/news/local-news/grey-county-officials-discuss-traffic-concerns-on-local-highways-with-mto>

Sylvia Waters

From: Ray Bacquie
Sent: Monday, September 14, 2020 12:46 PM
To: Henry Centen; Sylvia Waters
Cc: Nansen Feng; Jennifer Vandermeer; 300051505 Bruce County TMP
Subject: FW: Bruce County Transportation Master Plan September 2020
Attachments: NBP Rural Transit Transportation survey 2019 Answers March 2020.pdf; NBP Transit Transportation Update jan_8, 2020.pdf

From: [REDACTED]
Sent: Monday, September 14, 2020 12:43 PM
To: Miguel Pelletier <mpelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: [REDACTED]
Subject: Re: Bruce County Transportation Master Plan September 2020

Hi Miguel and Ray,

Thank you for the video and comment sheet for the Bruce County Transportation Master Plan. I have attached two items for your information as follows:

1. My Input on the comment sheet.
2. Micro Rural Transit Transportation survey results for the Northern Bruce Peninsula. Pages 1 & 2 (Collated results)

Do I have your permission to include Bruce County website and the Transportation Master Plan information on the recently designed website for the Northern Bruce Peninsula Community Support Advisory Action Committee for information and quick access to your site by residents and visitors on the Northern Bruce Peninsula? If not, I will delete the link?

Please advise as to your permission. The website is www.nbpcsaac.ca

Thanks

[REDACTED]

"Options and Possibilities for Rural Transit Transportation"

Population 2016: Comparative Population over age 55 (Statistics Canada)

2016 Bruce County -27,845 - 41%

Owen Sound - 8,555 - 40%

Grey County - 38,715 - 41%

Total Population:

Bruce County - 68,147 Grey County - 93,830 NBP - 3,999

Owen Sound - 21,341 Ontario - 13,448,494 SBP - 8,416

Tobermory

Lion's Head

Total # of residents - 1265

- 597 (2016)

Permanent Residents - 423

- 265

Seasonal Residents -832

- 332

Rural Transit Transportation Survey: 175 surveys were made available at the following locations: the Lion's Head Legion Branch 202, the Senior Bus Trip to Owen Sound, the Peninsula Health Teams in Lion's Head and Tobermory, the Northern Bruce Peninsula Municipal Offices and the Bruce County Public Libraries in Lion's Head and Tobermory, - at least 20 surveys included many couples responding on one survey. The instructions were to forward the completed survey to Sharron Colter by February 29, 2020.

49 completed surveys were returned to Sharron. Several surveys were completed by couples on one survey. Therefore, there was a 28% response.

1. Age Range: Under 40 - 1, 40-49 - 0

50-59 - 2, 60-69 - 16,

70-79 - 16, 80+ - 14

Chose not to respond - 1

Total Responses - 49

2. Name your Location: Lion's Head - 20, (includes Golden Dawn - 4)

Ferndale - 3, Tobermory - 1, Miller Lake - 6, Ferndale - 3,

Hardwick Cove - 4, Stokes Bay - 3, Pike Bay - 7, Rural - 4

Total Responses - 51

3. Your usual destinations: Where would you like to go?

Warton - 35, Tobermory - 16

Sauble Beach - 7, Hepworth - 4,

Owen Sound - 49, Springmount - 2,

Southampton - 5, Port Elgin - 18,

Hanover - 14 Kincardine - 3.

2/5

Tara - 1, Chesley - 2,

Walkerton - 2,

Other - 5 not named,

Name other Destinations: Stratford, Port Franks, Guelph, Grand Bend, Durham, Lion's Head, Meaford, Barrie, Thornbury, Walter's Falls

4. Have you used Movin' Grey Bruce? Yes - 5, No - 23 - as of December 2019 Movin' Grey Bruce was not accepting any new applications or participants. More funds and volunteers are needed.
5. Where would your ideal pick up location be? Golden Dawn - 3, Lion's Head - 9, Lion's Head Arena - 2, Friendship Club - 3, Highway 6 & Pike Bay Road - 2, Miller Lake RONA - 7, At Home - 10, Ferndale - 9, Stokes Bay - 3, Barrow Bay - 1, Stewart's Point - 1,
6. Where would your ideal drop off location be? Lion's Head - 11, Friendship Club - 3, Miller Lake RONA - 7, At Home - 10, Ferndale - 8, Highway 6 at Pike Bay Rd - 2, Barrow Bay - 1, Stewart's Point - 1
7. Purpose of the trip: Circle all that apply: job, business meeting - 12, training - 0, school - 0, recreation - 19, shopping - 44, to see family - 7, to see friends - 6, medical appointments - 40, dental appointments - 31, other - 7 (Not named.)
8. Frequency: How often would you use the service? Circle all that apply. daily, 2 or more trips a week - 6, weekly (once a week) - 16, 1 or 2 trips every two weeks - 10, once a month - 12, every few months - 3, never - 0,
9. What day or days would be best for available rural transit? Monday to Friday - 15, Weekends only - 1, Both - 25, Fridays - 1,
10. What time would you want to arrive at your destination? 8:00 a.m. - 3, 10:00 a.m. - 17, 11:00 a.m. - 8, Undecided - 18 - Would depend on the event.
11. By what time would you want to return home? 3p.m. - 2, 4:00 p.m. - 9, 5:00 p.m. - 7, 6p.m. - 9, 7p.m. - 6, Variable Times - 2,
12. Affordability for rural transit: What would you be willing to pay? \$10.00 one way - 6, \$20.00 return from Owen Sound - 22, pay cost according to distance travelled/destination - 5, \$10.00 return from Wiarton - 1. \$5.00 return from Wiarton - 1, \$15.00 return from Owen Sound, no suggestion about affordability - 10

Northern Bruce Peninsula (NBP) Support Committee
Meeting: Wednesday November 20, 2019 at 1:00 p.m. to 3:00 p.m.
Updates on Rural Transit Transportation for 2019 prepared by Sharron Colter

What has been discussed?

The NBP Community Support Committee members recommended that we investigate Rural Transit Transportation as a number one priority for this year.

Actions taken:

1. Invited speakers to discuss their role in transit transportation on NBP. The speakers included discussions about Home and Country Services, The Golden Dawn Van and the Park Bus for the National Park in Tobermory.
2. Discussed the possibilities of rural transit transportation on Northern Bruce Peninsula. Geographic isolation, remoteness and rural areas continue to challenge the ease of making rural transit available to NBP.
3. Bruce County is in the early stages of preparing a plan and asking for community input about rural transit transportation.
4. Wednesday November 20th Stephanie Stewart, Transportation Administrator presented a power point to discuss the transportation planning for Grey County. There are several pilot projects in Grey County related to rural transit buses funded by the Federal and Provincial governments. There may be transit available soon from Owen Sound to Wiarton.
5. Attended the Lions Club Meeting to discuss rural transit transportation insurance for the Golden Dawn van for public use. (approx. \$10,000) Due to the cost of insurance and the lack of a plan for use of the van, the Lion's Club will wait for more information.
6. As of November 20th, Movin' Grey Bruce had used most of their funding. More funding is needed to continue and expand the program for medical appointments and social visits. Call Home and Community Services at 519-372-2091 to get more information. Volunteer driver training is available .
7. There is a Share Ride Program set up in Tobermory by the churches
8. Upon contact with Miguel Pelletier at Bruce County, Transportation Department, rural transit transportation is in the early stages.
9. A survey for NBP Rural Transit Transportation has been prepared and will be made available to as many groups as possible and will be collated in March 2020. The survey will indicate if there is a need in NBP.
10. One of the challenges for transit transportation may be for workers on the peninsula due to the lack of affordable housing and minimum wage.



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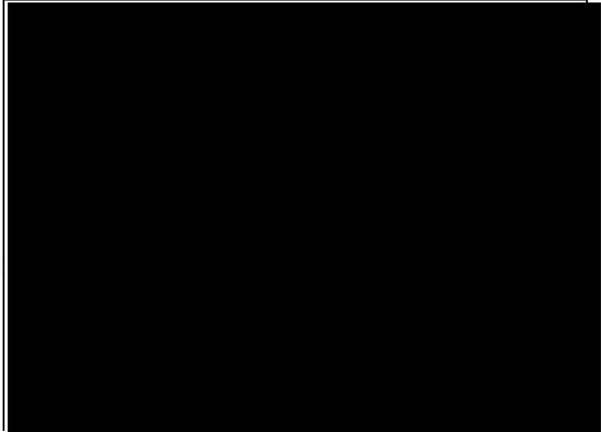
Name:

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Questions:

1	What are the biggest transportation issues within Bruce County?	Lack of transit transportation on the peninsula for seniors and seasonal and full time workers.
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	Cycling and walking areas must have safe shoulders for these activities as drivers drive too fast and too close to cyclists and walkers
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	I may use public transit to go shopping in Wiarton, Tobermory or Owen Sound if the pick up and drop off times were convenient
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	I would not use the on-demand transportation at this time. As I age the need may be different and I would need to consider

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5	<p>What do you think the top 2 or 3 transportation priorities should be for Bruce County?:</p> <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	<ol style="list-style-type: none"> 1. Transit service on the Bruce Peninsula 2. Safe shoulders on the Bruce Peninsula to support walking and cycling 3. Continued support and promotion for aviation and the current airports in Bruce County. The airport should be considered for emergency purposes to bring in supplies in an emergency or to evacuate people quickly in case of an emergency.
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Additional Comments/Questions/Suggestions:

I am happy to know that Bruce County is preparing a Master Plan for Transportation for the future. Grey County has had an extensive Transportation Plan for several years and their transit transportation plan appears to be successfully meeting the needs for moving people to other cities and centres. Sarnia-Lambton, Lambton Shores is implementing transit along highway 21 to Forest, Port Franks, Grand Bend, Bayfield and beyond if there is a need. The rural areas have been underfunded and underserved with amenities for the residents, especially seniors 50+ which represents close to 50% of Bruce County population. Specialized services to meet the needs for accessibility, transit transportation, availability of affordable housing in Bruce County communities need to be considered in the development of the Bruce County Master Transportation Plan. If these specialized services are considered for future implementation, the younger generation may also be encouraged to remain in Bruce County as their needs will also be considered.

I am also attaching a survey that was completed on the Northern Bruce Peninsula by residents, mostly 55+

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

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 Director
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Sylvia Waters

From: Jennifer Vandermeer
Sent: Monday, September 21, 2020 1:32 PM
To: Miguel Pelletier
Cc: Ray Bacquie; Henry Centen; Sylvia Waters
Subject: FW: survey
Attachments: Bruce County MTP - PIC 1 CommSheet - fillable.pdf

-----Original Message-----

From: [REDACTED]
Sent: September 20, 2020 7:54 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: survey

** [CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached my completed transportation survey.

Thanks,
[REDACTED]

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4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	

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5	<p>What do you think the top 2 or 3 transportation priorities should be for Bruce County?:</p> <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	
---	---	--

Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

Miguel Pelletier, P.Eng.
 Director
 Transportation & Environmental Services
 Corporation of the County of Bruce
 519-881-2400
 mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
 Project Manager
 Senior Vice President – Transportation
 R.J. Burnside & Associates Limited
 905.821.5891
 Ray.Bacquie@rjburnside.com

Bruce County and R.J. Burnside & Associates Limited thank you for your involvement in this Master Transportation Plan. Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of County Council and County staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the County.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, September 21, 2020 10:00 AM
To: [REDACTED]
Cc: Jennifer Vandermeer; Sylvia Waters; Henry Centen
Subject: RE: transportation survey
Attachments: doc09340020200921085208.pdf

Hello Brenda,

Thank you for your comments. We will include them in our assessment of need and alternative solutions.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: [REDACTED]
Sent: Monday, September 21, 2020 8:57 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: transportation survey

The health and well-being of Bruce County staff and residents is always our number one priority. Because Health Canada has classified the COVID-19 virus as HIGH risk to Canadians, we're taking extra precautions to protect all clients, staff and the public. Using an abundance of caution to ensure that staff are able to continue to deliver services and to protect the public in the wake of COVID-19, ALL County Office Buildings are closed to the public until further notice.

Our staff would be pleased to connect with you by email or phone and we have information available at <https://brucecounty.on.ca/covid19> to provide you the most up-to-date information on our continued services and how you can access them. Thank you for your understanding and cooperation at this time.

[REDACTED]

[REDACTED]



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

COMMENT SHEET

**Virtual Public Information
Centre (PIC) #1 – Available
September 2, 2020**

Comment Period: September 2,
2020 to September 30, 2020

Name:

Address:

Postal Code:

Phone:

Email:

[Redacted]

The Transportation and Environmental Services Department of Bruce County is undertaking a County Master Transportation Plan to analyse future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation) and develop a strategy of improvements for the next 15 years. This PIC has been scheduled to introduce the project and allow all interested parties an opportunity to discuss issues related to the project. Public input is encouraged and will be given consideration during the planning of this project.

Questions:

1	What are the biggest transportation issues within Bruce County?	public transportation (e.g. bussing) within Bruce County
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	Not really - too much of a rural area to make it work
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	Probably not as I do drive and have my own vehicle
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	0-1

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**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

5	What do you think the top 2 or 3 transportation priorities should be for Bruce County?: <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	transit service on-demand services traffic safety improvements
---	--	--

Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

Miguel Pelletier, P.Eng.
 Director
 Transportation & Environmental Services
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 mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
 Project Manager
 Senior Vice President – Transportation
 R.J. Burnside & Associates Limited
 905.821.5891
 Ray.Bacquie@rjburnside.com

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Sylvia Waters

From: Ray Bacquie
Sent: Wednesday, September 23, 2020 12:07 AM
To: [REDACTED]; mpelletier@brucecounty.on.ca
Cc: Jennifer Vandermeer; Sylvia Waters
Subject: RE: Bruce County Master Transportation Plan Feedback
Attachments: Bruce County MTP - PIC 1 CommSheet.pdf

Hello [REDACTED]

Thank you for your comments. We will include your input in our assessment of needs.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 **Direct:** +1 905-821-5891

From: [REDACTED]
Sent: Tuesday, September 22, 2020 10:16 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>; mpelletier@brucecounty.on.ca
Subject: Bruce County Master Transportation Plan Feedback

Good evening,

Please find my feedback form attached.

Thank you,

--

[REDACTED]



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

COMMENT SHEET

**Virtual Public Information
Centre (PIC) #1 – Available
September 2, 2020**

Comment Period: September 2,
2020 to September 30, 2020

Name:

Address:

Postal Code:

Phone:

Email:

The Transportation and Environmental Services Department of Bruce County is undertaking a County Master Transportation Plan to analyse future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation) and develop a strategy of improvements for the next 15 years. This PIC has been scheduled to introduce the project and allow all interested parties an opportunity to discuss issues related to the project. Public input is encouraged and will be given consideration during the planning of this project.

Questions:

1	What are the biggest transportation issues within Bruce County?	
2	Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?	
3	Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?	
4	If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?	

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**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

5	<p>What do you think the top 2 or 3 transportation priorities should be for Bruce County?:</p> <ul style="list-style-type: none"> • road capacity improvements • traffic safety improvements • speed management • transit service • on-demand services (taxi, Uber or Lyft) • walking and cycling facilities • Other (please describe) 	
---	---	--

Additional Comments/Questions/Suggestions:

Please complete this Comment Sheet and submit via email to either of the Study Team members below by September 30, 2020. Your input and comments are appreciated.

Miguel Pelletier, P.Eng.
 Director
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 Project Manager
 Senior Vice President – Transportation
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 Ray.Bacquie@rjburnside.com

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Sylvia Waters

From: Ray Bacquie
Sent: Wednesday, September 23, 2020 10:00 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Bruce County MTP feedback extension

Thank you Rick,

All very good points and thank you for the links.

Please feel free to provide input throughout the study. We will be summarizing feedback as we go and we anticipate there will be more comments as we provide more information to the public.

We will be connecting with the area municipalities shortly and will include your suggestion for their involvement in communicating to the public. We will ensure that the The Great Lakes Water Front Trail (info@wrtrust.com) is on our contact list as per your suggestion. We will investigate your suggestions related to active transportation links within the next part of our study.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: [REDACTED]
Sent: Wednesday, September 23, 2020 9:47 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: [REDACTED]
Subject: MTP feedback extension

Hi Ray

Thank you for making the survey easier to locate and adding another 2 questions.

In the past few days, some Kincardine residents have started talking about the safety of our roads and the traffic in our towns. These discussions have taken place in the Kincardine Record's Editorial. Could you please extend the time that you're allowing for feedback from the public to the end of October? And could you also find more and better ways to promote and connect with the public? Maybe have each municipality in Bruce County post a link to it on their website and Facebook page as well as local radio. Contact either by email or phone organizations such as The great Lakes Water Front Trail that could provide input into "active transportation" on our roads and highways. There's 850 km of shoreline in Bruce County. If the roads that the trails are on were improved to give active road users (cyclist/runners) a safe place to travel. It could boost tourism and overall health of Bruce County.

Thanks

<https://waterfronttrail.org/>

<https://brucecounty.on.ca/transportation-master-plan>

<https://www.kincardinerecord.com/story.php?id=9836>

<https://www.kincardinerecord.com/story.php?id=9833>

<https://www.kincardinerecord.com/story.php?id=9828>

<https://www.kincardinerecord.com/story.php?id=9820>

<https://www.kincardinerecord.com/story.php?id=9814>

#1

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Friday, September 25, 2020 9:28:32 AM
Last Modified: Friday, September 25, 2020 9:41:00 AM
Time Spent: 00:12:28
IP Address: 24.244.125.73

Page 1

Q1

Contact Information

Name [REDACTED]
Address [REDACTED]
City/Town [REDACTED]
State/Province On
ZIP/Postal Code [REDACTED]
Email Address [REDACTED]
Phone Number [REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Lack of Active transportation routes (cycling/running/walking, etc.) in larger towns.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

100% Yes, So many benefits (health/environmental) to promoting active transportation. Making it easier is a big step to promoting it (ie. obvious, safe, and useful routes). Reduced load on county roads, thereby saving money in the long run (reduced wear and tear on vehicular transport infrastructure).

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes I would for town to town transport, if rates and schedules are reasonable. This is something that would have to be combined with Grey and Huron counties as well for it to work properly.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Probably not often, other than maybe in the winter. It should be an available option to us.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Read the 'Happy City' book by Charles Montgomery. It is not entirely relatable to rural towns but a lot of good information there.

#2

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Sunday, September 27, 2020 9:49:25 AM
Last Modified: Sunday, September 27, 2020 10:00:02 AM
Time Spent: 00:10:37
IP Address: 209.240.115.65

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

1. lack of public transportation within communities.
 2. shortage of public transportation connecting our rural area to major cities.
 3. shortage of affordable public transportation to health care centres.
-

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes I support assuming that it aligns with the transportation needs of residents and is not simply for recreational use.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes assuming it was affordable.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Unsure at this time.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Recommend public consultation, networking with community groups, providing a context of the expected outcomes of the "Plan".

#3

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 10:08:06 AM
Last Modified: Monday, September 28, 2020 10:28:21 AM
Time Spent: 00:20:15
IP Address: 24.139.0.169

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

I can only speak for the Northern Bruce I am concerned that the Peninsula does not appear as an area of consideration in the map posted with the request for input on the Mater Plan. We certainly do have issues. Our big issues are safe bicycle trails or extended shoulders on HWY 6. E-bikes have a tremendous potential for use for short distance travel to minimize crowding in the tourist season. Safety will be improved if shoulders are extended. We also need mechanisms to reduce the risk of accidents and fatalities from stunt driving and speeding on HWY 6 These could be stop lights and passing lanes

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling)facilities? Could you indicate why or why not?

Yes if by facilities you mean safe transportation routes. Pedestrian traffic, combined with access to the boat launch and parking makes the core of the Village challenging and unsafe. If bicycle trails could be added to the existing hiking the use of cars could be minimized. The creation of charging stations for e-bikes should also be considered

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes If shuttle buses were available in the summer season traveling as far south on HWY 6 as Centennial Road and the Village Centre was restricted to bicycle and pedestrian traffic. Opportunities for access to winter bus travel to Owen Sound would also be valuable

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

I do not need on demand service

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Traffic safety improvements,

Speed management,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

If the County is proceeding with the master Plan the Northern Bruce Peninsula must be included in that planning process

#4

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 11:20:52 AM
Last Modified: Monday, September 28, 2020 12:00:22 PM
Time Spent: 00:39:29
IP Address: 66.103.44.159

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

lack of public transportation, lack of sidewalks/bike lanes/paths, speeding/hwy safety

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes! Important for individual's social/physical/mental well-being, and reduces GHGs & reliance on vehicles, increases community social cohesion/social capital

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes. A shuttle Tob > LH > Wiarton > OS would be ideal, especially if suited with bike racks. In summer months, it could be used by visitors and reduce traffic/congestions/parking/hwy safety concerns

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Depends on affordability - because I own a car & can drive, likely not that often. Would be more likely to use a shuttle

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

public/private partnership in Lions Head and Tobermory for hop on/off shuttle from parking areas to tourism attractions, similar to Southampton/Port Elgin trolley

#5

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 1:15:24 PM
Last Modified: Monday, September 28, 2020 1:18:31 PM
Time Spent: 00:03:07
IP Address: 216.183.131.122

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

- Public Transportation
 - Road Safety
 - Supply of Goods
 - Peak versus non-peak times
-

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes - for health , reduce greenhouse gases, ease congestion in urban areas.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

No, because I have access to a vehicle.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Never, can walk to where I need to go.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Traffic safety improvements,

Speed management,

Transit service

Q7

Additional Comments/Questions/Suggestions

Safety - BR3 and Hwy 21 and BR13 and Hwy 21 are dangerous in the view of Saugeen Shores Residents.

#6

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 1:32:42 PM
Last Modified: Monday, September 28, 2020 3:09:07 PM
Time Spent: 01:36:24
IP Address: 24.139.0.190

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

The majority of the population is over 65. A portion of these seniors can no longer drive. A big transportation issue is a lack of means of transportation from Tobermory to Grey Bruce Hospital in Owen Sound for appointments for heart tests, cardiologists and other medical specialists. Congestion on Highway 6 in peak season. The hazardous white outs on Ferndale Flats. A lack of safe passage for pedestrians walking and cyclists on narrow county roads due to speeding vehicles. .

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes. I support investment in Safe Active Transportation facilities. Narrow roads can accomodate walking and cycling better than wide vehicles. Age friendly villages encourage walking. Cycling is safer during a pandemic than being inside a vehicle.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I would use public transit- pick up at bus terminal at 22 Hay Bay Rd. Tobermory to Grey Bruce Hospital in Owen Sound for an appointment. This service would facilitate the aging in place concept. Keep seniors independant. The cost of a cab round trip is hundreds of dollars round trip.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

twice a month. Medical appointments, shopping, visiting friends and family.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Traffic safety improvements,

Transit service,

On-demand services (taxi, Uber or Lyft),

Walking and cycling facilities,

Other (please specify):

May - Oct, Manitoulin - Tobermory and then onto Owen Sound. Sailing ships, 8 passenger canoes, ,

Q7

Additional Comments/Questions/Suggestions

Since 2009, I have travelled by Parkbus from Tobermory - Toronto. Here I have taken VIA, or Metrolinx. Parkbus provides carless urban campers inexpensive travel to national and provincial parks across Canada. I would like to travel by school bus from my home to st edmunds public school, in tobermory or bruce peninsula district school in lions head. I would like to travel by van when there is an event in lions head. The Golden Dawn has a van that may be scheduled?

#7

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 9:37:16 PM
Last Modified: Monday, September 28, 2020 9:45:46 PM
Time Spent: 00:08:30
IP Address: 104.249.227.190

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Traffic calming and excessive speed on highways, county roads and within small communities)or. Lion's Head)

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling)facilities? Could you indicate why or why not?

Yes, it is important to promote and create active transportation modes.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Maybe, depends how convenient it is for smaller communities (NBP).

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Where I live I don't think there is much demand. It would be great to help reduce drinking and driving.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,
Traffic safety improvements,
Speed management

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#8

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 9:45:49 PM
Last Modified: Monday, September 28, 2020 9:59:41 PM
Time Spent: 00:13:51
IP Address: 72.142.15.49

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

- Lack of public transit.
 - Lack of bicycle lanes.
 - Idling cars
-

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes. We should be planning for more local infrastructure to make our towns more accessible and livable.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes. I have used every transit system that has been available and even purchased a monthly pass to Bruce Peninsula Transit. Public Transit + front loading bike racks are a combination for success to widen the catchment area for stops.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?
rarely.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Transit service,
Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Plan for a future that is most likely. Our towns will grow and our population will age. Let's build walkable urban centres and side streets, and more pedestrian-only opportunities.

#9

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Monday, September 28, 2020 10:05:05 PM
Last Modified: Monday, September 28, 2020 10:08:58 PM
Time Spent: 00:03:53
IP Address: 173.33.24.145

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Highway 6 - excessive speed and ability to accommodate cyclists

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

No

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Would not use

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Speed management,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#10

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 7:18:41 AM
Last Modified: Tuesday, September 29, 2020 7:28:42 AM
Time Spent: 00:10:01
IP Address: 216.183.151.241

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Lack of public transport as convenient option
Too many big vehicles with 1 driver, no cargo, going too fast

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes because it is unsafe for pedestrians or bikes to share most rural and major roadways with current cars and trucks.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

If the schedules were consistent and frequent enough to be feasible I would. Usually I make multiple stops around a destination which would not be practical or possible without my own vehicle.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

As long as I have my car and drivers license, rarely. Without those, several times weekly.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

On-demand services (taxi, Uber or Lyft),

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#11

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 10:12:03 AM
Last Modified: Tuesday, September 29, 2020 10:18:09 AM
Time Spent: 00:06:05
IP Address: 67.58.196.106

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Distance between facilities and therefore difficulty setting up public transport.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

I walk for exercise and do not cycle. I support cycling lanes for those that do cycle though.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I might depending on availability. I would probably still have to drive to pick up points.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Not at all...I have a reliable energy efficient vehicle and would not pay someone else to drive me.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Continue to explore options to reduce dangerous driving and parking issues.

#12

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 9:43:50 AM
Last Modified: Tuesday, September 29, 2020 11:40:53 AM
Time Spent: 01:57:02
IP Address: 99.249.246.254

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Not enough people to fund reliable public option. We have to be car dependant to the point that people who don't drive can not live here.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

More trails for bikes, walking and hiking. Please. Keeps people healthy and happy and is well used by the tourists. Low carbon infrastructure.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I would use it to connect to trains, buses, and the airport. My city friends that don't have cars rarely visit because it is so expensive and the bus takes forever. We could bolster tourism to our towns.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

I would only get home when drunk. I generally think that they exploit workers and don't pay taxes. I would rather subsidize a taxi. Or encourage bars to have shuttles like sauble golf club.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

If we can get people to the area with out a car and have options to get around the area they will spend more. As opposed to people that load an SUV in Toronto drive to the Grotto and spend little money and leave garbage.

#13

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 5:57:03 PM
Last Modified: Tuesday, September 29, 2020 6:18:34 PM
Time Spent: 00:21:31
IP Address: 24.38.152.195

Page 1

Q1

Contact Information

Name [REDACTED]
Address [REDACTED]
City/Town [REDACTED]
State/Province [REDACTED]
ZIP/Postal Code [REDACTED]
Email Address [REDACTED]
Phone Number [REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Volume of traffic on Hwy 21/Bruce Rd. 20 the route to Bruce Power and the Bruce Energy Centre. Access to groceries, drugstore, hospital etc. for those who don't drive. Kincardine has put everything on the outskirts of town making it dangerous for pedestrians. It's \$45 to take a cab from Ripley to Kincardine.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Absolutely! It has become dangerous and very inconvenient for pedestrians in towns like Kincardine to access necessities. The roads and highways are dangerous for cyclist and runners. Many cyclist travel on the edge of the asphalt, making them hard to see at times and forcing cars over into oncoming traffic.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I would, if there was a bus service that traveled from Ripley/Kincardine to the Bruce Energy Centre.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

probably not

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Traffic safety improvements,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#14

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 7:42:08 PM
Last Modified: Tuesday, September 29, 2020 7:48:19 PM
Time Spent: 00:06:11
IP Address: 209.240.122.42

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

TURNING LANES!!!!!!!!!!
HIBERRY FARMS, BRUCE AVE IN KINCARDINE AND IM SURE MANY MANY MORE. THE ACCIDENTS EVERY SINGLE DAY IS OUTRAGEOUS. HIBERRY HAS NEEDED THIS FOR 15 PLUS YEARS.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

yes, possibly safer than our old outdated roadways, we have no way to safely cross at hiberry farms even though there is a trail that has to cross there

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

yes if needed but I rarely can afford to leave saugeen shores

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

not at all as a female I would feel unsafe but thats seeming to be a normality now

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Traffic safety improvements,

Other (please specify):

TURNING LANE AT HIBERRY FARMS

Q7

Additional Comments/Questions/Suggestions

TURNING LANES AT HIBERRY FARMS INSTEAD OF THE WEIRD PEICE OF ASHFAULT THEY PUT ON THE RIGHT HAND SIDE, WHAT EVEN IS THAT?

#15

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 7:44:15 PM
Last Modified: Tuesday, September 29, 2020 7:57:58 PM
Time Spent: 00:13:42
IP Address: 216.183.133.136

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED],
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

No regular bus/ commercial transportation between Owen Sound and towns of Bruce County towns. To facilitate job, essential shopping, appointments.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes, especially for seniors going on scooters, walkers, and using canes.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes, as I am getting older I am hesitant to drive in high traffic areas and parking in small spaces.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Taxi is too expensive for regular use on a fixed income geared to income. I have no experience with the 2 other choices.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#16

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 7:59:17 PM
Last Modified: Tuesday, September 29, 2020 8:02:56 PM
Time Spent: 00:03:38
IP Address: 24.231.73.128

Page 1

Q1

Contact Information

Name	██████████
Address	████████████████████
City/Town	██████████
State/Province	██████████
ZIP/Postal Code	██████████
Email Address	████████████████████
Phone Number	██████████

Q2

What are the biggest transportation issues within Bruce County?

No public transit not everyone drives

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes but I would prefer public transit

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes yes yes. I can't always use a taxi... That's get too expensive when working for minimum wage... And trolley only runs in the summer. We need buses or something.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

It's too expensive :(

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Traffic safety improvements,

Transit service

Q7

Additional Comments/Questions/Suggestions

Please please give us some kind of transit.

#17

COMPLETE

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 7:58:47 PM

[Redacted]
[Redacted]
[Redacted]
State/Province [Redacted]
ZIP/Postal Code [Redacted]
Email Address [Redacted]
Phone Number [Redacted]

Q2

What are the biggest transportation issues within Bruce County?

Reliable, cost effective and Accessible transportation to shopping, appointments.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes, and scooters for seniors and those with disabilities.
The sidewalks are so bumpy and slanted at some lane ways that I am afraid of being thrown off my scooter

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

Yes, a low cost disability option as I need to use a walker at all times. I can't go out on my own.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

It it was within my fixed and geared to income allowance I would be happy to use it. Probably once Or twice a week.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Traffic safety improvements,

Other (please specify):

Improved sidewalks and access for scooters to the lake, stores, medical services, etc.

Q7

Additional Comments/Questions/Suggestions

The stores with steps are not acceptable even with the portable ramps as there is no hand hold to grab and difficult to attract the attention of someone in the store to bring out the ramp.

#18

Collector: Embedded Survey 1 (Website Survey)
Started: Tuesday, September 29, 2020 9:17:43 PM
Last Modified: Tuesday, September 29, 2020 9:30:42 PM
Time Spent: 00:12:59
IP Address: 67.58.222.148

Page 1

Q1

Contact Information

Name [REDACTED]
Address [REDACTED]
City/Town [REDACTED]
State/Province [REDACTED]
ZIP/Postal Code [REDACTED]
Email Address [REDACTED]
Phone Number [REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

No movement without personal motor vehicles except for minimal and underserviced cycling. This is inefficient, uses a lot of fossil fuels, and difficult for those who don't drive.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Absolutely support the above. This is a quality of life issue, and a climate change issue, and a necessary investment for our future generations who may not have their own personal transportations.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I would use transit connecting urban centres for shopping and visiting and appointments. I now rely on friends for this.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

These systems are basically personal transportation and therefore quite expensive compared to public transit. I would use them if needed but not routinely. E.g. I have used the Airbus to Pearson airport about twice a year.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Uptake on public transit will be gradual and needs public investment to develop. Public-private partnerships may be the best options here.

#19

Collector: Embedded Survey 1 (Website Survey)
Started: Wednesday, September 30, 2020 4:57:20 PM
Last Modified: Wednesday, September 30, 2020 5:03:51 PM
Time Spent: 00:06:31
IP Address: 173.241.103.10

Page 1

Q1

Contact Information

Name [REDACTED]
Address [REDACTED]
City/Town [REDACTED]
State/Province [REDACTED]
ZIP/Postal Code [REDACTED]
Email Address [REDACTED]
Phone Number [REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

speeding on 80km roadways
no passing lanes on Hwy 6
congestion in downtown Wiarton by summer tourists heading north to National Park

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

yes; could promote sustainable tourism eg. walking/bike path in Dyers bay to Cabot Head lighthouse

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

no; no need to go to connecting centres

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

0

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Road capacity improvements,

Speed management,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

need cycling path from Hwy 6 parking lot at Dyers Bay Road, through Dyers Bay to Cabot Head lighthouse

#20

Collector: Embedded Survey 1 (Website Survey)
Started: Wednesday, September 30, 2020 8:20:49 PM
Last Modified: Wednesday, September 30, 2020 8:44:28 PM
Time Spent: 00:23:39
IP Address: 65.94.57.24

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

Speeding cars, lack of public transit, no shoulders to ride bicycles on

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Yes. My family would have bicycled more as my kids were growing up if we had access to safe areas to bicycle.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

I would consider using public transit. Barriers would be cost and time of travel - for example, I could not use it to get to work if I couldn't get there in time and also get home afterwards. Late night public transit availability could reduce drinking and driving. Transit to Sauble Beach would eliminate having to find and pay for parking, however, it might be cheaper for a family to pay for parking than to take public transit.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Not sure. Cost would be a factor.

Q6

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Speed management,

Transit service,

Walking and cycling facilities

Q7

Additional Comments/Questions/Suggestions

Respondent skipped this question

#21

Collector: Embedded Survey 1 (Website Survey)
Started: Thursday, October 01, 2020 3:18:02 AM
Last Modified: Thursday, October 01, 2020 3:41:10 AM
Time Spent: 00:23:08
IP Address: 24.139.0.50

Page 1

Q1

Contact Information

Name	[REDACTED]
Address	[REDACTED]
City/Town	[REDACTED]
State/Province	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

What are the biggest transportation issues within Bruce County?

T to T Contest - Dangerous driving by irresponsible visitors. I don't believe widening our roads is going to deter this behavior or make other drivers safer.

Q3

Do you support Bruce County investing in Active Transportation (walking / cycling) facilities? Could you indicate why or why not?

Will need to learn more. As for the Bruce Peninsula we already have the Bruce Trail and many other walking areas. It is a shame that we have to dumb down our trails for the people who do not come prepared with proper hiking shoes or attire. Flowerpot Island for example has lost its natural appeal.

Q4

Would you use specialized transit or public transit if it were available connecting urban centres? Could you indicate why or why not?

No. Most visitors drive or bus to the Bruce Peninsula. I would think that all residents of the Bruce Peninsula have a vehicle.

Q5

If on-demand transportation services (e.g. taxi, Uber or Lyft) were available, how often would you use it each month?

Nil.

Q6

Speed management

What do you think the top 2 or 3 transportation priorities should be for Bruce County?

Q7

Additional Comments/Questions/Suggestions

I think we have to be very careful with future improvements. Hopefully, this plan is not for the Bruce Peninsula. If so, it is not just accommodating visitor traffic. There is no need for widening our roads for 5 busy months of the year.

Jennifer Vandermeer

From: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Sent: Monday, October 05, 2020 11:51 AM
To: Ray Bacquie; Henry Centen; Jennifer Vandermeer
Subject: FW: Form submission from:

Hello,

Some public feedback on Active Transportation. It was processed through the County clerk Office.

Regards

The health and well-being of Bruce County staff and residents is always our number one priority. Because Health Canada has classified the COVID-19 virus as HIGH risk to Canadians, we're taking extra precautions to protect all clients, staff and the public. Using an abundance of caution to ensure that staff are able to continue to deliver services and to protect the public in the wake of COVID-19, ALL County Office Buildings are closed to the public until further notice.

Our staff are pleased to continue to connect with you by email or phone if that is preferred. To provide you with the most up-to-date information on our continued services as we monitor and adapt to the health conditions of COVID-19, and how you can alternatively access services, please see our website via the following: <https://brucecounty.on.ca/covid19>

Miguel Pelletier
Director
Transportation & Environmental Services
Corporation of the County of Bruce
519-881-2400
www.brucecounty.on.ca



-----Original Message-----

From: Miguel Pelletier
Sent: October 5, 2020 9:24 AM
To: [REDACTED]
Cc: Andrew Beumer <abeumer@brucecounty.on.ca>; Donna Van Wyck <dvanwyck@brucecounty.on.ca>; Jim Donohoe <JDonohoe@brucecounty.on.ca>; Jerry Haan <JHaan@brucecounty.on.ca>
Subject: RE: Form submission from:

Good Day,

Thank you for letting us know your thoughts. The County is currently developing at Master Transportation Plan and I will forward your comments to the individuals who are preparing the plan which will look into active transportation. There will be other opportunities to provide input into the plan and they will be advertised.

Currently the County has no mandate or plan to develop active transportation trails beyond the existing Rail Trail . The County's trail mandate is mostly limited to nature trails in the County forests. This may change after the Master Transportation Plan is complete in the spring and if accepted by the County Council.

The Municipality of Kincardine has the lead for the KIPP Trail. The County will be contributing financially and has/will provide input into the trail design and location. However for the latest development of the KIPP Trail , I would request that you contact the Municipality.

Regards

-----Original Message-----

From: Donna Van Wyck <dvanwyck@brucecounty.on.ca>
Sent: October 5, 2020 8:29 AM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Cc: Andrew Beumer <abeumer@brucecounty.on.ca>
Subject: FW: Form submission from:

Miguel

Forwarding to your office for a response if required.

Please copy me on the response.

Thanks

Donna

Donna Van Wyck
County Clerk
Corporation of the
County of Bruce
519-881-1291

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.brucecounty.on.ca%2F&data=02%7C01%7CMPelletier%40brucecounty.on.ca%7Cc00aab1f20e24033e6df08d8692a30f8%7Cfd89d08b66c84a86a12d6fcc6c432324%7C0%7C0%7C637374977219155996&data=BMffj%2F2EBbJkxPrAuDzD5u%2FYIERKbA4bvbkjsOef1o%3D&reserved=0>

-----Original Message-----

From: Bruce County Welcomes You via Bruce County Welcomes You <webmaster@brucecounty.on.ca>
Sent: Saturday, October 3, 2020 3:07 PM
To: Donna Van Wyck <dvanwyck@brucecounty.on.ca>
Subject: Form submission from:

** [CAUTION]: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Submitted on Saturday, October 3, 2020 - 15:06 Submitted by anonymous user: 66.248.200.14 Submitted values are:

Name: XXXXXXXXXX
Phone: XXXXXXXXXX

E-mail: [REDACTED]

Provide Details: We are in desperate need of bike trails in KINCARDINE, NOT

lanes on the road but separate trails away from traffic ! I have travelled extensively in Canada and the US. and most rural areas have proper trails.

Still waiting for the KTIPP trail. I'm praying it's NOT just a lane on the B line ! PLEASE HELP Service area/location: Kincardine Staff persons involved (if known and if applicable): NA Attach any documents like letters or reports that are relevant:

Desired Outcome / What would you do if you were in our shoes? : Put the KTIPP trail in , create more trails south of Kincardine ie the old railway trail to Ripley .

Signature Date:

The results of this submission may be viewed at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fbrucecounty.on.ca%2Fnode%2F624%2Fsubmission%2F426&data=02%7C01%7CMPelletier%40brucecounty.on.ca%7Cc00aab1f20e24033e6df08d8692a30f8%7Cfd89d08b66c84a86a12d6fcc6c432324%7C0%7C0%7C637374977219155996&data=PushF5yG3HEh8cgEZfy7LK6MLwCU7dIELEM%2BkyBCIZg%3D&reserved=0>

Individuals who submit letters and other information to Council and its Committees should be aware that any personal information contained within their communications may become part of the public record and may be made available through the agenda process which includes publication on the County's website.

If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

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If you feel that this email was commercial in nature and you do not wish to receive further electronic messages from the County of Bruce, please click on the following link to unsubscribe:

<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.



BURNSIDE

**Public Information Centre # 2
Summary Report**

Master Transportation Plan

Bruce County



BURNSIDE

**Public Information Centre # 2
Summary Report**

Master Transportation Plan

Bruce County

**R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4 CANADA**

**May 2021
300051505.0000**



Distribution List

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0	Yes	Yes	County of Bruce

Record of Revisions

Revision	Date	Description
0	May 28, 2021	Draft Submission to County of Bruce

R.J. Burnside & Associates Limited**Report Prepared By:**


Sylvia Waters
Technical Administrator
SW:lam

Report Reviewed By:


Jennifer Vandermeer, P.Eng.
Senior Environmental Coordinator

Table of Contents

1.0	Introduction and Background	1
2.0	Method of Notification.....	2
3.0	Public Meeting Format	2
4.0	Participation Levels and Summary of Comments Received	3
5.0	Next Steps.....	13

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Attachments

- Attachment A Newspaper Advertisement
- Attachment B Presentation Slides
- Attachment C Comment Form and Comments Received

1.0 Introduction and Background

The County of Bruce (County) is undertaking a Master Transportation Plan (MTP) Study to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses through creation of a vision for all modes of transportation. The Study will also focus on encouraging active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management. The Study will identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035, and will form the basis to guide future transportation decisions for the development of streets and trails/paths to fully align with the County's vision and goals identified in the County's existing and ongoing plans/strategies. The County's goals of the Master Transportation Plan are:

Goal 1 Create a vision for all modes of transportation in Bruce County, with a particular focus to encourage active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management.

Goal 2 Identify transportation network constraints and opportunities, as well as required infrastructure improvements / expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035.

Goal 3 Establish transportation solutions that are reflective of the present economic climate and future conditions, contributing to the health, well-being and economic prosperity of the County.

Goal 4 Develop a strategy to create and maintain a safe and reliable transportation system within the County that offers choice and meets the needs of people and businesses.

Goal 5 Confirm the viability of the transportation strategy to ensure that it is realistic and feasible, by assessing the operational sustainability, environmental sustainability and financial sustainability.

Goal 6 Coordinate and establish partnerships with public and private agencies and a strategy to integrate transportations networks and services (Provincial highways, County roads, area municipal roads, trails, cycling facilities, transit services).

Goal 7 Develop an implementation plan that will include a capital investment strategy and the governance requirements to effectively manage the transportation system within the County.

The MTP will follow the Municipal Class EA process for Master Plans (Phases 1 to 2 of future Class EAs). A key component of the study includes consultation with interested stakeholders. Due to the current closures of public spaces for large gatherings, Public Information Centre (PIC) #2 was held virtually on the County's website to gather input from the public. The presentation and engagement material was posted at www.brucecounty.on.ca starting April 30, 2021 to May 21, 2021. The County encouraged the public to visit the website to view the presentation and provide feedback by May 21, 2021. This report summarizes the notification process, the information presented, and the comments received during the comment period.

2.0 Method of Notification

The Notice of PIC #2 was advertised in the newspapers listed in Table 1.

Table 1: Notice of Study Commencement and PIC #2 Newspaper Advertisements

Name	Publish Date
Walkerton Herald Times	Thursday, April 22 and 29
Kincardine Independent	Wednesday, April 21 & 28
Owen Sound Sun Times	Daily - Thursday, April 16 and 23
Kincardine News	Thursday, April 22 and 29
Port Elgin Shoreline Beacon	Tuesday, April 20 & 27
Lucknow Sentinel	Wednesday, April 21 and 28
Warton Echo	Tuesday, April 20 & 27
The Post	Thursday, April 22 & 29
Town & Country Crier (Mildmay)	April 22 and 29

A copy of the advertisement is provided in Attachment A. Notification of PIC #2 was also posted on the County website (www.brucecounty.on.ca). The Notice was either emailed or mailed to agencies, municipalities, Indigenous communities with a potential interest in the study.

3.0 Public Meeting Format

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, PIC #2 was hosted in a virtual environment. A digital copy of the presentation material with recorded commentary by the Study Team was made available on the County website for the public to view or download anytime during the comment period. The presentation began with a description of the project's alternative strategies, preliminary costing, evaluation of alternative strategies and consultation.

A copy of the presentation is provided in Attachment B. Opportunity for public feedback was made available by contacting the Study Team with written comments, or through a Survey Monkey format through the County's website. A copy of the Survey Monkey results is provided in Attachment C along with records of the comments received and responses provided by the Study Team.

4.0 Participation Levels and Summary of Comments Received

This section provides an overview of the feedback received on presentation and material. During the comment period the Study Team received eleven comments through email and six commented on Survey Monkey. Table 2 provides a summary of comments received.

Participant comments are reviewed to provide a better understanding of stakeholder opinions. The summary of comments and advice received during the PIC is intended to provide an indication of overall shared issues, opinions, and concerns of participants. Copies of individual comments and the Study Team responses are provided in Attachment C.

Table 2: Comments Received by Survey Monkey and Email

Commenter	Comment Received	Study Team Response
Survey Monkey 1	<p>Alternative 2 would be most preferred, then 3, 1 then 4. The reasons for the choice of preferred alternative are for active lifestyle, cycling year-round, reclaiming rail trail for non-motorized transportation methods. The development of a trail link partnerships with Bruce power, townships, and private landowners to create an evolving cycle tourism industry. Bruce country is an area rich in land that is positioned perfectly for non-motorized vehicle use to connect towns by bicycle and walking. Bruce County could be a leader in developing a multi modal community that attracts and supports local business with bicycle tourism and provides for community residents to utilize alternative transportation methods that maintain a healthy lifestyle.</p>	Comments acknowledged.
Survey Monkey 2	<p>Alternative 1 would be most preferred, then 2, 4 then 3. There are many active cyclists in this community. The preferred alternative allows for cyclist and trail user. Resident notes it is increasingly difficult to find paved roads for road bike.</p>	Comments acknowledged.
Survey Monkey 3	<p>Alternative 2 is most preferred, then 4, 1 then 3. Connecting to the County rail trail provides an active use trail connecting MacGregor Provincial Park to Port Elgin</p>	Comments acknowledged.

Commenter	Comment Received	Study Team Response
	and Southampton, which should be used to connect all throughout Bruce County. Also, where possible create a parallel trail model to separate active and ATV users.	
Survey Monkey 4	Alternative 1 is most preferred, then 2, 3 then 4. Alternative 4 would prove to be the most cost effective in the long term. Resident recommends improving access to affordable public transportation within area. Support initiative and offer our assistance to move it forward.	Comments acknowledged.
Survey Monkey 5	Alternative 4 is most preferred, then 3, 1, then 2. Alternative 4, is Best combination of all. Transportation in Grey-Bruce is difficult. How can we bring together those already providing to make less confusing and easier to use?	Comments acknowledged.
Survey Monkey 6	Alternative 1 is most preferred, then 3, 2, then 4. The Resident visualizes three types of transit in County: intra-municipal (getting from apt. to library), inter-municipal (getting from home to work), and out of county (traveling to and from Bruce County). Transit types require comprehensible	Comments acknowledged.

Commenter	Comment Received	Study Team Response
	<p>modes (for the need and for the landscape). For both Intra-municipal and inter-municipal transit, could permit ride-hailing services (Uber, Lyft), which allows data to be collected, then determine where van/bus routes address higher ridership is warranted. The out of county transit, have a opportunity to hook into the GTR as well as a committed route to the Waterloo Region. Accessible transit should be a core consideration to any system developed to mitigate the need for multiple transit providers to operate in the same jurisdiction. Resident recommends extending comment period, do more targeted outreach to community members through facebook ads and lowertier staff feedback roundtables (virtual).</p>	
Resident 1	<p>On April 20, 2021, a Resident requested a link to material for PIC #2.</p>	<p>Burnside replied on April 20, 2021 clarifying that the link would not be active until April 30, 2021.</p>

Commenter	Comment Received	Study Team Response
Resident 2	<p>On April 23, 2021, a Resident expressed concerns with finding the information and concerns that was collected from PIC #1. Following that email on May 10, 2021 another email was received noting that the Resident was unclear why the Study Team had included affordable transportation in the MTP study, as it is a social issue. Resident was under the impression that the County was going to look into Uber/ride sharing as a means of affordable transportation. Now the topic of affordable transportation has been put into the MTP study in a way that it will surely be shot down.</p>	<p>The MTP is looking at all municipal transportation needs related to County services include inter-community travel and human services needs which includes affordable transportation. Uber ride sharing is an option to address community travel needs. Regulatory policies have been considered to manage operations. However, sufficient supply and demand are required for this type of operation to be successful, which is challenging at a County level.</p>
Resident 3	<p>On April 26, 2021, the Resident emailed, requesting to be added to Project Contact List. The Resident noted their membership on the Kincardine Accessibility Advisory Committee. Resident requested whether mobility issues have been considered, and what the view was on small vehicle and small electric vehicles.</p>	<p>Yes, physical mobility issues have been considered and would need to be addressed in any future transit operations service. AODA standards would require some level of accommodation of those with mobility needs in services provided. The County encourages a transportation strategy that promotes reduction of greenhouse gasses including low emission vehicles and electric vehicles; supportive policies and infrastructure for EV charging are proposed.</p>

Commenter	Comment Received	Study Team Response
Resident 4	On April 26, 2021 a Resident, noted seeing the PIC #2 advertised on social media, but could not find date, time and link, and requested assistance. Later the Resident requested to be added to the Project Contact List.	The County sent the Notice of PIC #2 on April 27, 2021 and later enquired whether the Resident wished to be on Project Contact List.
Resident 5	On May 3, 2021, the Resident requested a copy of the survey conducted, as well as a summary of the results.	Burnside sent through email a Survey form which was a Fillable PDF and a Word document on May 5, 2021.
Resident 6	On May 2, 2021, a letter was emailed, with a follow up email on May 9, regarding periodic flooding issues.	The County replied on May 5, 2021 noting the County expects to have an updated Asset Management Plan for road and bridges in July 2021, the 2016 annual investment is out of date. Implementation of the Rehabilitation and Reconstruction of the West Road is not in the latest five-year capital program, as there is significant uncertainty when the MCEA process and design to be complete. The County will select a design concept in mid-2022 as there is additional environmental and heritage study work required. Once a detailed plan with substantive estimates is available for the Reconstruction and Rehabilitation of the West Road, the County will be in a position to apply for higher level government funding programs. County is currently

Commenter	Comment Received	Study Team Response
		<p>investigating the feasibility and options for County level Development Charges.</p> <p>Following the May 9, 2021 comment from Resident on May 10, 2021 Burnside emailed that the County would assign staff to investigate the flooding of the spring creek and review the engineering design for culvert replacement. Burnside noted that the culvert was possibly replaced as a normal maintenance activity to maintain the existing flow of storm water. The County will send observations and photos to GM Blue Plan, who are developing alternate design concepts (MCEA West Road Reconstruction and Rehabilitation Project).</p>
Resident 7	Resident working for the local women's shelter emailed on May 13, 2021 offering their input to discussion of active transportation.	Burnside returned the Residents email on May 14, 2021 with much appreciation and noted that the Study Team definitely recognizes the travel requirements of those in need and those considerations are certainly a consideration of the MTP. The Study Team has had discussions with the County Human Services; and have reviewed the services of Movin'GB and SMART and have given some thought to opportunities for transit and active transportation along the west coast in addressing some of those needs. Burnside noted that the Study Team would greatly benefit from the Residents experiences and thoughts, and to contact either by email or phone, to discuss.
Resident 8	On May 13, 2021, a Resident requested that the County send a hard copy of the PIC #2 to them. Further to that, on May 19, 2021 a phone call was received from the Resident requesting that the MTP include a specialized transit system for all disabled	210513_Package sent via Purolator by Bruce County (Heather Young)

Commenter	Comment Received	Study Team Response
	<p>individuals to use, not just County residents. The Resident is aware of similar transit systems such as Saugeen Mobility, however, they will not pick up or drop off individuals who do not reside in Bruce County.</p>	
<p>Resident 9</p>	<p>A concerned Resident emailed on May 14, 2021 that there is no plan to add a road off Hwy 6 in case of an emergency for rerouting traffic, and was unsure whether safety considerations for all residents, walking, biking and cycling, cottagers and visitors on the northern part of the peninsula were being viewed. Resident also noted there is no mention of the County airport as a hub for emergency preparedness. Airports are important as fuel stations for Orange Helicopters for medical emergencies. Airports should be part of the MTP. That there is no plans for the peninsula; No transit mentioned to Wiarton, to Lion's Head or to Tobermory. Noted concern about intersections on the peninsula. No mention of plans for improvements of the West Road and wider shoulders. There is no mention of the parts of County Road 9, East Road that has asphalt breaking up.</p>	<p>The MTP has considered the needs and merits of alternative network routes. Strategies for West Road improvements are ongoing as one alternative for emergency routing for the southern part of Hwy 6 in the peninsula. No viable network alternative for the northern portion of Hwy 6 has been identified.</p> <p>Given that the MTP is a strategy for infrastructure and policy at the County level, safety strategies for active transportation have been identified primarily along County roads. The County will engage the Province on discussions related to wider shoulders on Hwy 6 to better accommodate active transportation.</p> <p>We acknowledge the importance of airports within the transportation system. The MTP does not identify specific policy or infrastructure needs.</p> <p>The County will monitor the need and consider additional services specifically related to non-auto travel demand between Wiarton and Tobermory.</p>

Commenter	Comment Received	Study Team Response
		<p>As part of the County's responsibility for maintaining the County road system, it will assess any needs associated with concerns raised about any specific intersection operations.</p> <p>The West Road EA is ongoing and the recommendations for that study will be completed after the MTP.</p> <p>We have noted your comment related to pavement condition on County Road 9. Your comments will be taken into consideration as part of ongoing road maintenance strategies.</p>
Resident 10	<p>On May 15, 2021, a Resident emailed, with the observation that the MTP does not include the Northern Bruce north of Lion's Head and the reference to SMART or on demand transit is very vague. This makes me wonder if any such transit options would come as far north as Lion's Head or Tobermory. Alternative #4 is preferred which is great for some parts of the County, but if nothing comes our way, it's a lot of money that may not be very equitably distributed.</p>	<p>Northern Bruce replied to the Resident on May 17, 2021, that based on review of MTP, the MTP is based on a system developed on the County owned roads. Unfortunately, Northern Bruce only has the loop that travels along West Road and County Road 9.</p>
Resident 11	<p>A letter dated May 18, 2021 was sent speaking of concerns with possibility of nuclear waste disposal site and the traffic which would be created. To provide access for construction equipment, points north, west and east of the NWMO site, South</p>	<p>At this point, the planning for the NWMO site is in early stages. Implementation of the NWMO, if approved, will occur toward the end of the planning horizon for the MTP.</p>

Commenter	Comment Received	Study Team Response
	Bruce Sideroad 25 from Hwy 9 to Conc. 8 should be a County road, possibly extending south to County Rd. 6. An alternative would be to adopt Conc. 8 and extend it at the west end. Safety is key.	The NWMO will have a separate planning and approval process whereby all necessary transportation infrastructure can be identified and have costs attributed to NWMO.

5.0 Next Steps

Comments and concerns received during PIC #2 will be reviewed for incorporation into the MTP.

The next public contact for the project will be the Notice of Study Completion expected in the Summer of 2021. A Master Transportation Plan Report documenting the planning and decision-making process of the study will be prepared for public review and comment at the completion of the study.



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Attachment A

Newspaper Advertisement



County of Bruce Notice of Public Information Centre # 2 Master Transportation Plan

The County of Bruce is undertaking a Master Transportation Plan (MTP) Study to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses through creation of a vision for all modes of transportation. The Study will also focus on encouraging active transportation options (cycling, pedestrian travel) and improvements to transit or ride sharing/transportation demand management. The Study will identify alternative solutions to address transportation network constraints and opportunities, as well as required infrastructure improvements/expansions to ensure the continued safe and efficient movement of people and goods to beyond year 2035. This study will also form the basis to guide future transportation decisions for the development of streets and trails/paths to fully align with the County's vision and goals identified in the County's existing and ongoing plans/strategies.

The Study is being carried out in accordance with the Phase 1 and 2 of the master plan process outlined in the *Municipal Class Environmental Assessment* (October 2000, as amended in 2007 and 2011), which is approved under the Ontario Environmental Assessment Act.

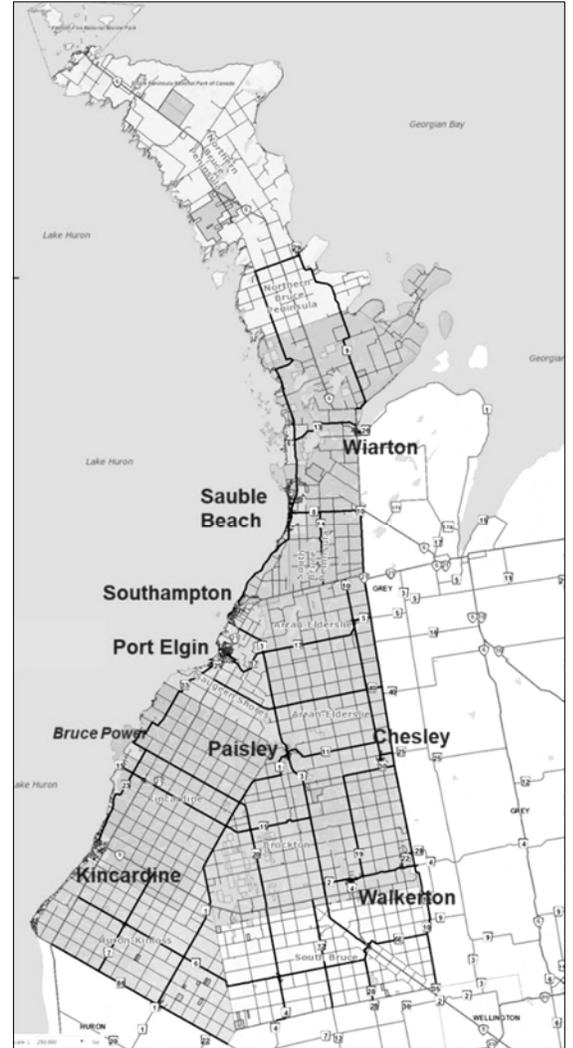
We heard your comments from the first Public Information Centre (PIC#1) held in September 2020 and encourage you to participate in this second PIC as your involvement is key to the success of the MTP Study.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

If you or someone you know has issues accessing the presentation and engagement material or if you would like to be added to the Project Contact List, please contact either of the Project Team members below:

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2 Mississauga, ON
L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com



Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice was first Issued on April 20, 2021.



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Attachment B

Presentation Slides

Attachment B



BRUCE COUNTY MASTER TRANSPORTATION PLAN (MTP)

ONLINE PUBLIC INFORMATION CENTRE #2

FRIDAY APRIL 30, 2021



Project Management Team



Miguel Pelletier
Project Manager
Bruce County

- Miguel Pelletier, P. Eng.
- Director, Transportation and Environmental Services, Bruce County
- County Project Manager



Ray Bacquie
Consultant Project Manager
R.J. Burnside and Associates

- Ray Bacquie, P.Eng., MBA
- Sr. VP, Transportation Planning and Engineering, R.J. Burnside & Associates
- Consultant Project Manager

Presentation Overview

- Work to Date
- Description of Projects for Alternative Strategies
 - Alternative 0: Do Nothing (Maintain System)
 - Alternative 1: Road Focused Strategy
 - Alternative 2: Transit Focused Strategy
 - Alternative 3: Active Transportation Focused Strategy
 - Alternative 4: Combined Transportation Plan
- Preliminary Costing
- Evaluation of Alternative Strategies
- Consultation and Next Steps

Work to Date

- Study Context
 - Transportation System Inventory
 - Natural Heritage Environmental Scan
 - Official Plan Objectives and Growth Projections
- Transportation Needs and Opportunities
 - County Road Safety and Operational Needs and Opportunities
 - Road and Bridge Capacity Needs and Opportunities
 - Transit Needs and Opportunities
 - Active Transportation Needs and Opportunities
- Development and Evaluation of Alternative Strategies
 - Identification of Projects and Project Costing
 - Preliminary Evaluation of Alternatives
 - Draft of Policies



Official Plan Update Coordination

The Bruce MTP has considered the findings of Bruce County Service Delivery Review, specifically the following recommendations:

- “A stronger role for the County in planning for, implementing, and maintaining a regional transportation network.”
- “The County should consider adopting policies in its official plan that would establish a mobility-based transportation plan which includes transit and active transportation.”
- “Consider implementation of “steps” to a transit network as Innisfil has done.”
- “Ensure provisions exist in the new official plan to support more efficient use of existing transportation resources.”
- “The County should consider active transportation corridors as a means of linking communities and settlement areas together while providing alternatives to private vehicle use.”
- “The new official plan should put in place some of the land use building blocks required for the county to one day implement a transit system.”

Summary of Alternative Strategies

TRANSPORTATION INITIATIVES	<u>Alternative 0:</u> Maintain County Road System "Do Nothing Scenario"	<u>Alternative 1:</u> Improve County Roads and Support other Modes	<u>Alternative 2:</u> Improve County Roads and Develop Transit and TDM Services	<u>Alternative 3:</u> Improve County Roads and Develop Active Transportation	<u>Alternative 4:</u> Combined Multi-modal Transportation Strategy
Road Network					
Propose Provincial Highway Improvements		✓	✓	✓	✓
County Road & Bridge Maintenance	✓	✓	✓	✓	✓
County Road Safety	✓	✓	✓	✓	✓
County Road Speed Management	✓	✓	✓	✓	✓
County Intersection Improvements		✓	✓	✓	✓
County Road & Bridge Widening		✓	✓	✓	✓
Transit and TDM Services					
Support: Report / Promote Service by Others		✓	✓	✓	✓
Support: Establish Ride-hail Regulations			✓		✓
Support: Establish Transit / TDM Web Portal			✓		✓
TDM: Fund TDM Service Providers			✓		✓
TDM: Establish County TDM Program			✓		✓
Specialized Transit: Coordinate Services			✓		✓
Specialized Transit: Establish County Service			✓		✓
Scheduled Transit: Establish Partnerships			✓		✓
Scheduled Transit: Establish County Routes			✓		✓
Active Transportation					
Maintain County Trail System	✓	✓	✓	✓	✓
Plan and Implement New County Trails		✓	✓	✓	✓
Cycling Connections in Urban Areas		✓	✓	✓	✓
Pedestrian Space / Crossings in Urban Areas			✓	✓	✓
Shoulder Bike Route Links on County Roads			✓	✓	✓
Continuous Shoulder Bike Route			✓	✓	✓

Alt. 0: Do Nothing (Maintain System)

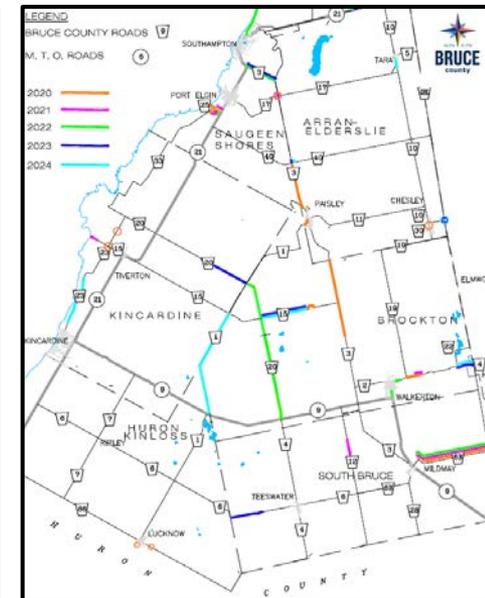
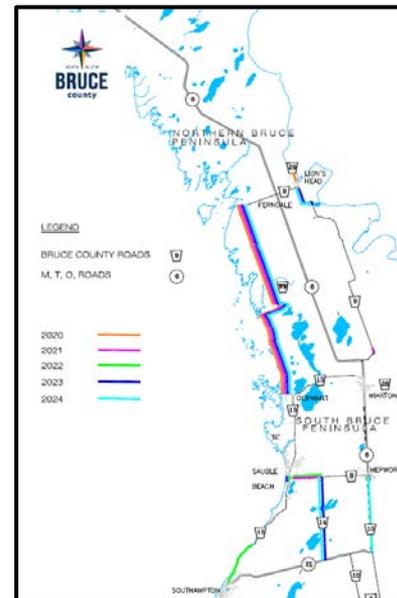
Traffic Safety Improvements

- High Collision locations: Mitigate animal collisions
- Access Guidelines: Manage future development impact
- Proactively Address Safety: Monitoring Program



Road Reconstruction and Maintenance

- Planned Reconstruction Plan
 - West Road north of CR 13
 - CR 33 realignment to CR 25
 - CR 10 / G-B Line (with Grey County)
 - Other capital improvements
- Other Needs
 - CR 33 west of Highway 21
 - CR 19 east of Sideroad 15 S.
 - CR 10 north of CR 40



Alt. 0: Do Nothing (Maintain System)

Bridge Improvement and Rationalization

- Bridge improvements
 - Teeswater River Bridge (Paisley)
 - Durham Street Bridge (East of Walkerton)
- Review County Role for Bridges on local roads
 - 12th of Brant Bridge
 - Dudgeon Bridge
 - Hay's Bridge
 - Arran Township Shed Bridge (Invermay)

Local roads under jurisdictional review

- Concession 6 Arran S of Tara
- Concession 4 Elderslie (CR 11 to G-B Line)



Alt. 0: Do Nothing (Maintain System)

Traffic Operations Reviews and Improvements

- Complete an operational review or study
- Improvements: geometry, parking, markings, signage
 - County Road 3 at Highway 21
 - County Road 3 at County Road 17 (Borgoyne)
 - County Road 4 at County Road 19
 - County Road 6 at County Road 1 (Holyrood)
 - County Road 6 at County Road 7 (Ripley)
 - County Road 8 at County Road 13 (Sauble Beach)
 - County Road 10 at Grey-Bruce Line
 - County Road 13 at Highway 21
 - County Road 13 at Ottawa Ave
 - County Road 15 at Lake Street
 - County Road 20 at Highway 21

CR 8 / CR 13 (Sauble Beach)



CR 6 / CR 1 (Holyrood)



Alt. 1: Road Focus (Promote Transit / AT)

Traffic Safety Improvements

Road and Bridge Maintenance

Traffic Operations Improvements

AND

Road and Bridge Capacity Improvements

- Highway 21
 - Kincardine
 - Southampton-Port Elgin
- County Roads
 - CR 3 (CR 11 to Church St): Widen road & bridge
 - CR 4 (Elgin St to Durham Bridge): Add turn lanes
 - CR 4 (Durham Br to Ontario Road): Widen road & bridge
 - CR 8 (Lakeland Dr to Municipal Rd): Widen road
 - CR 20 (Hwy 21 to CR 13): Widen road



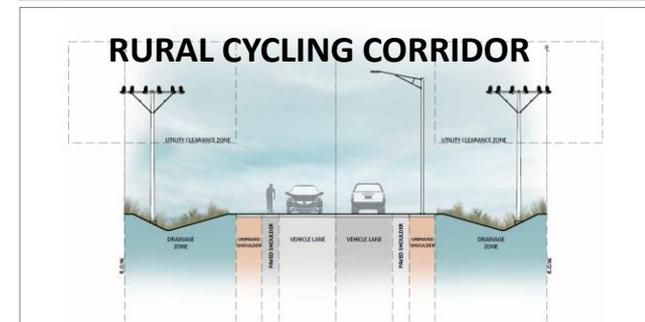
Alt. 1: Road Focus (Promote Transit / AT)

Speed Management (Calming)

- Apply current policies (Traffic Calming Measures, Rumble Strips, Speed Zones)
- Traffic calming features be considered at the following locations
 - CR 9 east of Highway 6 (Colpoys Bay)
 - CR12 S of Concession Road 12 (Formosa)
 - CR 17 at Sideroad 15 (Arkwright)
 - CR 17 at CR 27 (Invermay)
 - CR 28 south of Highway 9 (Mildmay)

Support of other modes

- Complete Streets Design Guidelines
 - 5 Typologies – Urban and rural cycling concepts
- Promote transit and active transportation
 - Subcommittee for reporting and monitoring service
 - Promote use of SMART and Movin'GB transit providers
 - Introduce Ride-Hail policies



Alt. 2: Transit & TDM Focus

Traffic Safety Improvements

Road and Bridge Maintenance

Traffic Operations Improvements

Road Capacity Improvements

AND

Partner on Cost-Feasible Scheduled Transit

- Route A: Extend Grey Route 5 to Sauble Beach
- Route B: Owen Sound to Port Elgin
- Route C: Kincardine to Southampton
- Route D: Extend Grey Route 6 to Kincardine

Fund On-Demand Transit

- Fund SMART for local municipalities OR
- Fund / Manage On-demand service in Bruce



Alt. 3: Active Transportation Focus

Traffic Safety Improvements

Road and Bridge Maintenance

Traffic Operations Improvements

Road Capacity Improvements

AND

New County Trails

Connected Shoulder Bike Route

- CR 9 Lion's Head to Wiarton
- CR 13 Wiarton through Sauble Beach
- CR 8 Hepworth to Sauble Beach
- CR 13 through Sauble Beach to Southampton
- CR 23 Inverhuron to Kincardine
- CR 1 and CR 15 loop (Paisley to Glannis)



Alt. 4: Combined Transportation Plan

Traffic Safety Improvements

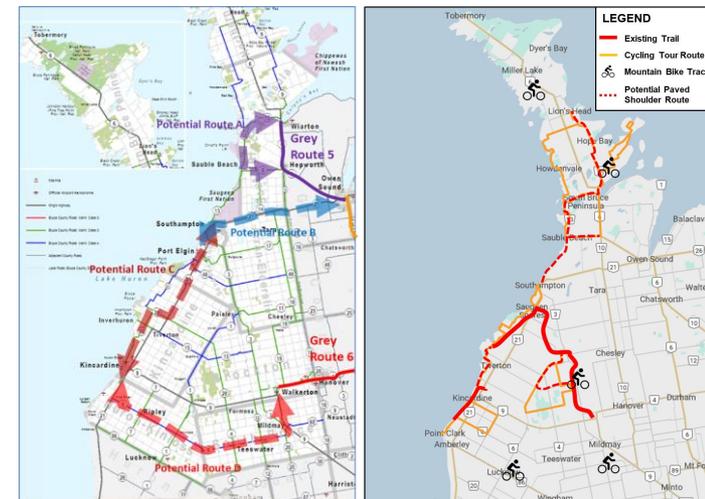
Road and Bridge Maintenance

Traffic Operations Improvements

Road Capacity Improvements

Most Cost Feasible Alternative Mode Solutions

- Cost Feasible Scheduled Transit with Funding Partners
- Fund On-Demand Transit
- Connected Shoulder Bike Routes
(coordinated with road construction)





Preliminary Cost Assessment

SERVICES

AVERAGE ANNUAL (15 years)

Road and Bridge Maintenance

As Per Maintenance Plan

Traffic Safety Improvements

\$ 50,000 to \$ 100,000

Traffic Operations Improvements

\$ 300,000 to \$ 500,000

Road and Bridge Widening

\$1,500,000 to \$2,500,000

Transit Solutions

- Partner on scheduled routes
- Fund on-demand transit
- Operate on-demand transit

\$ 200,000 to \$ 600,000

	\$ 600,000	OR
	\$ 800,000 to \$1,500,000	

Active Transportation Solutions

- Select shoulder bike links
- Connected shoulder bike route

	\$ 200,000 to \$ 400,000	OR
	\$ 600,000 to \$1,000,000	



Evaluation of Alternative Solutions

Evaluation Criteria	Alternative 0: Maintain County Road System "Do Nothing"	Alternative 1: Improve County Roads and Support other Travel Modes	Alternative 2: Improve County Roads and Develop Transit and TDM	Alternative 3: Improve County Roads and Develop Active Transportation	Alternative 4: Combined Multi Modal Strategy
Transportation Service - Road Connectivity - Transit Accessibility / Mobility Choice - Active Transportation Accommodation					
Natural Environment - Impacts to Designated Natural Areas - Impacts to Source Water Features - Terrestrial and Aquatic Environment					
Socio-Economic / Cultural Environment - Supports Community & Healthy Living - Supports Development/Economic Goals - Archaeological/Heritage Feature Impact					
Financial Sustainability - Capital Costs (net of funding) - Operating Costs (net of funding) - Revenue Potential / Cost Savings					
OVERALL ASSESSMENT					

Consultation and Next Steps

- Public Consultation to Date

- Notice of Commencement to agencies and the public
- Public Information Centre #1 – September 2020
- Public Survey / Comment Sheets – October 2020
- Meetings with Area Municipalities – December 2020
- TES Committee Presentation – January 2021



- Next Steps

- Public Information Centre #2 Comments – April 30th 2021
- Develop Implementation Plan and Transit Partnerships – May 2021
- Prepare draft Master Transportation Plan – May 2021
- TES Committee / Council Presentation – Spring 2021



Questions

Your comments are important. They will be reviewed as part of the study process.

Please feel free to contact a Study Team Member, submit a comment form, or email/call us at:

Miguel Pelletier, P. Eng.

Director, Transportation and Environmental Services, Bruce County

30 Park St.

Walkerton, Ontario N0G 2V0

Tel: 519-881-2400

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ON L5N 8R9

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Email: Ray.Bacquie@rjburnside.com



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Attachment C

Comment Form and Comments Received

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 9:30 AM
To: [REDACTED]
Subject: RE: 51505-Public Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Good morning [REDACTED]

The link to the Public Information Centre (PIC #2) presentation and engagement material will not be available until April 30th. At that time it can be found at www.brucecounty.on.ca/transportation-master-plan

From: [REDACTED]
Sent: Tuesday, April 20, 2021 9:25 AM
To: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Subject: Re: 51505-Public Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Can you please share the links to the public consultation forms?

On Tue, Apr 20, 2021 at 8:53 AM Sylvia Waters <Sylvia.Waters@rjburnside.com> wrote:

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.

Director, Transportation and Environmental Services [Bruce County](http://www.brucecounty.on.ca)

[30 Park St.](#)

[Walkerton, Ontario N0G 2V0](#)

Tel: 519-881-2400

Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.

Project Manager

R.J. Burnside and Associates

[6990 Creditview Road, Unit 2](#)

[Mississauga, Ontario L5N 8R9](#)

Tel: 905-821-5891

Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: [REDACTED]
Sent: Friday, April 23, 2021 4:02 PM
To: Sylvia Waters
Cc: Miguel Pelletier; Ray Bacquie
Subject: Re: 51505-Public Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Hi Sylvia

I couldn't find the information and concerns that was collected by the county and Burnside from the PIC #1. I saw the 17 page intent with Ray and Miguel speaking. It was almost the same as the one sent sent out last summer.

Thanks

[REDACTED]

On Tue, Apr 20, 2021 at 8:53 AM Sylvia Waters <Sylvia.Waters@rjburnside.com> wrote:

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com


BURNSIDE
Sylvia Waters
Technical Administrator, EPA

R.J. Burnside & Associates Limited
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6
Office: +1 800-265-9662 Direct Line: +1 705-797-4379
www.rjburnside.com



COVID 19: We remain open for business

Sylvia Waters

From: Ray Bacquie
Sent: Tuesday, May 11, 2021 1:49 PM
To: Sylvia Waters
Subject: FW: Master Transportation Plan for Bruce County

File file

From: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Sent: Monday, May 10, 2021 9:33 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Cc: Sandra Datars Bere <SDatarsBere@brucecounty.on.ca>
Subject: FW: Master Transportation Plan for Bruce County

Hello,

Please see [REDACTED] comments and add to our list of input for the Master Transportation Plan.

Could you please acknowledge with [REDACTED] that we have his comments and that they will be considered in the development of the Master Transportation Plan that will eventually be presented at the Council level .

The health and well-being of Bruce County staff and residents is always our number one priority. The County has enacted a number of precautions to protect all clients, staff, and the public. The County continues to deliver critical and essential services, like Paramedic Services, Long Term Care, Snow Plowing, and essential customer services.

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From: Sandra Datars Bere <SDatarsBere@brucecounty.on.ca>

Sent: Monday, May 10, 2021 9:15 AM

To: Miguel Pelletier <MPelletier@brucecounty.on.ca>

Subject: Fwd: Master Transportation Plan for Bruce County

Hi Miguel

Hope you are well.

Please note the message from [REDACTED].

Could I ask that you connect with Mr Burnside and draft and send a response on our behalf.

I appreciate his points but gathering information about affordable transportation should be part the master transportation plan work. Thanks

Sent from my iPhone

Sandra Datars Bere

Chief Administrative Officer

Corporation of the County of Bruce

Office: 519-881-1291

Direct: 226-909-2308

www.brucecounty.on.ca



Begin forwarded message:

From: [REDACTED]
Date: May 10, 2021 at 5:11:36 AM EDT
To: John Burnside <john.burnside@rjburnside.com>, Sandra Datars Bere <SDatarsBere@brucecounty.on.ca>
Cc: info@kincardinerecord.com, Ray Bacquie <Ray.Bacquie@rjburnside.com>, Transportation Info <transportationinfo@brucecounty.on.ca>, "SCONGACK James(JW) - BRUCE POWER" <JAMES.SCONGACK@brucepower.com>, Jennifer.EDEY@brucepower.com
Subject: Master Transportation Plan for Bruce County

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Mrs. Datars Bere/Mr Burnside

It's nice to see that RJ Burnside & Associates have somewhat started the "Bruce County MTP". What I don't understand is why Burnside's engineer, Ray Bacquie and the county's engineer, Miguel Pelletier, have included affordable transportation in the MTP study? Affordable transportation is **100%** a social issue, which is **NOT**, Ray or Migual's wheelhouse.

I was at an "affordable transportation forum" at a church in Kincardine a few years ago. Which included the mayor, the Reverend, a town leader (ex-OPP) who promoted it, 5 taxi drivers (protecting their cash cow, ie. **\$50 Kinc. to Ripley, one way/\$45 Kinc. to the Bruce Energy Center**), 4 or 5 social workers from the county, and the 4 or 5 of us who were there to hear about affordable transportation. Who heard about this forum, purely by luck. Of course nothing did come of the forum.

It did however show me that the municipalities in Bruce County (except Sauble Beach) **DO NOT** want the residents to have access to affordable transportation. So why would the county want the residents to have affordable transportation? Bruce County's Warden did however partner with Grey County to bring affordable transportation to one or two communities where she is the mayor, South Bruce Peninsula. Apparently some businesses in riding want help with transporting workers.

- Poverty is an issue in all of Bruce County the same as it is in surrounding counties and transportation like housing is a key contributor. Huron, Grey, and Perth County all have federally funded public transit buses to help with this. Public transit is free for those on
- Employees travel from all over Bruce County including parts of Grey such as Owen Sound and Hanover to work at the few businesses that are currently located within the Bruce Energy Center now.
- I'm not going to get into how difficult Bruce Power has made it for new businesses to open and stay open in Bruce County (that are not Bruce Power suppliers). Not to mention all the businesses that built our communities (ie.Coombe Furniture and Malcolm Furniture) who couldn't pay the high wages and had to close when Bruce Power (Douglas Point) arrived.
- Bruce Power has provided buses for their employees from Kincardine and Port Elgin for 40 years because of its location. Don't the employees at the Bruce Energy Center deserve the same? Where pay is often below a living wage.

- Now that natural gas has been brought to the rest of Bruce County, new businesses will be attracted to open shop here.
- Because of the way our hospitals operate many have to travel tests, treatment, or appointments in Owen Sound, Walkerton, Durham, etc. The patient may be covered but family often isn't. Especially when they are admitted.
- At first Miguel said Bruce County was going to look into Uber/ride sharing as a means of affordable transportation. Now the topic of affordable transportation has been put into the MTP study in a way that it will surely be shot down.
- Not only does Miguel Pellettier have enough on his desk in his county office, he has shown he does not want the responsibility of affordable transportation.
- Public Transit should be a department all itself. Managed and operated by a competent staff, who are passionate about what they do and who will work to improve life in Bruce County.
- Including affordable transportation in the MTP, distracts and will reduce the quality of the finished MTP. Which will further more impact the quality of life in Bruce County.
- Bruce County is talking about how to plan for safe and sustainable communities over the next 25 years, again. Wouldn't public transit be a good start?
- There is federal funding for community improvements such as bike paths and public transit. All Bruce County needs to do is apply for it.

These are only a few of the arguments/reasons why Bruce County deserves better. So please, have Ray and Miguel reconsider including affordable transportation in the Bruce County MTP study. I don't know how determined they are in keeping it in. But I do know how determined I am in having it removed from the MTP study.

Thanks



[Transportation Master Plan | Bruce County Welcomes You](#)

Links to Grey, Huron, and Perth County Public Transit as well as Sauble Beach

[Huron Shores Area Transit – Serving Bluewater, Kettle & Stony Point First Nation, Lambton Shores, North Middlesex & South Huron](#)

[Grey Transit Route Rolling Ahead | County of Grey - Colour It Your Way](#)

[PC Connect - Your Community Transit System - Perth County](#)

[BlackburnNews.com - South Bruce Peninsula partners with Grey County to extend Grey Transit Route](#)

Links to available federal funding

[Trudeau pledges billions in permanent funding for public transit | CBC News](#)

[Government of Canada announces first federal fund for cycling paths and trails across the country - Canada.ca](#)

Possible routes (examples)

[Farrell Drive, Kincardine, ON to Hanover, ON - Google Maps](#)

[Farrell Drive, Kincardine, ON to Lucknow, ON - Google Maps](#)

[Farrell Drive, Kincardine, ON to Owen Sound, ON - Google Maps](#)



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<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.

Sylvia Waters

From: Jennifer Vandermeer
Sent: Monday, April 26, 2021 4:48 PM
To: Sylvia Waters
Cc: Ray Bacquie; 300051505 Bruce County TMP
Subject: FW: Bruce County Transportation

For EA File

From: [REDACTED]
Sent: April 26, 2021 4:23 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: Bruce County Transportation

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I just became aware of your county transportation study.

I'd like to get on the distribution on information.

I'm on the KINCARDINE accessibility advisory committee I am mobility scooter Ryder and see if you've been considering our transportation issues. I would also like to know what the thoughts are of small vehicle and small electric vehicles as well.

[REDACTED]

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Sylvia Waters

From: Ray Bacquie
Sent: Wednesday, April 28, 2021 4:30 PM
To: Sylvia Waters; Jennifer Vandermeer
Subject: FW: next Transportation Master Plan meeting

Hi Sylvia, Please add to the stakeholder list.

From: Heather Young <hyoung@brucecounty.on.ca>
Sent: Wednesday, April 28, 2021 9:41 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: FW: next Transportation Master Plan meeting

Good Morning Ray

Please include [REDACTED] contact information for further updates.

Thx

Heather

The health and well-being of Bruce County staff and residents is always our number one priority. The County has enacted a number of precautions to protect all clients, staff, and the public. The County continues to deliver critical and essential services, like Paramedic Services, Long Term Care, Snow Plowing, and essential customer services.

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From: [REDACTED]
Sent: Wednesday, April 28, 2021 7:51 AM
To: Heather Young <hyoung@brucecounty.on.ca>
Subject: Re: next Transportation Master Plan meeting

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No, please do.

Thanks

Sent from my iPhone

On Apr 28, 2021, at 7:36 AM, Heather Young <hyoung@brucecounty.on.ca> wrote:

Good Morning [REDACTED]

Would you mind if I forwarded your name and email to the consultant to input on their contact list for further updates?

Regards

Heather

From: [REDACTED]
Sent: Tuesday, April 27, 2021 3:41 PM
To: Heather Young <hyoung@brucecounty.on.ca>
Subject: Re: next Transportation Master Plan meeting

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks very much, Heather

[REDACTED]

On Tue, 27 Apr 2021 at 15:05, Heather Young <hyoung@brucecounty.on.ca> wrote:

Hi [REDACTED]

Thank you for your email regarding the next Master Transportation Plan Public information session.

I have attached a notice for your review.

Have a great day!

Heather

Heather Young
Administrative Assistant
Transportation & Environmental Services
Corporation of the County of Bruce

519-881-1291

www.brucecounty.on.ca

<image001.jpg>

From: [REDACTED]
Sent: Monday, April 26, 2021 5:05 PM
To: info <info@brucecounty.on.ca>
Subject: next Transportation Master Plan meeting

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

I saw a Transportation Master Plan public meeting advertised somewhere on social media recently, but can't find the date, time and link. Would you please set me know how to join this and provide feedback?

Thanks,

[REDACTED]

[REDACTED]

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Sylvia Waters

From: Ray Bacquie
Sent: Wednesday, May 05, 2021 4:20 PM
To: [REDACTED]
Cc: Sylvia Waters; Jennifer Vandermeer
Subject: RE: survey - Bruce County Master Transportation Plan
Attachments: 051505- PIC 1 CommSheet - fillable (1).pdf; 051505- PIC 1 CommSheet.doc

Hello [REDACTED]

Sorry for not sending this sooner. Please see attached our survey from earlier in the project (in Fillable PDF and a Word document).

Feel free to reach out directly if you have any comments or questions.

Regards,
Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 **Direct:** +1 905-821-5891

From: [REDACTED]
Sent: Monday, May 03, 2021 6:05 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: survey

Thank you so much for taking the time to answer my questions about the Bruce County MTP. I would very much appreciate receiving a copy of the survey you conducted, as well as a summary of the results, if available.

Regards, [REDACTED]

Sylvia Waters

From: Miguel Pelletier
Sent: Monday, May 10, 2021 9:52 AM
To: [REDACTED]
Subject: RE: Master Transportation Plan - Online Public Information Centre #2

Good Day.

The County will assign staff to investigate the flooding of the spring creek and review the engineering design for the culvert replacement. My understanding is that the culvert was replaced as a normal maintenance activity to maintain the existing flow of storm water.

The County will send your observations and photos to the Engineer consultant who are developing the alternate design concepts as part of the Municipal Class Environmental Assessment Schedule C process for the West Road Reconstruction and Rehabilitation Project. The firm retained to produce the design concepts is GM Blue Plan.

Regards

From: [REDACTED]
Sent: Sunday, May 9, 2021 1:14 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: RE: Master Transportation Plan - Online Public Information Centre #2

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Miguel,

Thank you for your reply. You should be aware of periodic flooding of my cottage lot at [REDACTED] There is a spring creek that runs through this property to Howdenvale Bay. In 2012 Brian Knox replaced 14" driveway culverts on the south side of Howdenvale Road east of Huron Road with 24" driveway culverts, and cleaned out the road ditch. This was notwithstanding the OMB decision issued March 1, 2012 which provided before any works beyond normal maintenance are undertaken, the County shall undertake a comprehensive Municipal Class Environmental Assessment of the entire West Road from County Road 9 to County Road 13. The attached photographs show what the spring creek looked like on August 27, 2020 after a heavy rain.

In order to provide further assistance, the attached proposal by Matrix Solutions would evaluate the existing ground water flow and discharge conditions along the existing road, and potential changes that may impact the characteristics and functions of the Howdenvale Bay Wetland.

From: Miguel Pelletier [<mailto:MPelletier@brucecounty.on.ca>]
Sent: Wednesday, May 05, 2021 3:55 PM
To: [REDACTED]
Cc: 'Ray Bacquie' <Ray.Bacquie@rjburnside.com>
Subject: RE: Master Transportation Plan - Online Public Information Centre #2

Good Afternoon.

Thank you for your comments and they will be considered as the County/RJBurnside continue to develop the Master Transportation Plan. I am taking his opportunity to share some up to date information.

- The annual investment suggested in the 2016 is out of date but it did show infrastructure funding gap. The County has reviewed the conditions of road and bridge assets in 2020 and expects to have an updated Asset Management Plan for road and bridges in July 2021. The updated needs to be included in the 2021 Asset Management Plan still identify an infrastructure funding gap . The the preliminary data has been shared with RJ Burnside for consideration in the Master Transportation Plan.
- The implementation of the Rehabilitation and Reconstruction of the West Road is not in the latest five year capital program for the County. The rational for this exclusion is that there is significant uncertainty when the MCEA process and design will be complete. There are three alternative design concepts under consideration. There is a significant variance in estimated costs between the different concepts. The design concept that is eventually selected may not be the same that ██████ used when he prepared the order of magnitude estimates for this project in 2012. I expect that the County will be in a position to select a design concept in mid 2022 as there is additional environmental and heritage study work required. When cost estimates with higher accuracy are available then the project will be considered for inclusion in the County's capital program competing against other projects for finite funding.
- The County has access to other sources of higher government funding beyond the annual federal gas tax funding. For example, the OCIF and ICIP programs have recently provided funds for road and bridge projects. Once a detailed plan with substantive estimates is in place for the Reconstruction and Rehabilitation of the West Road, the County will be in a position to apply for higher level government funding programs.
- The County is currently investigating the feasibility and options for County level Development Charges. The structure of the development charges still has not been identified or approved. I think it is too early to consider County Development Charges as a predictable source of funding for road and bridges projects.

Please do not hesitate to contact me if you would like to further discuss.

Regards

Miguel Pelletier

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From: [REDACTED]

Sent: Sunday, May 2, 2021 6:07 PM

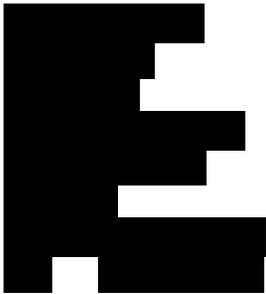
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>; 'Ray Bacquie' <Ray.Bacquie@rjburnside.com>

Subject: Master Transportation Plan - Online Public Information Centre #2

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Miguel/Ray,

Please see the attached letter and enclosures.



Virus-free. www.avast.com

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Sylvia Waters

From: Ray Bacquie
Sent: Friday, May 14, 2021 9:50 AM
To: [REDACTED]; Miguel Pelletier
Cc: Jennifer Vandermeer; Sylvia Waters
Subject: RE: Bruce County Master Transportation Plan

Hello [REDACTED]

Thank you for your interest in the Bruce County MTP. We definitely recognize the travel requirements of those in need and those considerations are certainly a consideration of the MTP.

We have had discussions with Human Services department at the County. We reviewed the services of Movin'GB and SMART and have given some thought to opportunities for transit and active transportation along the west coast in addressing some of those needs. We would, however, benefit from your experiences and thoughts.

You can contact me either by email or feel free to call me. My cell number is 416-818-7534; I'm in meetings for much of today, but I'm available from 1:00 to 2:00 today and again after 4:30 this evening (also feel free to call on the weekend).

Regards,
Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

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Office: +1 800-265-9662 Direct: +1 905-821-5891

From: [REDACTED]
Sent: Thursday, May 13, 2021 5:58 PM
To: Miguel Pelletier <mpelletier@brucecounty.on.ca>
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: Bruce County Master Transportation Plan

Good Evening Miguel & Ray,

I was looking over the current presentation that was presented in regards to the MTP. I apologize as I was not in attendance so I am going off the information in the slides.

Transportation services in Bruce County is something I have been thinking about for over a year now. I currently work at The Women's House Serving Bruce & Grey with women and children experiencing domestic violence. In this line of work, the need for transportation is often something we see within our women and vulnerable population.

That being said, there is often times not a lot of resources or solutions available. Hence the reasoning for my concerns and trying to come up with a solution that could benefit our population as a whole.

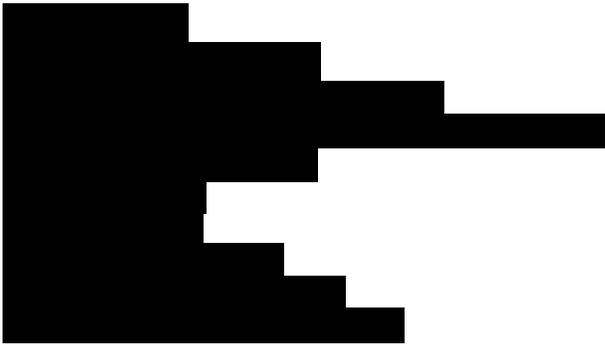
I am not sure your process going forward or what you expect from the community on this, so I apologize if this is out of line or something you are not interested in.

I do have an idea for some solutions in terms of active transportation services or partnerships that could be implemented in this community. I have never really known who to reach out to for this or where to start on the idea of implementation but I do feel like reaching out to both of you is probably better than nothing. Especially while it's a discussion that is being had and maybe something can be done.

I would like to share my ideas with you, if at all possible. Again, I am unsure if this is something you are doing, so my apologies if this is outside what you are looking for.

Please let me know if there is any way I can be of assistance or share my ideas with you. Thank you for the work you both have put into this issue. It is something that needs great addressing and something that needs to have a solution.

Thank you for your time in reading this,

A large black rectangular redaction box covers the signature and name of the sender. The redaction is composed of several overlapping black rectangles of varying sizes, completely obscuring any text that might have been present.

The above report is confidential and private. This information shall not be disclosed to any other agency, organization, or person under any circumstance without the written consent of Women's House Serving Bruce and Grey. The contents, attachments and information contained in this e-mail are confidential and intended solely for the use of the addressee(s). If you have received it in error, please return it to the sender and delete. Unauthorized publication, use, dissemination, or disclosure of content, either in whole or in part, is strictly prohibited.

Sylvia Waters

From: Jennifer Vandermeer
Sent: Thursday, May 13, 2021 1:29 PM
To: Heather Young; Ray Bacquie
Cc: Sylvia Waters
Subject: RE: MTP

Hi Heather,

We will add this contact to our Project Contact List (**Sylvia**, please update when you get a chance). I wanted to touch base with you to see if there have been any responses to the Survey Monkey (PIC2 comment form) yet? If you could send us (please cc Sylvia) a preliminary report from Survey Monkey with the results thus far that would be great so we can get an advance lead on preparing the PIC2 Summary Report.

Best,
Jennifer



R.J. Burnside & Associates Limited
292 Speedvale Avenue West, Unit 20, Guelph, Ontario,
N1H 1C4
Office: 800-265-9662 Direct Line: 226-486-1559
www.rjburnside.com



From: Heather Young <hyoung@brucecounty.on.ca>
Sent: Thursday, May 13, 2021 11:13 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: MTP

Hi Ray and Jennifer

I received a request to send hard copies of the MTP PIC 2 to the Mennonite Community.

The contact I have is:



I have created a package to be sent via Purolator today. Please add this contact to the file for future mailouts/notices.

Thanks

Heather

Sylvia Waters

From: Ray Bacquie
Sent: Wednesday, May 19, 2021 12:05 PM
To: Jennifer Vandermeer; Sylvia Waters
Subject: FW: MTP response

Hi Sylvia,

Please add the email below to the public PIC #2 comments.

Regards,
Ray

From: Heather Young <hyoung@brucecounty.on.ca>
Sent: Wednesday, May 19, 2021 12:02 PM
To: Miguel Pelletier <mpelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: MTP response

Hi Miguel and Ray

I received a phone call from [REDACTED]. He would like to contribute the following suggestion:

He would like the MTP to include specialized transit systems for all disabled individuals to use. (not just Bruce County residents).

He is aware of similar transit systems such as Saugeen Mobility, however, they will not pick up or drop off individuals who do not reside in Bruce County.

[REDACTED]

Thanks

Heather

The health and well-being of Bruce County staff and residents is always our number one priority. The County has enacted a number of precautions to protect all clients, staff, and the public. The County continues to deliver critical and essential services, like Paramedic Services, Long Term Care, Snow Plowing, and essential customer services.

The County's administration building in Walkerton, and hub offices in Port Elgin (Lakeshore) and Warton (Peninsula), are closed to the public until further notice during the province-wide shutdown. County staff are happy to assist you with customer service online and by phone.

For the most up-to-date information on our continued services as we monitor and adapt to the health conditions of COVID-19, and how you can alternatively access services, please visit the County website:
<https://brucecounty.on.ca/covid19>

Please continue to follow health unit guidelines and provincial stay-at-home orders. Prevent the spread of COVID-19 by following the 3 W's: wear a face covering, watch your distance (2 metres), and wash your hands.

Our staff are pleased to continue to connect with you by email or phone if that is preferred. To provide you with the most up-to-date information on our continued services as we monitor and adapt to the health conditions of COVID-19, and how you can alternatively access services, please see our website via the following: <https://brucecounty.on.ca/covid19>

Heather Young
Administrative Assistant
Transportation & Environmental Services
Corporation of the County of Bruce

519-881-1291

www.brucecounty.on.ca



Individuals who submit letters and other information to Council and its Committees should be aware that any personal information contained within their communications may become part of the public record and may be made available through the agenda process which includes publication on the County's website.

If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

If you feel that this email was commercial in nature and you do not wish to receive further electronic messages from the County of Bruce, please click on the following link to unsubscribe:

<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, May 17, 2021 9:01 AM
To: Jennifer Vandermeer; Sylvia Waters
Subject: FW: Bruce County Master Transportation Plan May 2021
Attachments: BRUCE COUNTY TRANSPORTATON MASTER PLAN - Map.pdf; BRUCE COUNTY TRANSPORTATON MASTER PLAN May 2021.pdf

Hello Sylvia,

Could you add the email below to the list of PIC 2 comments.

Regards,
Ray

From: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Sent: Monday, May 17, 2021 8:16 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: FW: Bruce County Master Transportation Plan May 2021

FYI

The health and well-being of Bruce County staff and residents is always our number one priority. The County has enacted a number of precautions to protect all clients, staff, and the public. The County continues to deliver critical and essential services, like Paramedic Services, Long Term Care, Snow Plowing, and essential customer services.

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From: [REDACTED]
Sent: Friday, May 14, 2021 7:28 PM
To: [REDACTED]

[REDACTED]

Subject: Re: Bruce County Master Transportation Plan May 2021

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi All,
Thank you to [REDACTED] for sending this information.

I know that we are all very busy even though we are under COVID-19 restrictions and lock-down, but this report from Bruce County is very timely and important for the Bruce Peninsula residents, cottagers and visitors.

Please take time to watch the two videos attached to the transportation master plan that is supposed to take Bruce County beyond 2035. Who is thinking that far out from 2021?

My concerns are:

1. Beyond Lion's Head on the attached map and the master plan there is only one red highway 6 depicted to Tobermory. There is no plan to add a road off Highway 6 in case of an emergency for rerouting traffic where there is no alternative route off the peninsula except Highway 6. Where are the voices for safety considerations for all residents, cottagers and visitors on the northern part of the peninsula.
2. There is no mention of the airports in Bruce County as a hub for emergency preparedness should a disaster or emergency happen that would require the airports to handle shipping in needed supplies or evacuations of residents should that be needed. Airports are important as fuel stations for Orange Helicopters for medical emergencies. Airports should be part of the Bruce County Master Transportation Plan since the funding is considered yearly up to and beyond 2035.(15+ years from now)
3. As Northern Bruce Peninsula and South Bruce Peninsula residents, cottagers and visitors, there are no plans for the peninsula in the Bruce County Transportation Master Plan.
4. There is no transit mentioned to Wiarton, to Lion's Head or to Tobermory. On the attached map it looks like Bruce County has ended the peninsula at Lion's Head for transportation considerations.
5. Knowing the concern about intersections on the peninsula, the only concern mentioned in the first survey was Colpoys Bay and Number 6. I have been made aware of Highway 6 and the Ferndale Road, County Road 9. Many times the safety issue has been mentioned at the intersection in Lion's Head, Main Street and Webster as cars, traffic speed through Lion's Head when people, older adults, some using assisted devices and children are crossing the street.
6. There is no mention of plans for improvements of the West Road and wider shoulders. There is no mention of the parts of County Road 9, East Road that has asphalt breaking up.

7. Walking, biking, cycling is the main type of transportation that is being considered for Bruce County. Are the roads in Bruce County safe for walking, biking and cycling? Is it financial consideration holding Bruce County back from sharing costs with the municipalities to create a transportation plan that is inclusive for everyone? Have the residents, cottagers and visitors filled out the survey? There is a survey to be filled out on Bruce County website.

Please add your voice by phoning Miguel Pelletier at 519-881-2400 or e-mail mpelletier@brucecounty.on.ca or phone your municipal councilor, Bill Walker M.P. P. or write a letter to Bruce County Council and/or the Tobermory Press and/or the Wiarton Echo.

This Bruce County Master Transportation Plan needs to reflect our voices, consideration and comments as data is being collected through the survey, e-mails and phone calls. Our voices can be part of the future transportation planning for Bruce County.

Thank you for your attention to the Bruce County Master Transportation Plan and survey. Together we are stronger and we can make our voices count for the future.

[Redacted]

On 05/14/21 11:16 AM, [Redacted] wrote:

Good Morning [Redacted]
As [Redacted] indicated in his report this morning.

Read the report and answer the survey and add additional comments.
Please click on the link below for Bruce County.

<https://brucecounty.on.ca/transportation-master-plan>

Please submit your ideas for Bruce County Council.
This is your opportunity to have input into transportation issues.

Thanks & Have a Great Day,

[Redacted signature block]

*"Never believe that a few caring people can't change the world.
For, indeed, that's all who ever have."
~~Margaret Mead~~*

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<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, May 17, 2021 9:15 AM
To: Sylvia Waters; Jennifer Vandermeer
Subject: FW: Questions - Bruce County Master Transportation Plan - On-line Public Information Centre April 30, 2021

-----Original Message-----

From: Peggy Van Mierlo-West <cao@northernbruce.ca>
Sent: Monday, May 17, 2021 7:31 AM
To: [REDACTED]; Milt Mclver <mayor@northernbruce.ca>
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: RE: Questions - Bruce County Master Transportation Plan - On-line Public Information Centre April 30, 2021

Hi [REDACTED]

Based upon my review of the County Masterplan it is based on a system developed on County owned roads. Unfortunately NBP only has the loop that travels along West Road and County Road 9.

Hope this helps.

-----Original Message-----

From: [REDACTED]
Sent: Saturday, May 15, 2021 8:11 PM
To: Peggy Van Mierlo-West <cao@northernbruce.ca>; Milt Mclver <mayor@northernbruce.ca>
Cc: mpelletier@brucecounty.on.ca
Subject: Questions - Bruce County Master Transportation Plan - On-line Public Information Centre April 30, 2021

Hi [REDACTED]:

I just reviewed the Bruce County Master Plan On-line information video presentation from April 30th and completed the feedback survey.

I may be mistaken but I don't see much that includes the Northern Bruce north of Lion's Head and the reference to SMART or on-demand transit is very vague. This makes me wonder if any such transit options would come as far north as Lion's Head or Tobermory.

I want to ask whether MNBP Council and staff have reviewed these County Transportation Plan 'alternative strategies' and at what Council meeting or does this come later. I'd like know where your support lies. What role do the Municipalities have in this process? It seems from the presentation that Alternative 4 is preferred which is great for some parts of the County, but if nothing comes our way, it's a lot of money that may not be very equitably distributed.

Thanks.



11 May 2021

To: Miguel Pelletier, P. Eng. /and to: Ray Bacquie, P. Eng.
Director, Transportation and Project Manager
Environmental Services R. J. Burnside and Associates
Bruce County 6990 Creditview Road, Unit 2,
30 Park Street, Mississauga, ON L5N 8R9
Walkerton, ON NOG 2W0

SUBJECT: County of Bruce Notice of Public Information Centre #2
Master' Transportation Plan, advertisement in Kincardine News paper.

Dear sirs:

I apologize. I have not followed nor educated myself in regards to this topic, and have had no conversation or correspondence with anyone involved. I may be barking up the wrong tree, so to speak, with the thoughts I wish to share.

I understood the above mentioned advertisement as an invitation to citizens of Bruce County to contribute their views of what good choices may look like in the future of transportation in this County.

My thoughts go to the well-publicized possibility for a major nuclear waste burial project in our neighbourhood, and the effect of vastly- increased traffic on Township roads that would accompany such an undertaking if it should land in our midst. I am a farmer, and a person who relies on horse-drawn means of transportation. It is my opinion that the current township roads are not a safe or workable habitation for a combination of heavy construction-type road-users, agricultural equipment, and horses pulling buggies and wagons.

I have never seen it as my calling to direct governments in their decisionmaking unless they ask for my input, and even then I want to do it with restraint and due respect. But this letter's purpose is to suggest to the County of Bruce that County roads will need to be provided where there are none, if the NWMO project goes ahead and a disasterous situation is to be avoided on our rural roads. I will offer a few ideas. No doubt you can come up with better ones.

In order to provide access for construction equipment, heavy haulage, and workers to points north, west, and east of the NWMO site, South Bruce Sideroad 25 from Highway 9 to Concession 8 should be a County road built in a way that attracts drivers of large and small vehicles. This should perhaps extend an extra block south to County Road 6, but the attractiveness of that section of road is limited by sharp hills. An alternative would be to adopt Concession 8 as a County road and extend it at the west end into Huron-Kinloss Township. To make this a useful route, the new road would need to proceed straight across Kinloss-Culross Townline to Langside Street and curve smoothly to the left, following Langside Street to County Road 6 where the intersection could be fitted with ample turning lanes.

You will notice that the thrust of my picture is luring the extra traffic as effectively and attractively as possible away from the township roads of Huron-Kinloss. A link to Road 86 to the south would likely also be important and ideally would avoid towns and existing routes frequented by families or farm equipment. The lay of the land immediately south of the proposed disruption is not very welcoming to road construction. Channelling it onto Wolfe Street is the first option that stands out, but that is already a major route for farm equipment and buggies. This conflict could be given some relief by building a new road along the Kinloss-Culross Boundary to connect Whitechurch Street with the intersection of County Road 6 and Wolfe Street.

I fully expect that better ideas can be found than the suggestions I have made. My chief request is that the County of Bruce starts thinking about its responsibility in designing an expanded County Roads Plan that makes it as safe and attractive as possible for the users of roads that would come with the NWMO project, to follow paths that leave the rest of the surrounding townships' citizens free to follow their lifestyles without fearing for their lives.

Perhaps the NWMO undertaking will die or locate elsewhere. Perhaps. I am not enthused with it but will not resist it. The best choice may be preparation.

I will leave it in your hands to choose whether or how you will respond to this humble missive. I have no access to on-line methods of participation in your planning and studies, and make no formal request for any further involvement. A letter of recognition would be appreciated, but I don't insist. If you have anything you wish to share, please do so by mail.

Very truly yours,



**Bruce County Master Transportation Plan,
undertaken in adherence to the
Municipal Class Environmental Assessment Process**

COMMENT SHEET

**Virtual Public Information
Centre (PIC) #2 – Available
April 30, 2021**

Comment Period: April 30, 2021
to May 21, 2021

Name:

Address:

Postal Code:

Phone:

Email:

Questions:

1. Based on the Alternative Solutions presented, please rank your preference:

	(1) Least Preferred	(2)	(3)	(4) Most Preferred
Alternative 1: Improve County Roads and Support other Travel Modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 2: Improve County Roads and Develop Transit and TDM	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 3: Improve County Roads and Develop Active Transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative 4: Comprehensive Multi Modal Strategy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Please indicate your reasons for ranking the Most Preferred:

--

3. Additional Comments/Questions/Suggestions:

--

#1

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Tuesday, May 04, 2021 9:45:27 PM
Last Modified: Tuesday, May 04, 2021 9:56:15 PM
Time Spent: 00:10:47
IP Address: 69.196.128.167

Page 1

Q1

Please enter your name and contact information.

Name	[REDACTED]
Address	[REDACTED]
Address 2	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	2
Alternative 2: Improve County Roads and Develop Transit and TDM	4
Alternative 3: Improve County Roads and Develop Active Transportation	3
Alternative 4: Comprehensive Multi Modal Strategy	1

Q3

Please indicate your reasons for ranking the Most Preferred:

Active lifestyle, cycling year round, reclaiming rail trail for non motorized transportation methods, development of trail link partnerships with Bruce power, townships and private landowners to create an evolving cycle tourism industry

Q4

Additional Comments/Questions/Suggestions:

Bruce country is an area rich in land that is positioned perfectly for non motorized vehicle use to connect towns by bicycle and walking. Focusing on reclaiming and redeveloping these areas and entering into partnerships with Bruce power positions Bruce County to be a leader in developing a multi modal community that attracts and supports local business with bicycle tourism and provides for community residents to utilize alternative transportation methods that maintain a healthy lifestyle.

#2

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Wednesday, May 05, 2021 8:57:10 PM
Last Modified: Wednesday, May 05, 2021 9:03:35 PM
Time Spent: 00:06:24
IP Address: 68.69.154.198

Page 1

Q1

Please enter your name and contact information.

Name	██████████
Address	████████████████████
Address 2	N/A
City/Town	██████████
ZIP/Postal Code	██████████
Email Address	██
Phone Number	██████████

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	4
Alternative 2: Improve County Roads and Develop Transit and TDM	3
Alternative 3: Improve County Roads and Develop Active Transportation	1
Alternative 4: Comprehensive Multi Modal Strategy	2

Q3

Please indicate your reasons for ranking the Most Preferred:

I am a cyclist and a trail user.

Q4

Additional Comments/Questions/Suggestions:

It has become increasingly more difficult to find paved roads on which to ride my road bike. There are many active cyclists in this community.

#3

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Sunday, May 09, 2021 11:52:17 AM
Last Modified: Sunday, May 09, 2021 12:13:39 PM
Time Spent: 00:21:22
IP Address: 209.240.116.224

Page 1

Q1

Please enter your name and contact information.

Name	[REDACTED]
Address	[REDACTED]
Address 2	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	2
Alternative 2: Improve County Roads and Develop Transit and TDM	4
Alternative 3: Improve County Roads and Develop Active Transportation	1
Alternative 4: Comprehensive Multi Modal Strategy	3

Q3

Please indicate your reasons for ranking the Most Preferred:

I manage the saugeen rail trail which provides a linear park for active transportation through saugeen shores. Being connected to the Bruce county rail trail it provides an active use trail connecting magregor provincial park to port elgin and Southampton. I believe this active use model should be used throughout Bruce County.

Q4

Additional Comments/Questions/Suggestions:

A parallel trail model should be in place on the Bruce county rail trail to separate active and ATV users where possible. Current ATV use deteriorates the trail surface discouraging active users.

#4

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Wednesday, May 12, 2021 2:51:47 PM
Last Modified: Wednesday, May 12, 2021 3:00:11 PM
Time Spent: 00:08:24
IP Address: 216.183.155.1

Page 1

Q1

Please enter your name and contact information.

Name [REDACTED]
Address [REDACTED]
Address 2 [REDACTED]
City/Town [REDACTED]
ZIP/Postal Code [REDACTED]
Email Address [REDACTED]
Phone Number [REDACTED]

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	4
Alternative 2: Improve County Roads and Develop Transit and TDM	3
Alternative 3: Improve County Roads and Develop Active Transportation	2
Alternative 4: Comprehensive Multi Modal Strategy	1

Q3

Please indicate your reasons for ranking the Most Preferred:

A comprehensive solution is required. Alternative 4 would prove to be the most cost effective in the long term.

Q4

Additional Comments/Questions/Suggestions:

I am the acting chair for the Kincardine Area Seniors Advisory/Action committee and we are working on improving access to affordable public transportation within our area. We fully support this initiative and offer our assistance to move it forward.

#5

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Monday, May 17, 2021 1:45:57 PM
Last Modified: Monday, May 17, 2021 2:04:27 PM
Time Spent: 00:18:30
IP Address: 72.137.176.158

Page 1

Q1

Please enter your name and contact information.

Name	[REDACTED]
Address	[REDACTED]
Address 2	[REDACTED]
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	2
Alternative 2: Improve County Roads and Develop Transit and TDM	1
Alternative 3: Improve County Roads and Develop Active Transportation	3
Alternative 4: Comprehensive Multi Modal Strategy	4

Q3

Please indicate your reasons for ranking the Most Preferred:

Best combination of all

Q4

Additional Comments/Questions/Suggestions:

Transportation in Grey-Bruce is difficult. How can we bring together those already providing to make less confusing and easier to use?

#6

COMPLETE

Collector: Embedded Survey 2 (Website Survey)
Started: Wednesday, May 19, 2021 8:50:39 PM
Last Modified: Wednesday, May 19, 2021 9:07:52 PM
Time Spent: 00:17:12
IP Address: 99.250.156.89

Page 1

Q1

Please enter your name and contact information.

Name	[REDACTED]
Address	[REDACTED]
Address 2	N/A
City/Town	[REDACTED]
ZIP/Postal Code	[REDACTED]
Email Address	[REDACTED]
Phone Number	[REDACTED]

Q2

Based on the Alternative Solutions presented, please rank your preference: (1. least preferred to 4 most preferred)

Alternative 1: Improve County Roads and Support other Travel Modes	4
Alternative 2: Improve County Roads and Develop Transit and TDM	2
Alternative 3: Improve County Roads and Develop Active Transportation	3
Alternative 4: Comprehensive Multi Modal Strategy	1

Q3

Please indicate your reasons for ranking the Most Preferred:

I see three types of transit contexts in the County: intra-municipal (getting from apt. to library), inter-municipal (getting from home to work), and out of county (traveling to and from Bruce County). Each type of transit requires modes that make sense 1) for the need and 2) for the landscape.

Intra-municipal and inter-municipal transit needs can be satisfied by permitting ride-hailing services. With so many people coming from urban spaces, there is familiarity with ride hailing services such as Uber and Lyft. The benefit of starting with a ride hailing service like Uber is the data that you can use to then determine where van/bus routes address higher ridership.

For out of county transit, I see a real opportunity to hook into the GTR as well as a committed route to the Waterloo Region. The GTR connection facilitates greater movement between Grey and Bruce Counties, and provides a link to the Go Bus service in Orangeville. The four-county board has identified the Waterloo Region as where the highest number of Bruce County people immigrate to when leaving the County and where the most people emigrate from when moving to Bruce County. In addition, Waterloo Region will soon have two-way, all day Go Train service, has the light rail system running to the north end of town, is the closest major urban centre to most population centres in Bruce County, and is a primary economic region in Ontario. The growth of the Waterloo Region airport also supports a direct connection to the region.

Accessible transit should be a core consideration to any system developed to mitigate the need for multiple transit providers to operate in the same jurisdiction (should there be van or bus service).

Q4

Additional Comments/Questions/Suggestions:

It may be good to extend the call for feedback and do more targeted outreach to community members through facebook ads and lower-tier staff feedback roundtables (virtual).



Memo: Agency Consultation

Date: June 2, 2021 **Project No.:** 300051505.0000

Project Name: Bruce County Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Sylvia Waters, EA Technical Administrator

Reviewed By: Jennifer Vandermeer, Senior Environmental Coordinator

1.0 Project Contact List

A Project Contact List was developed during the initiation of the County of Bruce Master Transportation Plan to include Indigenous communities, provincial agencies, municipalities, conservation authority, utilities, local school boards, as well as public. The List was continually updated throughout consultation, as required. The most up-to-date version of the Project Contact List is provided in Attachment A.

2.0 Project Website

The County of Bruce maintains a project website located at the following URL:
www.brucecounty.on.ca/transportation-master-plan.

The website provides an overview of the Master Transportation Plan Study which will analyze the status and future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation). The purpose of this Study is to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses. Available on the website is contact information for the Project, and an overview of the Public Consultation to date, including a link to Project Public Notices.

The Project Public Notices page contains the initial Notice of Commencement (NOCm) and Public Information Centre #1 (PIC) and PIC #2, the corresponding presentation slides for the PICs, and the comment sheet provided.

3.0 Agency Consultation

All agencies were emailed (or mailed) the release NOCm and PIC #1, on August 18, 2020, followed by the Notice of PIC #2 on April 20, 2021. Table 1 summarizes the comments received from these agencies and the Study Team responses. Copies of correspondence with agencies is provided in Attachment B.

During the consultation period, one federal agency, Parks Canada was contacted with no response received. Twelve provincial agencies were contacted with only four responding with either acknowledgement of receipt of Notices, to be added to the Project Contact List or specific comments. In addition, Bruce Power and the Saugeen Valley Conservation Authority commented, see below.

Hydro One, expressed that there are existing high voltage Transmission facilities within the Study Area, however there is insufficient information to comment, at this time, and to keep agency informed.

The Ministry of Natural Resources and Forestry (MNRF), Midhurst (Bruce, Grey, Simcoe, Dufferin), requested to be kept informed, however, no specific comments were received.

The Ministry of Heritage, Sport, Tourism, Culture and Industry (MHSTCI), requested the status of technical cultural heritage resource studies, and would be also interested in learning more about the status of the County's Archaeological Management Plan and Cultural Plan. The County forwarded links to the information requested and explained that the intent is to use the information from the cultural and archeological plans/drafts and apply it the development of the Master Transportation Plan.

The Ministry of Transportation, Martin Leyten, requested to be added to Project Contact List, as MTO's one window contact.

Bruce Power sent a letter stating days and times of employee traffic, and their four top safety areas of concern (see Table 1 for details). The company also provides a daily bus service for its employees.

Saugeen Valley Conservation Authority (SVCA) would be interested in potential improvements to transportation infrastructure that may require SVCA review and approval .

Table 1: Agency Comments and Responses

Agency	Comment Received	Study Team Response
Hydro One	<p>200828_Email, preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time, we do not have sufficient information to comment. Please keep us informed, this response does not constitute approval for your plans. In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses. should the project result in a Hydro One station expansion or transmission line replacement and/or relocation, an EA will be required. If possible at this stage, please formally confirm that Hydro One infrastructure and associated ROW will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above. In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the <i>Ontario Health & Safety Act</i> for the respective line voltage.</p>	<p>200818_Email from Burnside with NOCm-PIC. 210420_Email from Burnside with PIC #2 Notice.</p>

Agency	Comment Received	Study Team Response
	210513_Email, Hydro One has existing high voltage Transmission facilities within your Study Area.	
Ministry of Natural Resources and Forestry	200818_Email from Ken Mott, requesting that MNRF would like to continue to be circulated on the progress of the Project.	200818_Email from Burnside with NOCm-PIC. 210420_Email from Burnside with PIC #2 Notice.
Ministry of Heritage, Sport, Tourism and Culture Industries	210505_Email, MHSTCI acknowledged receipt. 210503_Email, MHSTCI acknowledged receipt of PIC #2 Notice, and requested the status of technical cultural heritage resource studies. MHSTCI is also interested in learning more about the status of the County's Archaeological Management Plan and Cultural Plan.	210505_Email from the County with links to both documents, explaining that the intent is to use the information from the cultural and archeological plans/drafts and apply it the development of the Master Transportation Plan.
Ministry of Transportation Western Regional Office	200831_Email from Martin Leyten, requesting to be added to Project Contact List, as MTO's one window contact.	200831_Email from Burnside, contact information will be added to the Project Contact List to be kept informed of project progress. 210420_Email from Burnside with PIC #2 Notice.
Grey County	200902_Email with letter from Stephanie Lacey-Avon, noting that currently, staff in both the planning department and transportation department have no comments or concerns. It was requested that Grey County be maintained on the Project Contact List. It was noted that the County's Official Plan Section 8.2	

Agency	Comment Received	Study Team Response
	(General Transportation Policies) may be of interest for review.	
Municipality of Arran-Elderslie	<p>201209_Email, received with comments pertaining to Bruce County roads and roadways within Arran-Elderslie, with attached map. Concession 6 Arran-Elderslie, joins Grey County Road 16 and Bruce County Road 10/Bruce Road 17. This appears to be a main direct route connecting roadway for moving Hwy 10 traffic route to Saugeen Shores. This 2.6 km of roadway in Arran-Elderslie is maintained by a lower tier municipality. Concession4 Elderslie is similar to Concession 6 Arran. This municipal road connects the Grey Bruce Line with Bruce County Road 11 headed to Paisley. Bruce County Road 3 is a main artery road through the Village of Paisley. There is no easy or distinct by-pass around Paisley. Paisley residents are concerned for Village pedestrians with present traffic volumes and speeds on Bruce Road 3 or Queen Street. Consultation maybe should take place with Bruce County Planning. There is development taking place on both south corners of the intersection east and west.</p>	<p>201204_Email from Burnside, requesting attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies and any other related issues relevant for MTP.</p> <p>210420_Email from Burnside with PIC #2 Notice.</p>
Town of Saugeen Shores	<p>200928_SurveyMonkey, Q2 -Public transportation, road safety, supply of goods peak versus non-peak times; Q3 - Yes - for health, reduce greenhouse gases, ease congestion in urban areas; Q4 - No,</p>	<p>200818_Email from Burnside with NOCm-PIC.</p> <p>201204_Email from Burnside, requesting attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on</p>

Agency	Comment Received	Study Team Response
	because have vehicle; Q5 - Never, can walk to where I need to go; Q6 - Traffic safety improvements, Speed management, Transit service; Q7 - Safety - BR3 and Hwy 21 and BR13 and Hwy 21 are dangerous in the view of Saugeen Shores Residents.	alternative strategies and any other related issues relevant for MTP. 210420_Email from Burnside with PIC #2 Notice.
Town of South Bruce Peninsula	200819_Email from Lara Widdifield, requesting to be added to Project Contact List.	200824_Email from Burnside, thanking the Town for reaching out; look forward to discussing Study. 201204_Email from Burnside, requesting attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies and any other related issues relevant for MTP. 210420_Email from Burnside with PIC #2 Notice.
Town of South Bruce Peninsula	200819_Email from Angie Cathrae, noting that the Notice has been forwarded to Council and staff.	200818_Email from Burnside with NOCm-PIC. 210420_Email from Burnside with PIC #2 Notice.
Bruce Power	201030_Email with attached letter from Kathryn Freimanis, requesting to be added to Project Contact List. Letter states days and times of employee traffic, four top safety areas of concern: 1) traffic back up on County Rd 20; 2) backing up of traffic at County Rd 20 and Hwy 21; 3) back up of traffic on County Rd 23 at Conc. 2; 4) speed along County Rd 23. Load requirements for deliveries. Other interests: cyclist safety, winter weather, bus service, speeding, carpooling, electric	200818_Email from Burnside with NOCm-PIC 200820_Email from Burnside, see attached NOCm/ PIC, Burnside is gathering info. on the existing transp. facilities/ network and forecasted transp. needs. Requesting the transportation-related info. pertaining to the Bruce operations: details of shuttle program—routes, frequency, ridership, cost for riders, cost for Bruce; any other transp. related programs admin. by Bruce for employees (e.g., ride-share).

Agency	Comment Received	Study Team Response
	<p>vehicles & infrastructure. 210904_Email from K. Freimanis, Bruce does offer employee bussing as well as encourage ride sharing (pre COVID). 210909_Email, Bruce Power provides a daily bus service for its employees, specific details were attached.</p>	<p>201030_Email from Burnside, Thanks, anticipate discussion in coming weeks and months. 210420_Email from SLW with PIC#2 210820_Email from Burnside, Burnside is gathering information on the existing transportation facilities/ network and forecasted transportation needs. 210904_Email from Burnside, asking whether service is exclusive to Bruce Power or whether it is a shared service with other commercial/ industrial development in the area.</p>
<p>Saugeen Valley Conservation Authority</p>	<p>201005_Email from Brandi Walter, SVCA would be interested in potential improvements to transportation infrastructure that may require SVCA review and approval (ON Reg. 169/06 (SVCA’s Development, Interference with Wetlands & Alterations to Shorelines and Watercourses Regulation)) made under the <i>Conservation Authorities Act</i>, as amended.</p>	<p>201005_Email from Burnside, thanks for input. 210420_Email from Burnside with PIC #2 Notice.</p>
<p>Grey-Bruce Health Unit</p>	<p>200818_Email, from Public Health Unit to Jason Weppler 200930_Email from Jennifer Kehoe, thanks for opportunity to comment. Attached feedback, with supporting documents.</p>	<p>200818_Email from Burnside with NOCm-PIC. 200930_Email from Burnside, thanks for input and information provided.</p>

4.0 Area Municipality Consultation

In addition to contacting adjacent Upper Tier Municipalities, eight surrounding area municipalities were contacted and sent Notices. Municipalities contact were: Municipality of Arran-Elderslie, Municipality of Brockton, Municipality of Kincardine, Municipality of Northern Bruce Peninsula, Municipality of South Bruce, Town of Saugeen Shores, Town of South Bruce Peninsula and Township of Huron-Kinloss.

Table 1 includes comments from several area municipalities, Grey County, Municipality of Arran-Elderslie, Town of Saugeen Shores, and Town of South Bruce Peninsula. Comments consisted of specifics of transportation and roads in their area, requesting to be added to Project Contact List and completion of a Survey Monkey.

The Study Team met with representatives from the eight area municipalities in Bruce County in December 2020 and April 2021 to provide updates on the status of the Study and receive input from area municipalities on issues or concerns relevant to their jurisdictions. Copies of the minutes of meeting are provided in Attachment C for reference. Generally, the area municipalities showed full support of the County's MTP and provided some area context comments that were considered by the Study Team.

R.J. Burnside & Associates Limited



for Sylvia Waters
EA Technical Administrator
SLW:slw

Enclosure(s) Attachment A – Project Contact List
 Attachment B – Agency Correspondence Record
 Attachment C – Area Municipality Meeting Minutes

Other than by the addressee, copying or distribution of this document, in whole or in part, is not permitted without the express written consent of R.J. Burnside & Associates Limited.

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CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Parks Canada+B5:L6L6B5:O6B5: N6L6BB5:O6										pc.bruce-fathomfive.pc@canada.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Infrastructure Ontario	Ms.	Lisa	Myslicki	Environmental Specialist	1 Dundas Street, West, Suite 2000		Toronto	ON	M5G 1Z3	lisa.myslicki@infrastructureontario.ca	416-557-3116	200818_Email from L. Myslicki, out of the office from August 13 - 20, 2020.	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Hydro One Networks Inc.										SecondaryLandUse@HydroOne.com		210513_Email, Hydro One has existing high voltage Transmission facilities within your study area. 200828_Email, preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time we do not have sufficient information to comment, Pls. keep us informed.this response does not constitute approval for your plans. In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses. should the project result in a Hydro One station expansion or transmission line replacement and/or relocation, an EA will be required. If possible at this stage, please formally confirm that Hydro One infrastructure and associated ROW will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario H & S Act for the respective line voltage.	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of Agriculture, Food and Rural Affairs	Ms.	Carolyn	Hamilton	Director, Rural Programs Branch	Ontario Government Building 1 Stone Road West	4th Floor NW	Guelph	ON	N1G 4Y2	carolyn.hamilton@ontario.ca	519-826-3419		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of Economic Development and Growth	Mr.	Damian	Dupuy	Manager, Cabinet Office Liaison and Policy Support Unit	900 Bay Street	6th Floor, Hearst Block	Toronto	ON	M7A 2E1	damian.dupuy@ontario.ca	416-326-0938		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of Municipal Affairs and Housing Western Municipal Service Office	Mr.	Erick	Boyd	Manager Community Planning and Development	Exeter Road Complex 659 Exeter Road	2nd Floor	London	ON	N6E 1L3	erick.boyd@ontario.ca	519-873-4033		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of Natural Resources and Forestry - Midhurst (Bruce, Grey, Simcoe, Dufferin)	Mr.	Ken	Mott	District Planner	2284 Nursery Road		Midhurst	ON	L9X 1N8	ken.mott@ontario.ca	705-725-7546	200818_Email from K. Mott, MNRF would like to continue to be circulated. Pls. use contact info. (Ken.Mott@Ontario.ca)	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of the Environment, Conservation and Parks, South West Region		Mark	Badali	Environmental Resource Planner & EA Coordinator	135 St Clair Ave W.	8th Floor	Toronto	ON	M4V 1P5	mark.badali1@ontario.ca			210422_Email from SLW with PIC#2
Ministry of the Environment, Conservation and Parks - Southwestern Region		Barb	Slattery							barbara.slattery@ontario.ca		210420_Email, retired as of March 31, 2021. 200824_Email, Ack. Ltr., Thanks for info., look forward to future consultation. It is expected that the County will address the following: climate change adaptation and mitigation; source water protection; SAR. Aboriginal consultation specifically SON (Saugeen FN & Chippewas of Nawash Unceded FN); Great Lakes Metis, MNO Lands & Resources Dept; & Historic Saugeen Metis.	210420_Email from SLW with PIC#2
Ministry of the Environment, Conservation and Parks - Southwestern Region										eanotification.swregion@ontario.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC and Project Form.

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CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Ministry of the Environment, Conservation and Parks Environmental Assessment and Permissions Branch										MEA.NOTICES.EAAB@ontario.ca			
Ministry of Tourism, Culture & Sport Culture Division Programs and Services Branch, Heritage Planning Unit		Joseph	Harvey	Heritage Planner (Acting)						joseph.harvey@ontario.ca		210505_Email, MHSTCI acknowledged receipt. 210503_Email, MHSTCI appreciate PIC notice. Please provide status of technical cultural heritage resource studies. MHSTCI is also interested in learning more about the current status of the counties archaeological management plan and cultural Plan.	210505_Email from County with links to both documents, explaining that the intent is to use the information from the cultural and archeological plans/drafts and apply it the development of the Master Transportation Plan.
Ministry of Tourism, Culture & Sport Culture Division Programs and Services Branch, Heritage Planning Unit	Ms.	Karla	Barboza	Team Lead, Heritage (Acting)	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7	karla.barboza@ontario.ca	416-314-7120		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ministry of Transportation Western Regional Office		Martin	Leyten	Corridor Management Planner	659 Exeter Road	Exeter Road Complex 4th Flr	London	ON	N6E 1L3	Martin.leyten@ontario.ca		200831_Email from M. Leyten, Pls. add to Project Contact List, as MTO's one window contact.	210420_Email from SLW with PIC#2 200831_Email Burnside, You will be added to the Project Contact List & be kept informed of project progress.
Ministry of Transportation Western Regional Office		Jasan	Boparai	Manager (Acting), Engineering Office	659 Exeter Road	Exeter Road Complex 4th Flr	London	ON	N6E 1L3	jasan.boparai@ontario.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Niagara Escarpment Commission	Ms.	Judy	Rhodes-Munk	Senior Planner	1450 7th Avenue		Owen Sound	ON	N4K 2Z1	judy.rhodes-munk@ontario.ca	519-371-1014		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ontario Power Generation	Ms.	Susan	Rapin	Director, Environment Services	700 University Avenue		Toronto	ON	M5G 1X6	susan.rapin@opg.com	416-592-6399		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Ontario Provincial Police Operations Policy and Strategic Planning Bureau	Ms.	Paula	Brown		777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3				

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CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Grey County	Ms.	Stephanie	Lacey-Avon	Planner						stephanie.lacey-avon@grey.ca		200902_Email (Letter) from S. Lacey-Avon. Currently, staff in both the planning dept. & transp. dept. have no comments or concerns. Pls. keep on Project Contact List. Generally, the County's OP section 8.2 (General Transp. Policies) may be of interest for review.	
Grey County	Ms.	Heather	Morrison	County Clerk	595 9th Ave East		Owen Sound	ON	N4K 3E3	heather.morrison@grey.ca	519-372-0219 ext.1376		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Huron County	Ms.	Susan	Cronin	County Clerk	1 Courthouse Square		Goderich	ON	N7A 1M2	huronadmin@huroncounty.ca	519.524.8394		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of Arran-Elderslie	Ms.	Christine	Fraser-McDonald	Acting Clerk	1925 Bruce Road 10	P.O. Box 70	Chelsey	ON	N0G 1L0	clerk@arran-elderslie.ca	519-363-3039 ext 101		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of Arran-Elderslie		Scott	McLeod							works@arran-elderslie.ca		201209_Email, comments pertaining to Bruce County Roads and roadways within Arran-Elderslie, with attached map. Conc.6 Arran, joins Grey County Road 16 and Bruce County Road 10/Bruce Rd 17. This appears to be a main direct route connecting roadway for moving Hwy 10 traffic route to Saugeen Shores. This 2.6 km of roadway in Arran-Elderslie is maintained by a lower tier municipality. Conc.4 Elderslie is similar to Conc. 6 Arran. This Municipal road connects the Grey Bruce Line with Bruce County Road 11 headed to Paisley. Bruce County Road 3 is a main artery road through the Village of Paisley. There is no easy or distinct by-pass around Paisley. Paisley residents are concerned for Village pedestrians with present traffic volumes and speeds on Bruce Road 3 or Queen Street. Consultation maybe should take place with Bruce County Planning. There is development taking place on both south corners of the intersection east and west.	210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.
Municipality of Brockton	Ms.	Fiona	Hamilton	Clerk	100 Scott Street	P.O. Box 68	Walkerton	ON	N0G 2V0	fhamilton@brockton.ca	519-881-2223 Ext. 124		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of Brockton		Gregory	Furtney							gfurtney@brockton.ca		210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.	
Municipality of Kincardine	Ms.	Donna	MacDougall	Clerk	1475 Concession 5	RR#5	Kincardine	ON	N2Z 2X6	clerk@kincardine.ca	519-396-3468 ext. 7112		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of Kincardine		Adam	Weishar							aweishar@kincardine.ca		210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.	
Municipality of Northern Bruce Peninsula	Ms.	Mary Lynn	Standen	Clerk	56 Lindsay Road 5		Lion's Head	ON	N0H 1W0	clerk@northernbruce.ca	(519) 793-3522 x229	200818_Email from ML Standen, For immediate assistance, pls. contact CAO, Peggy Van Mierlo-West at cao@northernbruce.ca	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of Northern Bruce Peninsula										pwmanager@northernbruce.ca		210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.	
Municipality of South Bruce	Ms.	Leanna	Martin	CAO / Clerk	21 Gordon St E	P.O. Box 540	Teeswater	ON	NOG 2S0	clerk@southbruce.ca	519-392-6623		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Municipality of South Bruce										operationsmanager@southbruce.ca		210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.	
Town of Saugeen Shores	Ms.	Amanda	Froese	Director, Infrastructure and Development Services	600 Tomlinson Drive	P.O. Box 820	Port Elgin	ON	N0H 2C0	amanda.froese@saugeenshores.ca	519-823-2008 x119	200928_SurveyMonkey, Q2 -Public transportation, road safety, supply of goods peak versus non-peak times; Q3 - Yes - for health, reduce greenhouse gases, ease congestion in urban areas; Q4 - No, because have vehicle; Q5 - Never, can walk to where I need to go; Q6 - Traffic safety improvements, Speed management, Transit service; Q7 - Safety - BR3 and Hwy 21 and BR13 and Hwy 21 are dangerous in the view of Saugeen Shores Residents.	210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP. 200818_Email from SLW with NOCm-PIC
Town of Saugeen Shores	Ms.	Linda	White	Clerk	600 Tomlinson Drive	P.O. Box 820	Port Elgin	ON	N0H 2C0	linda.white@saugeenshores.ca	519-832-2008 x104		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC

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CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Town of South Bruce Peninsula	Ms.	Lara	Widdifield	Director of Public Works	315 George Street	P.O. Box 310	Wiaraton	ON	N0H 2T0	lara.widdifield@southbrucepeninsula.com		200819_Email from L. Widdifield, Pls. add to Project Contact List	210420_Email from SLW with PIC#2 201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP. 200824_Email from Burnside, Thanks reaching out; look forward to discussing study.
Town of South Bruce Peninsula	Ms.	Angie	Cathrae	Clerk	315 George Street	P.O. Box 310	Wiaraton	ON	N0H 2T0	Angie.Cathrae@southbrucepeninsula.com	519-534-1400 ext. 122	200819_Email from A. Cathrae, notice has been forwarded to Council and staff.	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Township of Huron-Kinloss	Ms.	Emily	Dance	Clerk	21 Queen Street	P.O. Box 130	Ripley	ON	N0G 2R0	edance@huronkinloss.com	519-395-3735 x123		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Township of Huron-Kinloss	Mr.	John	Yungblut							jyungblut@huronkinloss.com			210420_Email from SLW with PIC#2201204_Email from Burnside, Request attendance at one of two meetings scheduled for this upcoming week, to seek municipal input on alternative strategies & any other related issues relevant for MTP.
Wellington County	Ms.	Donna	Bryce	County Clerk	74 Woolwich St.		Guelph	ON	N1H 3T9	donnab@wellington.ca	519.837.2600 x 2520		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Bruce Power	Ms.	Kathryn	Freimanis		177 Tie Road, RR#2	P.O. Box 1540	Tiverton	ON	N0G 2T0	Kathryn.Freimanis@brucepower.com		210909_Email, Bruce Power provides a daily bus service for its employees, specific details were attached. 210904_Email from K. Freimanis, Bruce does offer employee bussing as well as encourage ride sharing (pre COVID). 201030_Email from K. Freimanis, Pls. see Ltr., add to Project Contact List. Ltr. Stated days & times of employee traffic, four top safety areas of concern: 1) traffic back up on Cnty Rd 20; 2) backing up of traffic at Cnty Rd 20 & Hwy 21; 3) back up of traffic on Cnty Rd 23 at Conc. 2; 4) speed along Cnty Rd 23. Load requirements for deliveries. Other interests: cyclist safety, winter weather, bus service, speeding, carpooling, electric vehicles & infrastructure.	210904_Email from Burnside, is service exclusive to Bruce Power or whether it is a shared service with other commercial/ industrial development in the area. 210820_Email from Burnside, gathering information on the existing transportation facilities/network and forecasted transportation needs. 210420_Email from SLW with PIC#2 201030_Email from Burnside, Thanks, anticipate discussion in coming weeks & months. 200820_Email from Burnside, See attach. NOCm/ PIC, Burnside is gathering info. on the existing transp. facilities/ network & forecasted transp. needs. Requesting the transp-related info. pertaining to the Bruce operations: details of shuttle program-routes, frequency, ridership, cost for riders.
Bruce Telecom (BMTS)					3145 Highway 21	P.O. Box 80	Tiverton	ON	N0G 2T0	admin@bruce telecom.com	519-368-2000		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Eastlink	Mr.	Dan	Oswald		77 Main Street		Lion's Head	ON	N0H 1W0	dan.oswald@corp.eastlink.ca	519-793-3111	200818_Email from D. Oswald, travelling in Central ON, today, will respond as soon as possible.	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Enbridge Gas Distribution Inc.	Mr.	Vince	Cina	Supervisor, Planning and Design	500 Consumers Road		North York	ON	M2J 1P8	vince.cina@enbridge.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Enbridge Pipelines Inc.	Ms.	Ann	Newman	Crossing Co-ordinator	1086 Modeland Road.	Building 1050, 1st Floor	Sarnia	ON	N7S 6L2	ann.newman@enbridge.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Enbridge Pipelines Inc.										notifications@enbridge.com ;		210422_Email Please replace est.reg.crossing@enbridge.com with notifications@enbridge.com	
Enbridge Pipelines Inc.				Lands & ROW Administrator - Crossings, Eastern Region	Western Research Park	1086 Modeland Road, Bldg. 1050 1st Floor	Sarnia	ON	N7S 6L2	est.reg.crossing@enbridge.com	519-333-6753		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Rogers Cable	Mr.	Tony	Dominguez		1 Sperling Drive		Barrie	ON	L4M 6B8	tony.dominguez@rci.rogers.com	705-737-4660 ext. 6923		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Bell Access Network	Mr.	Nicholas	Kellar		870-4th Avenue East		Owen Sound	ON	N4K 2N7	nicholas.kellar@bell.ca	519-371-545-		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC

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CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Trans Canada Corporation MHBC Planning, Urban Design & Landscape Architecture	Ms.	Darlene	Presley	Planning Co-ordinator, EA contact	442 Brant Street, Suite 204		Burlington	ON	L7R 2G4	dpresley@mhbcplan.com	905-639-8686 ext. 229 Cell: 705-627-2302		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Trans-Northern Pipelines Inc.		Cliff	Lee		45 Vogell Road	Suite 310	Richmond Hill	ON	L4B 3P6	cllee@tnpi.ca			210420_Email from SLW with PIC#2 200819_Email from SLW with NOCm-PIC forwarded following email bounce of S. Korpala and search that S. Korpala was replaced by C. Lee.
Trans-Northern Pipelines Inc.	Mr.	Satish	Korpala	Coordinator, Crossings and Facilities	45 Vogell Road	Suite 310	Richmond Hill	ON	L4B 3P6	skorpala@tnpi.ca (failed)	905-770-3353 ext. 211	200818_Email failed, thus was mailed	200818_Email from SLW with NOCm-PIC
Union Gas Limited	Mr.	Kevin	Schimus		603 Krumpf Drive	P.O. Box 80	Waterloo	ON	N2J 4A4	Kevin.Schimus@enbridge.com	519-377-0214		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Union Gas Limited	Mr.	Kevin	Schimus	Hamilton District Engineering EIT II	918 S Service Rd		Stoney Creek	ON	L8E 5M4	YAhmed@uniongas.com	289-649-2060; Cell: 905-906-9311		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Grey Sauble Conservation Authority	Mr.	Andy	Sorensen	Environmental Planning Coordinator	R.R # 4	237897 Inglis Falls Road	Owen Sound	ON	N4K 5N6	a.sorensen@greysauble.on.ca	519 376-3076 ext. 227		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Saugeen Valley Conservation Authority		Brandi	Walter	Environmental Planning Coordinator	R.R # 4	237897 Inglis Falls Road	Owen Sound	ON	N4K 5N6	b.walter@svca.on.ca		201005_Email from B. Walter, SVCA would be interested in potential improvements to transportation infrastructure that may require SVCA review & approval(ON Reg. 169/06 (SVCA's Development, Interference with Wetlands & Alterations to Shorelines & Watercourses Regulation) made under the Conservation Authorities Act, as amended.	210420_Email from SLW with PIC#2 201005_Email from Burnside, Thanks for input.
Saugeen Valley Conservation Authority	Mr.	Erik	Dowling	Manager, Environmental Planning & Reg.	1078 Bruce Road 2	P.O. Box 150	Formosa	ON	N0G 1W0	e.downing@svca.on.ca	519-367-3040 ext. 241	200818_Email bounced back as was incorrect, email was recent with corrected email address.	210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Grey Bruce Health Unit		Jason	Weppler	Health Promoter						J.Weppler@publichealthgreybruce.on.ca		200818_Email from J. Weppler, I will act as the primary contact, pls. send future corresp. directly to this email.	210420_Email from SLW with PIC#2 200818_Email from SLW, will ensure further corresp. is sent directly to you.
Grey-Bruce Health Unit		Jennifer	Kehoe	Public Health Inspector						J.Kehoe@publichealthgreybruce.on.ca; publichealth@publichealthgreybruce.on.ca	519-376-9420	200930_Email from J. Kehoe, Thanks for opportunity to comment. Pls. see attached feedback, with supporting documents. 200818_Email, from Public Health Unit to Jason Weppler (J.Weppler@publichealthgreybruce.on.ca)	200930_Email Burnside, Thanks for input & info. provided. 200818_Email from SLW with NOCm-PIC
Bluewater District School Board					351 1st Avenue North	P.O. Box 190	Chelsey	ON	N0G 1L0	communications@bwdsb.on.ca	519-3636-2014		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Bruce-Grey Catholic District School Board	Mr.	Brian	Hayman	Supervisor of Transportation	799 16th Avenue		Hanover	ON	N4N 3A1	bruce_grey@bgcdsb.org	519-364-5820		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
7Acres	Mr.	Daniel	Piggott										200820_Email from Burnside, See attach. NOCm/ PIC, Burnside is gathering info. on the existing transp. facilities/ network & forecasted transp. needs. We are requesting the
Barrow Bay Property Owners' Association	Mr.	Craig	Dawson	President						cdawson50@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Bruce Peninsula Environmental Group	Mr.	Rod	Layman	Chair	P.O. BOX 1072		Lion's Head	ON					
Tobermory Chamber of Commerce Visitor Information Centre					7420 Highway 6	P.O. Box 250	Tobermory	ON	N0H 2R0	info@tobermory.org			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC; As per email from Bruce Peninsula Tourist Association.

LEGEND

SEND BY EMAIL

DO NOT SEND FURTHER CORRESPONDENCE

CONTACT INFORMATION NEEDED

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Bruce Peninsula Tourist Association					2928 Hwy#6		Lion's Head	ON		info@brucepeninsula.org	519-793-4734	200818_Email, Pls. use contact below for Tourism Information. Tobermory Chamber of Commerce Visitor Information Centre, 7420 Highway 6 P.O. Box 250 Tobermory, Ontario, N0H 2R0, Phone: 519-596-2452 Email: info@tobermory.org	200818_Email from SLW with NOCm-PIC
Chesley Lake Cottage Association										chesleylakeinfo@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Federation of Ontario Cottagers' Associations					#201-159 King Street		Peterborough	ON	K9J 2R8	info@foca.on.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Gould Lake Ratepayers' Association										slaberge3@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Mallory Beach Ratepayers Association Inc.					646 Mallory Beach Road	RR#5	Warton	ON	N0H 2T0				
Miller Lake Community Group	Ms.	Anna	Pellizzari	President						annapellizzari@cogeco.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Pike Bay Community Association										pikebay.ontario@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Point Clark Beach Association	Mr.	Robert	Foster	President		RR#1	Kincardine	ON	N2Z 2X3				
Port Elgin and Saugeen Township Beachers' Organization	Mr.	Greg	Schmalz	President						manager@beachers.org			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Southampton Residents' Association										contact@southamptonontario.org		200818_Email failed	200818_Email from SLW with NOCm-PIC
St. Edmunds Property Owners, Inc.	Mr.	David	Almack	President	P.O. Box 152		Tobermory	ON	N0H 2R0				
The Bruce Peninsula Biosphere Association	Ms.	Elizabeth	Thorn	Chair	16 Brock Street	P.O. Box 3	Tobermory	ON	N0H 2R0		(519) 377-5166		
Port Elgin BIA		Jordan	MacKinnon	Coordinator						portelginbia@gmail.com	519-385-0807		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Warton and District Chamber of Commerce	Ms.	Jessica	Berg							info@wartonchamber.ca			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Walkerton BIA					101 Durham Street	P.O. Box 1344	Walkerton	ON	N0G 2V0	info@walkertonbia.ca	519-881-3413		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Central Huron BIA		Sandy	Garnet	Chair	23 Albert Street		Clinton	ON	N0M1L0	clinton.centralhuronbia@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Kincardine BIA	Ms.	Tonya	Adams	Chair						downtownkincardine@gmail.com	519-955-0547		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Southampton BIA	Mr.	Dave	Rudell	Chair	2-201 High Street	Town Hall	Southampton	ON	N0H 2H0	southamptonBIA@gmail.com			210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
South Amberley Beach Cottage Association													
Little Pike Bay Resident Association	Mr.	Ralph	Jell										
Bruce Beach Cottagers Association													
MacGregor Point Cottagers' Association													

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcpplan.com; skorpal@tnpi.ca; Kevin.Schimus@enbridge.com; YAhmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: cdawson50@gmail.com; info@brucepeninsula.org; cheslelakeinfo@gmail.com; info@foca.on.ca; slaberge3@gmail.com; annapellizzari@cogeco.ca; pikebay.ontario@gmail.com; manager@beachers.org; contact@southamptonontario.org; portelginbia@gmail.com; info@wiartonchamber.ca; info@walkertonbia.ca; clinton.centralhuronbia@gmail.com; downtownkincardine@gmail.com; southamptonBIA@gmail.com
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Interest Groups-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

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Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
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Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 11:02 AM
To: eanotification.swregion@ontario.ca
Cc: Avid Banihashemi; Miguel Pelletier; Ray Bacquie
Subject: 51505-County of Bruce, MCEA Master Plan, Transportation Master Plan, County of Bruce
Attachments: 51505-EA ProjectInfoForm.xlsx; 051505-NOCm PIC1-Final.pdf

Please find attached the EA Project Information Form and Notice of Commencement and Public Information Centre for the County of Bruce, MCEA Master Plan, Transportation Master Plan For County of Bruce.

What to do:

Step 1: Look for the type of EA project in column B that applies to you.

Step 2: Complete columns C to J for that project.

Step 3: Send this form in Excel format to the MECP regional office email address where the project is located.

MECP regional office email addresses are listed at www.ontario.ca/page/preparing-environmental-assessments

	Class EA/Streamlined EA	Proponent Name	Proponent Contact	Project Name	Project Schedule	Project Type	Project Location	MOECC Region	Project Initiation Date
1	CO - Remedial flood and erosion control projects								
2	GO Transit - Class EA								
3	Hydro One - Minor transmission facilities								
4	MEA - Class EA for municipal infrastructure projects	County of Bruce	Miguel Pelletier, P. Eng. Director, Transp. & Enviro. Services Bruce County 30 Park St. Walkerton, ON N0G 2V0 Tel: 519-881-2400 mpelletier@brucecounty.on.ca	County of Bruce, Transportation Master Plan	Master plan	Master plan	Bruce, County of	Southwestern	August 18 2020
5	Ministry of Infrastructure - Public work								
6	MNDM - Activities of the Ministry of Northern Development and Mines under the Mining Act								
7	MNRF - Provincial parks and conservation								
8	MNRF - Resource stewardship and facility								
9	MTO - Provincial transportation facilities								
10	O. Reg. 101/07 - Waste management projects								
11	O. Reg. 116/01 - Electricity projects								
12	OWA - Waterpower projects								

Enter the proponent's name and email address of the person who the MECP should contact about your project. This should be the same contact person who is listed on the notice.

Enter the project name as it appears on the notice.

Select the project schedule from the drop-down menu.

Select the project type from the drop-down menu.

Select the name of the municipality or unorganized/unsurveyed area where your project is located from the drop-down menu.

Select the MOECC region from the drop-down menu. Read the "MECP regions" worksheet to find the MECP region where your project is located.

Enter the date that the streamlined EA process was initiated (e.g. notice of commencement). This date may be when the project notice was first published.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, August 24, 2020 7:29 PM
To: Slattery, Barbara (MECP)
Cc: Jennifer Vandermeer; Sylvia Waters
Subject: FW: Bruce County Master Transportation Plan - Acknowledgement letter
Attachments: A Proponent's Introduction to the Delegated Aspects of Consultation with....pdf; Bruce County Master Transportation Plan Acklet.docx

Hello Barb,

Thank you for this information. We look forward to future consultation on this project.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Monday, August 24, 2020 11:20 AM
To: mpelletier@brucecounty.ca; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: Bruce County Master Transportation Plan - Acknowledgement letter

With best regards,

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.



August 24, 2020

Mr. M. Pelletier
Bruce County

Mr. R. Bacquie
R. J. Burnside and Associates

Dear Messrs Pelletier and Bacquie:

**Re: Response to Notice of Commencement
Bruce County Master Transportation Plan**

This letter acknowledges MECP receipt of the above-noted Notice. It is understood that the County has initiated a master planning process as provided for by the MEA Class EA to determine required transportation improvements for the County to implement to meet present and future transportation requirements.

It is expected that as part of the master planning exercises, the County will address the following:

- How will climate change adaptation and mitigation be addressed in both the master planning exercise and any subsequent project specific EAs that will be undertaken?

The ministry has released a guidance document to support proponents in including climate change in environmental assessments. The guide can be accessed from this link: <https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process> The 2015 amended MEA Class EA also speaks to this in Appendix 2, page 2-7.

- How will the master planning exercise and subsequent project specific EAs address source water protection within the County?
- Species at Risk considerations can sometimes be addressed at the master planning stage and lead to efficiencies should authorizations/permits be required for the implementation of specific projects. You are encouraged to contact SARSOntario@ontario.ca and provide a full description of the master planning process to obtain input.

Aboriginal Consultation

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before the County may proceed with this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of consultation to project proponents while retaining oversight of the process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under section 35 of Canada's *Constitution Act 1982*. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to you through this letter**. The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment you are required to consult with the following communities who have been identified as potentially affected by your proposed project.

- Saugeen Ojibway Nation (Saugeen First Nation and Chippewas of Nawash Unceded First Nation)
- Great Lakes Metis, with Notice to be sent to the Metis Nation of Ontario Lands and Resources Dept; and
- Historic Saugeen Metis

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario Environmental Assessment Process" which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

You must contact the Director of Environmental Approvals and Permissions Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Assessment and Permissions Branch can be notified by email with the subject line "Potential Duty to Consult" to the address provided below:

Email:	enviropermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

As you are likely aware, Royal Assent was given on July 22nd to Bill 197 which made changes to the provincial Environmental Assessment process. Proponents are still required to submit a Notice of Completion providing a minimum 30-day period during which documentation may be

reviewed and comment and input can be submitted to the Proponent.

Now however, the Notice of Completion is to advise that outstanding concerns with any specific projects that the Master Plan completes the EA process for are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding **potential adverse impacts to constitutionally protected Aboriginal and treaty rights**, Part II Order requests on those matters should be addressed in writing to:

Minister Jeff Yurek
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
ClassEanotices@ontario.ca

Please note that the County cannot proceed with any of the Schedule "B" projects that Master Plan identifies until at least 30 days after the end of the comment period provided for in the Notice of Completion.

Further, the County may not proceed after this time if:

- a Part II Order request has been submitted to the ministry regarding **potential adverse impacts to constitutionally protected Aboriginal and treaty rights**, or
- the Director has issued a Notice of Proposed Order regarding the project.

If other concerns with the Master Plan and/or EA process are made known to the minister, or determined following a review of the document, the Ministry reserves the right to issue an order on his or her own initiative within a specified time period. Within the 30 days following the Notice of Completion, the Director would first issue a Notice of Proposed Order to the Township if the Minister is considering an order for the project. At this time, the Director may request additional information from the County. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

This concludes our comments. Please continue to provide all Notices using the new email address: eanotification.swregion@ontario.ca Should you have any questions or require clarification, please contact me either at (365) 366-8185 or at Barbara.slattery@ontario.ca

With best regards,



EA/Planning Coordinator
Encl.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;

- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Sylvia Waters

From: info@brucepeninsula.org
Sent: Tuesday, August 18, 2020 8:57 AM
To: Sylvia Waters
Subject: Email account no longer monitored

The Bruce Peninsula Tourist Association is no longer in operation.
This email is no longer being monitored.
Please use the contacts below for for Tourism Information.
Tobermory Chamber of Commerce
Visitor Information Centre
7420 Highway 6 | P.O. Box 250 Tobermory, Ontario, N0H 2R0 Canada
Phone: 519-596-2452
Email: info@tobermory.org

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 10:14 AM
To: info@tobermory.org
Cc: Avid Banihashemi; Miguel Pelletier; Ray Bacquie
Subject: 51505-Bruce Penninsula-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

As per the email below, please see attached Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce.

-----Original Message-----

From: info@brucepeninsula.org <info@brucepeninsula.org>
Sent: Tuesday, August 18, 2020 8:57 AM
To: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Subject: Email account no longer monitored

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Visitor Information Centre
7420 Highway 6 | P.O. Box 250 Tobermory, Ontario, N0H 2R0 Canada
Phone: 519-596-2452
Email: info@tobermory.org

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Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Angie Cathrae <angie.cathrae@southbrucepeninsula.com>
Sent: Tuesday, August 18, 2020 9:21 PM
To: Sylvia Waters
Subject: RE: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Thank you. I have forwarded to Council and staff. angie

Angie Cathrae
Clerk
Town of South Bruce Peninsula
PO Box 310, 315 George Street
Warton ON N0H 2T0
519-534-1400 ext 122
Toll Free 1-877-534-1400
angie.cathrae@southbrucepeninsula.com
www.southbrucepeninsula.com

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From: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Sent: Tuesday, August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie Cathrae <angie.cathrae@southbrucepeninsula.com>; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; skorpai@tnpi.ca; Kevin.Schimus@enbridge.com; YAhmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi <Avid.Banihashemi@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

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Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com



Sylvia Waters
Technical Administrator, EPA

R.J. Burnside & Associates Limited
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6
Office: +1 800-265-9662 Direct: +1 705-797-4379
www.rjburnside.com

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Sylvia Waters

From: Dan Oswald <Dan.Oswald@corp.eastlink.ca>
Sent: Tuesday, August 18, 2020 8:57 AM
To: Sylvia Waters
Subject: Automatic reply: 51505-Agency-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce

I will be travelling in Central Ontario today.

I will respond to your email as soon as I can.

Thank you,

Dan

Sylvia Waters

From: Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>
Sent: Tuesday, August 18, 2020 8:57 AM
To: Sylvia Waters
Subject: Automatic reply: 51505-Agency-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce

Good day, please be aware that I am out of the office on vacation from August 13 - 20, 2020. Please note that during this time period I will not have access to voicemail or email. Please contact the following people for specific project information and requests:

Natural Heritage Requests & the Demolition Program: Joanna.Brown@infrastructureontario.ca

Hydro One Program

Raquel.Kalideen@infrastructureontario.ca

Cory.Ostrowka@infrastructureontario.ca

Former Angus Tree Farm:

Garry.Pringle@infrastructureontario.ca

Project Notices:

Raquel.Kalideen@infrastructureontario.ca

Ontario Place:

Cory.Ostrowka@infrastructureontario.ca

Huron Regional Center:

Nick.Cole@infrastructureontario.ca

Leslie Frost Center:

Nick.Cole@infrastructureontario.ca

McMaster Lake Transfer:

Joanna.Brown@infrastructureontario.ca

Natural Heritage Requests AFP/P3 Projects:

Joanna.Brown@infrastructureontario.ca

For any other project inquiries please reach out to Cory Ostrowka:

Cory.ostrowka@infrastructureontario.ca

Sincerest apologies for any inconvenience and have a good day,

Lisa Myslicki

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 9:23 AM
To: Jason Wepler
Subject: RE: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Thank you for your response, I will ensure further correspondence is sent directly to you.

From: Jason Wepler <J.Wepler@publichealthgreybruce.on.ca>
Sent: Tuesday, August 18, 2020 9:20 AM
To: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Subject: FW: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hi Sylvia,

Any future correspondence for this project can be sent directly to this email address as I will act as the primary point of contact.

Thanks,

Jason Wepler
Health Promoter
Grey Bruce Health Unit
519-376-9420 ext. 1408

From: Grey Bruce Health Unit <publichealth@publichealthgreybruce.on.ca>
Sent: August 18, 2020 9:11 AM
To: Jason Wepler <J.Wepler@publichealthgreybruce.on.ca>
Subject: FW: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

From: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Sent: August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; skorpal@tnpi.ca; Kevin.Schimus@enbridge.com; YAhmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; Grey Bruce Health Unit <publichealth@publichealthgreybruce.on.ca>; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi

<Avid.Banihashemi@rjburnside.com>

Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

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Director, Transportation and Environmental Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com


Sylvia Waters
Technical Administrator, EPA

R.J. Burnside & Associates Limited
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6
Office: +1 800-265-9662 Direct: +1 705-797-4379
www.rjburnside.com

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Vision: A healthier future for all.
Mission: Working with Grey Bruce communities to protect and promote health.
Core Values: Effective communication, Partnership, Respectful Relationships, Quality and Innovation, Integrity, Leadership

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Sylvia Waters

From: Mott, Ken (MNRF) <ken.mott@ontario.ca>
Sent: Tuesday, August 18, 2020 10:57 AM
To: Ray Bacquie
Cc: Sylvia Waters; Miguel Pelletier
Subject: RE: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hi folks;

As this project moves forward MNRF would like to continue to be circulated. Please use my contact information below.

Regards,
Ken Mott

Ken Mott

District Planner
MNRF - Midhurst District
(Bruce, Grey, Simcoe, Dufferin)
E-mail: Ken.Mott@Ontario.ca
(*Please note: Currently working remotely*)



From: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Sent: August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>; Hamilton, Carolyn (OMAFRA) <Carolyn.Hamilton@ontario.ca>; Dupuy, Damian (MMAH) <Damian.Dupuy@ontario.ca>; Boyd, Erick (MMAH) <Erick.Boyd@ontario.ca>; Mott, Ken (MNRF) <ken.mott@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Boparai, Jasan (MTO) <Jasan.Boparai@ontario.ca>; Rhodes-Munk, Judy (MNRF) <Judy.Rhodes-Munk@ontario.ca>; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; skorpai@tnpi.ca; Kevin.Schimus@enbridge.com; YA Ahmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi <Avid.Banihashemi@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

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Email: mpelletier@brucecounty.on.ca

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Project Manager
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Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com



Sylvia Waters
Technical Administrator, EPA

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Sylvia Waters

From: postmaster@tnpi.ca
To: skorpal@tnpi.ca
Sent: Tuesday, August 18, 2020 8:57 AM
Subject: Undeliverable: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce



Your message to skorpal@tnpi.ca couldn't be delivered.

skorpal wasn't found at tnpi.ca.

Sylvia.Waters

Office 365

skorpal

Action Required

Recipient

Unknown To address

How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.
- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.10 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Sylvia Waters

From: Sylvia Waters
Sent: Wednesday, August 19, 2020 10:03 AM
To: clee@tnpi.ca
Cc: Avid Banihashemi
Subject: FW: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Cliff, please see notice below. I understand that you have replaced Satish Korpai, following his retirement, if this is incorrect could you please let me know Satish's replacement.

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; skorpai@tnpi.ca; Kevin.Schimus@enbridge.com; YAhmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi <Avid.Banihashemi@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

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Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Mary Lynn Standen <clerk@northernbruce.ca>
Sent: Tuesday, August 18, 2020 8:57 AM
To: Sylvia Waters
Subject: Automatic reply: 51505-Agency-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce

For immediate assistance, please contact Chief Administrative Officer, Peggy Van Mierlo-West at cao@northernbruce.ca or by telephone at (519) 793-3522 ext. 225.

Thank you.

Sylvia Waters

From: Sylvia Waters
Sent: Wednesday, August 19, 2020 9:26 AM
To: e.downing@svca.on.ca
Cc: Avid Banihashemi
Subject: FW: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Erick, please see notice below. Apologize that your email address was first incorrect.

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcpplan.com; skorpai@tnpi.ca; Kevin.Schimus@enbridge.com; YAmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi <Avid.Banihashemi@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: postmaster@svca.on.ca
To: e.downling@svca.on.ca
Sent: Tuesday, August 18, 2020 8:57 AM
Subject: Undeliverable: 51505-Agency-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce



Your message to e.downling@svca.on.ca couldn't be delivered.

[e.downling](mailto:e.downling@svca.on.ca) wasn't found at svca.on.ca.

Sylvia.Waters

Office 365

e.downling

Action Required

Recipient

Unknown To address

How to Fix It

The address may be misspelled or may not exist. Try one or more of the following:

- Send the message again following these steps: In Outlook, open this non-delivery report (NDR) and choose **Send Again** from the Report ribbon. In Outlook on the web, select this NDR, then select the link "**To send this message again, click here.**" Then delete and retype the entire recipient address. If prompted with an Auto-Complete List suggestion don't select it. After typing the complete address, click **Send**.
- Contact the recipient (by phone, for example) to check that the address exists and is correct.
- The recipient may have set up email forwarding to an incorrect address. Ask them to check that any forwarding they've set up is working correctly.
- Clear the recipient Auto-Complete List in Outlook or Outlook on the web by following the steps in this article: [Fix email delivery issues for error code 5.1.10 in Office 365](#), and then send the message again. Retype the entire recipient address before selecting **Send**.

If the problem continues, forward this message to your email admin. If you're an email admin, refer to the **More Info for Email Admins** section below.

Sylvia Waters

From: Ray Bacquie
Sent: Monday, August 24, 2020 7:26 PM
To: Lara Widdifield
Cc: Jennifer Vandermeer; Sylvia Waters
Subject: RE: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hello Lara,

You will be added to the contact list.

Thank you for reaching out and we look forward to discussing this study with you.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Lara Widdifield <lara.widdifield@southbrucepeninsula.com>
Sent: Wednesday, August 19, 2020 7:46 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hello Ray,
Please add me to the project contact list.
Thank you very much.

Regards,

Lara Widdifield, C.E.T.
Director of Public Works
Town of South Bruce Peninsula
PO Box 310, 315 George Street
Warton, ON, N0H 2T0
519-534-1400 x 133
Toll Free 1-877-534-1400
www.southbrucepeninsula.com



Sylvia Waters

From: Microsoft Outlook
To: contact@southamptonontario.org
Sent: Wednesday, August 19, 2020 8:59 AM
Subject: Undeliverable: 51505-Interest Groups-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Delivery has failed to these recipients or groups:

contact@southamptonontario.org (contact@southamptonontario.org)

Your message wasn't delivered. Despite repeated attempts to deliver your message, the recipient's email system refused to accept a connection from your email system.

Contact the recipient by some other means (by phone, for example) and ask them to tell their email admin that it appears that their email system is refusing connections from your email server. Give them the error details shown below. It's likely that the recipient's email admin is the only one who can fix this problem.

For Email Admins

No connection could be made because the target computer actively refused it. This usually results from trying to connect to a service that is inactive on the remote host - that is, one with no server application running. For more information and tips to fix this issue see this article: <https://go.microsoft.com/fwlink/?LinkId=389361>

Diagnostic information for administrators:

Generating server: YQXPR01MB3512.CANPRD01.PROD.OUTLOOK.COM
Receiving server: YQXPR01MB3512.CANPRD01.PROD.OUTLOOK.COM

contact@southamptonontario.org
8/19/2020 12:59:02 PM - Server at YQXPR01MB3512.CANPRD01.PROD.OUTLOOK.COM returned '550 5.4.316 Message expired, connection refused(Socket error code 10061)'
8/19/2020 12:48:44 PM - Server at southamptonontario.org (34.226.77.200) returned '450 4.4.316 Connection refused [Message=Socket error code 10061] [LastAttemptedServerName=southamptonontario.org] [LastAttemptedIP=34.226.77.200:25] [QB1CAN01FT005.eop-CAN01.prod.protection.outlook.com](Socket error code 10061)'

Original message headers:

DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed;
d=rjburnside.onmicrosoft.com; s=selector2-rjburnside-onmicrosoft-com;
h=From:Date:Subject:Message-ID:Content-Type:MIME-Version:X-MS-Exchange-SenderADCheck;
bh=jvzhy8afhP91LvXq3dz4iw96U572pHzW9mU7+2WUubHY=;

Sylvia Waters

From: Jennifer Vandermeer
Sent: Thursday, August 20, 2020 8:45 AM
To: Sylvia Waters
Cc: Ray Bacquie; Avid Banihashemi; 300051505 Bruce County TMP
Subject: FW: Bruce County Master Transportation Plan
Attachments: 051505-NOCm PIC1-Final.docx

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: Thursday, August 20, 2020 7:40 AM
To: Daniel.piggott@7acres.com
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: Bruce County Master Transportation Plan

Hello Mr. Piggott,

Burnside & Associates has been retained by Bruce County to prepare a Master Transportation Plan for the County. The attached notice provides some background on the commencement of the public and agency consultation phase of this assignment. You should receive a copy of this notice as part of our circulation as well. There will be opportunity to provide your comments during this process.

In order to assess the transportation requirements within the County we are gathering information on the existing transportation facilities/network and forecasted transportation needs. As a major commercial enterprise within the County we are requesting the following transportation-related information pertaining to the 7acres operations:

- Details of any transportation-related programs that may be used by the employees of 7 acres (e.g., transit shuttle, ride-share).
- Current and forecasted employee numbers and shift times for employees.

If you have any questions pertaining to this request please give me a call.

Thanks for your assistance.

Best regards,
Henry Centen, P. Eng.
R. J. Burnside & Associates Limited
519-340-2003

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Sylvia Waters

From: Jennifer Vandermeer
Sent: Thursday, August 20, 2020 8:45 AM
To: Sylvia Waters
Cc: Ray Bacquie; Avid Banihashemi; 300051505 Bruce County TMP
Subject: FW: Bruce County Master Transportation Plan
Attachments: 051505-NOCm PIC1-Final.docx

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: Thursday, August 20, 2020 7:50 AM
To: Kathryn.Freimanis@brucepower.com
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: Bruce County Master Transportation Plan

Hello Ms. Freimanis,

Burnside & Associates has been retained by Bruce County to prepare a Master Transportation Plan for the County. The attached notice provides some background on the commencement of the public and agency consultation phase of this assignment. You should receive a copy of this notice as part of our circulation as well. There will be opportunity to provide your comments during this process.

In order to assess the transportation requirements within the County we are gathering information on the existing transportation facilities/network and forecasted transportation needs. As a major commercial enterprise within the County we are requesting the following transportation-related information pertaining to the Bruce Power Plant operations:

- Details of Bruce Power's existing shuttle program – routes, frequency, ridership, cost for riders, cost for Bruce Power.
- Details of any other transportation-related programs administered by Bruce Power for their employees (e.g., ride-share).

If you have any questions pertaining to this request please give me a call.

Thanks for your assistance.

Best regards,
Henry Centen, P. Eng.
R. J. Burnside & Associates Limited
519-340-2003

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

**** CONFIDENTIALITY NOTICE ****

Sylvia Waters

From: Jennifer Vandermeer
Sent: Friday, May 14, 2021 2:00 PM
To: Sylvia Waters
Subject: FW: Bruce County Master Transportation Plan

For EA File – Agency Correspondence

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: Friday, September 04, 2020 1:51 PM
To: FREIMANIS Kathryn(KJ) - BRUCE POWER <Kathryn.Freimanis@brucepower.com>
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: RE: Bruce County Master Transportation Plan

Hi Kathryn:

Thanks very much. We look forward to your information.

Could you also confirm if your shuttle service is exclusive to Bruce Power or whether it is a shared service with other commercial/industrial development in the area.

Regards,

Henry Centen, P. Eng.

R. J. Burnside & Associates Limited

519-340-2003

From: FREIMANIS Kathryn(KJ) - BRUCE POWER <Kathryn.Freimanis@brucepower.com>
Sent: Friday, September 04, 2020 1:24 PM
To: Henry Centen <Henry.Centen@rjburnside.com>
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: RE: Bruce County Master Transportation Plan

Good afternoon

We do offer employee bussing as well as encourage ride sharing (pre COVID). I will gather details on the requested information and will have it to you next week.

Best regards,

Kathryn

Kathryn Freimanis | **Strategic Support to Vice President, Site Services** | Bruce Power L.P. | 177 Tie Road, P.O. Box 1540, B29 First Floor | Tiverton ON., N0G 2T0 | T: 519.361.2673 ext 11546 | C: 519.386.3676 | Email: kathryn.freimanis@brucepower.com
This e-mail is intended only for the named recipient(s) and may contain information that is confidential and/or exempt from disclosure under applicable law and should not be distributed in any manner without the prior consent of Bruce Power.

Sylvia Waters

From: Jennifer Vandermeer
Sent: Friday, May 14, 2021 2:00 PM
To: Sylvia Waters
Subject: FW: Bruce County Master Transportation Plan

For EA File – Agency Correspondence

From: Henry Centen <Henry.Centen@rjburnside.com>
Sent: Wednesday, September 09, 2020 9:06 AM
To: FREIMANIS Kathryn(KJ) - BRUCE POWER <Kathryn.Freimanis@brucepower.com>
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>; EDEY Jennifer(JA) - BRUCE POWER <Jennifer.EDEY@brucepower.com>
Subject: RE: Bruce County Master Transportation Plan

Hi Kathryn,
Thanks for this information.

Best regard,
Henry Centen, P. Eng.
R. J. Burnside & Associates Limited
519-340-2003

From: FREIMANIS Kathryn(KJ) - BRUCE POWER <Kathryn.Freimanis@brucepower.com>
Sent: Wednesday, September 09, 2020 8:51 AM
To: Henry Centen <Henry.Centen@rjburnside.com>
Cc: Miguel Pelletier <MPelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>; EDEY Jennifer(JA) - BRUCE POWER <Jennifer.EDEY@brucepower.com>
Subject: RE: Bruce County Master Transportation Plan

Good morning Henry,

This is a summary of our standard services, however since the start of COVID we have suspended both bus services and shuttle services and are only maintaining the option for emergency winter bus services.

Bruce Power provides a daily bus service for its employees. Route maps for Kincardine and Port Elgin are posted to our intranet site. The Kincardine route has 5 main pickup locations and 23 “stops-long-the-way”. Port Elgin has 6 main pickup locations and 15 “stops-along-the-way”. Only the main pickup locations have pickup times posted. Once on site, there are 15 drop off locations (transfers may be required at the main entrance).

Tickets must be pre-purchased from one of five locations on site. Employees complete a form and payment is by payroll deduction or by cheque. There is a two-tier pricing schedule:

Employees (must provide their employee number)
-40 trips for \$90.40
-20 trips for 45.20

Contractors

-40 trips for \$135.60

-20 trips for \$67.80

The monthly cost for Bruce Power to provide bus service to employees is \$54,000/month, offset by ticket sales. The bus contract also provides Bruce Power with a winter emergency bussing option to remove staff from site or transport complement staff to site in the case of ongoing severe weather. Unfortunately, we do not see a large uptake in use by employees, as shown in the sample months below:

January 2019

Port Elgin – 60 riders per week (12 per day)

Kincardine – 50 riders a week (10 per day)

Sept. 2019

Port Elgin – 43 riders per week (9 per day)

Kincardine – 26 riders per week (5 per day)

We also provide shuttle services between locations on site as parking is a challenge on site. Time wasted driving between on site locations due to a lack of parking spaces and long walks from parking to building is avoided with the shuttle service. The Express Shuttle runs continually from 7:30 a.m. to 3:00 p.m. on a set route. Live shuttle tracking is provided on line using GIS/GPS software so users can time their arrival at the pickup location. For buildings not on the express route, regular shuttle service is provided through a dispatch service. The shuttle service is highly utilized.

Through the Bruce Power Innovation Program, a group of employees identified an app that allows users to find rides in an area, then request a spot in that ride and notifies of any changes to a ride that you've signed up for. The app can also be used to create ride teams with people you already know. This is a free app is called ShareRides and is available in the Apple App Store. Plans were underway to migrate it to the Android platform as well, however I do not have an update on availability.

I hope this information is helpful. Kindly let me know if you require any further information.

Kathryn

Kathryn Freimanis | **Strategic Support to Vice President, Site Services** | Bruce Power L.P. | 177 Tie Road, P.O. Box 1540, B29 First Floor | Tiverton ON., N0G 2T0 | T: 519.361.2673 ext 11546 | C: 519.386.3676 | Email: kathryn.freimanis@brucepower.com

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Sylvia Waters

From: Ray Bacquie
Sent: Friday, October 30, 2020 2:19 PM
To: FREIMANIS Kathryn(KJ) - BRUCE POWER; Miguel Pelletier
Cc: EDEY Jennifer(JA) - BRUCE POWER; Jennifer Vandermeer; Henry Centen; Nansen Feng; Sylvia Waters
Subject: RE: Master Transportation Plan - Consultation Submission

Hello Jennifer and Kathryn,

Thank you for your input. We anticipate reaching out to you to discuss aspects of the Master Transportation Plan in the coming weeks and months.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: FREIMANIS Kathryn(KJ) - BRUCE POWER <Kathryn.Freimanis@brucepower.com>
Sent: Friday, October 30, 2020 11:45 AM
To: Miguel Pelletier <mpelletier@brucecounty.on.ca>; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: EDEY Jennifer(JA) - BRUCE POWER <Jennifer.EDEY@brucepower.com>
Subject: Master Transportation Plan - Consultation Submission

Good morning,

Please find attached a Bruce Power submission letter for the Master Transportation Plan study. Please ensure we are added to the project contact list.

Best regards,
Kathryn

Kathryn Freimanis | **Strategic Support to Vice President, Site Services** | Bruce Power L.P. | 177 Tie Road, P.O. Box 1540, B29 First Floor | Tiverton ON., N0G 2T0 | T: 519.361.2673 ext 11546 | C: 519.386.3676 | Email: kathryn.freimanis@brucepower.com

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October 30, 2020

By email: mpelletier@brucecounty.on.ca

Miguel Pelletier, Director
Transportation and Environmental Services
Bruce County
30 Park Street
Walkerton ON N0G 2V0

By email: Ray.Bacquie@rjburnside.com

Ray Bacquie, Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga ON L5N 8R9

RE: County of Bruce - Master Transportation Plan

Dear Mr. Pelletier and Mr. Bacquie,

The County of Bruce is undertaking a Master Transportation Plan Study to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses through creation of a vision for all modes of transportation.

Bruce Power is a major employer in the study area, employing more than 4,000 people and, over the past 15 years, has been one of the largest investors in Ontario's electricity infrastructure, providing billions in private dollars to the Bruce Power site. Ontario's Long-Term Energy Plan is counting on Bruce Power to provide a reliable and carbon-free source of affordable energy through 2064. To do so, Bruce Power has signed a long-term agreement with the province to refurbish six of its eight units between 2020 and 2032, investing \$13 billion private dollars into these publicly owned assets.

Since 2016, Bruce Power has been preparing for this transformational life-extension program. The local area through both direct and indirect employment has already experienced positive growth as a result of refurbishment work. This growth has come with an increased volume of traffic during peak periods flowing to and from the Bruce Power site. Safety for our employees and the community is our first priority.

Transportation is an essential part of our business:

- Our people are the key to our success. More than 4,000 regular employees and 5,000 supplier support staff need safe and efficient access to site. Our workforce arrives on site in two peak periods: Morning 5:30 to 9:00 a.m. and Evening 5:30 to 9:00 p.m. Site numbers overall peak Monday to Thursday (based on a 4-day construction work schedule) and weekends are considered off peak.
- Our suppliers make over 9,000 deliveries to site each year, varying in size and frequency. Shipping occurs 24/7 but the majority of deliveries occur 9:00 a.m. to 4:00 p.m.
- Our employees and suppliers rely on a network of provincial, county and municipality roads to get to work safely and efficiently. Growth and increasing travel demands are, and will continue to place, increasing pressures on the existing road system.

Over the past two years, Bruce Power has taken a number of steps to evaluate traffic growth in response to the major component refurbishment program, which included conducting traffic studies; engaging with the Ministry of Transportation Ontario (MTO), the County of Bruce and the Municipality of Kincardine; as well as collecting community feedback. There were four top safety areas of concern:

- 1) Backing up of traffic on County Rd 20 due to vehicles turning into the Bruce Energy Centre during ingress to site;
- 2) Backing up of traffic at the intersection of County Rd 20 and Highway 21 during egress off site;
- 3) Backing up of traffic on County Rd 23 at Concession 2; and
- 4) Vehicular speed along County Rd 23 causing concern with residents along that road.



Subject area of traffic studies prepared by Golder Associates, 2017 and 2019 for Bruce Power

Special deliveries, such as the steam generator shown in the picture below, must meet load requirements and work schedules may be impacted by seasonal load restrictions. Bruce Power has an ongoing interest in changes to any special use or transportation related bylaws. Any changes to existing road layouts (ie roundabouts) should consider Bruce Power delivery requirements.

Bruce Power P.O. Box 1540, B10, Tiverton, ON N0G 2T0
Telephone (519) 361-2673 ext 16106
Email: jennifer.edey@brucepower.com
www.brucepower.com



The first steam generator enroute to Bruce Power as part of the major component refurbishment program.

Other areas of interest for Bruce Power are:

- Cyclist safety. A number of Bruce Power employees cycle to work from Port Elgin and/or Kincardine.
- Winter weather. Bruce Power relies on County road crews to keep County Rd 23 and County Rd 20 in safe winter driving condition. Portions of County Rd 23 are part of the Emergency Access Route from the site to Kincardine. The emergency route ensures that personnel can be bussed to site to operate our units in severe weather conditions. Severe weather support between the OPP, County and the municipality is very important to Bruce Power.
- Bus service – Bruce Power provides a daily bus service for its employees. The Kincardine route has 5 main pickup locations plus 23 “stops-long-the-way”. Port Elgin has 6 main pickup locations and 15 “stops-along-the-way”. Only the main pickup locations have pickup times posted. Once on site, there are 15 drop off locations (transfers may be required at the main entrance). Additional details on the bus service were provided to R. J. Burnside on September 9, 2020.
- Speeding is an ongoing safety concern, especially on County Rd. 23. Bruce Power receives a number of complaints yearly about speeding on area roads. Periodic meetings are held with local police to discuss road safety.
- Carpooling. Through the Bruce Power Innovation Program, a group of employees created an app that allows users to find rides in an area. The app called “ShareRides” can also be used to create ride teams with other people.
- Electric vehicles and infrastructure. A number of Bruce Power employees own electric vehicles. There are 16 chargers on site, plus 2 at the Visitor’s Centre for public use. Onsite and offsite

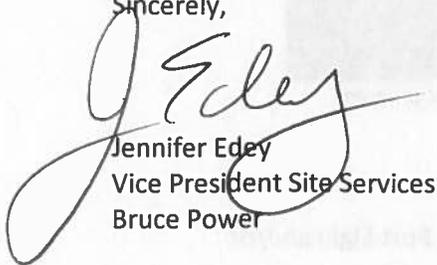
infrastructure will need to expand over the coming years to increase the rate of adoption of electric vehicles.

- **COVID Impacts.** Since March 2020, the number of employees on site has been limited to varying degrees. Bus service to site from Kincardine and Port Elgin remains suspended and carpooling is currently being discouraged. Bruce Power is employing a variety of COVID prevention measures on site, which will continue to vary in response to outside COVID conditions.
- **Innovation.** Bruce Power constantly seeks to include innovation in its daily work practices and knows that collaboration with trusted partners lead to shared success.

Bruce Power appreciates the opportunity to submit its concerns and aspirations for local area transportation. Safety of the local road network is our first priority, followed by maintaining and enhancing the movement of people and goods to site. Bruce Power is committed to continued cooperation and collaboration with its neighbouring municipalities.

Please do not hesitate to contact me for further input or discussion.

Sincerely,



Jennifer Edey
Vice President Site Services
Bruce Power

Bruce Power P.O. Box 1540, B10, Tiverton, ON N0G 2T0
Telephone (519) 361-2673 ext 16106
Email: jennifer.edey@brucepower.com
www.brucepower.com

Sylvia Waters

From: Ray Bacquie
Sent: Friday, August 28, 2020 9:01 AM
To: Jennifer Vandermeer; Sylvia Waters
Cc: 300051505 Bruce County TMP
Subject: FW: Hydro One Response: County of Bruce Master Transportation Plan
Attachments: 20200828-NoticeOfPIC1-County of Bruce Master Transportation Plan.pdf

From: SecondaryLandUse@HydroOne.com <SecondaryLandUse@HydroOne.com>
Sent: Friday, August 28, 2020 9:00 AM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: mpelletier@brucecounty.on.ca
Subject: Hydro One Response: County of Bruce Master Transportation Plan

Please see the attached for Hydro One's Response.

Hydro One Networks Inc
SecondaryLandUse@HydroOne.com

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Hydro One Networks Inc
483 Bay St
Toronto, ON

August 28, 2020

Re: County of Bruce Master Transportation Plan

Attention:

Ray Bacquie, P. Eng.

Project Manager

R.J. Burnside and Associates

Thank you for sending us notification regarding (County of Bruce Master Transportation Plan). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (County of Bruce Master Transportation Plan) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Sylvia Waters

From: Ray Bacquie
Sent: Monday, August 31, 2020 12:47 PM
To: Leyten, Martin (MTO); mpelletier@brucecounty.on.ca
Cc: Sylvia Waters; Jennifer Vandermeer; Henry Centen; 300051505 Bruce County TMP
Subject: RE: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hello Martin,

We will add you to the contact list and keep you informed of the project progress.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Leyten, Martin (MTO) <Martin.Leyten@ontario.ca>
Sent: Monday, August 31, 2020 12:45 PM
To: mpelletier@brucecounty.on.ca
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: FW: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Hello Miguel and Ray,

Could I please be included on correspondence for this project going forward as MTO's one window contact.

Thanks

Martin Leyten
*Corridor Management Planner
Corridor Management Section
Ministry of Transportation - West Region*

659 Exeter Road
London, Ontario, N6E 1L3
Tel: 226-984-7471
Martin.leyten@ontario.ca

Sylvia Waters

From: Jennifer Vandermeer
Sent: Tuesday, September 08, 2020 10:40 AM
To: Sylvia Waters
Cc: Ray Bacquie
Subject: FW: County comments for Bruce County Master Trans Plan

From: planning@grey.ca <planning@grey.ca>
Sent: September 2, 2020 9:26 AM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: County comments for Bruce County Master Trans Plan

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

County comments for Bruce County Master Trans Plan



Hello Mr. Pelletier,

Please see link(s) below for the County comments for Renewable Energy / Environment Assessment application Bruce County Master Trans Plan - Bruce County municipal staff.

[County Comments Bruce County Master Transportation Plan.docx](#)

Please note, a paper copy will not be provided unless requested.

Let me know if you have any questions.

Best,

Planning & Development, Grey County, Owen Sound ON

Individuals who submit letters and other information to Council and its Committees should be aware that any personal information contained within their communications may become part of the public record and may be made available through the agenda process which includes publication on the County's website.

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Planning and Development

595 9th Avenue East, Owen Sound Ontario N4K 3E3
519-372-0219 / 1-800-567-GREY / Fax: 519-376-7970

September 2nd, 2020

Miguel Pelletier
Director, Transportation and Environmental Services Bruce County
30 Park Street.
Walkerton, ON N0G 2V0

RE: County of Bruce Master Transportation Plan
Owner/Applicant: County of Bruce

Dear Mr. Pelletier,

May this letter serve as the comments of the County of Grey in response to the study commencement notice of Bruce County's Master Transportation Plan.

Currently, staff in both the planning department and transportation department have no comments or concerns. Please keep us on the 'project contact list' for any future circulations regarding this project.

Generally, the County's OP section 8.2 (General Transportation Policies) may be of interest for review. The County recently completed a new OP in 2019, and these policies should reflect current goals, objectives, and standards. The OP can be accessed here: <https://www.grey.ca/programs-initiatives/recolour-grey>.

County planning staff have no concerns with the subject notice.

If you wish to discuss this matter further, please do not hesitate to contact me.

Yours truly,

A handwritten signature in black ink that reads "Stephanie Lacey-Avon".

Stephanie Lacey-Avon
Planner
(519) 372-0219 ext. 1296
stephanie.lacey-avon@grey.ca
www.grey.ca

Sylvia Waters

From: Jennifer Kehoe <J.Kehoe@publichealthgreybruce.on.ca>
Sent: Wednesday, September 30, 2020 5:28 PM
To: Ray Bacquie; mpelletier@brucecounty.on.ca
Cc: Ian Reich; Jason Weppler; Jennifer Vandermeer; Sylvia Waters
Subject: RE: Bruce County Master Transportation Plan: Grey Bruce Health Unit Feedback

Our pleasure.

Kind regards,

Sent with BlackBerry Work (www.blackberry.com)

From: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Sent: Sep 30, 2020 4:34 PM
To: Jennifer Kehoe <J.Kehoe@publichealthgreybruce.on.ca>; mpelletier@brucecounty.on.ca
Cc: Ian Reich <I.Reich@publichealthgreybruce.on.ca>; Jason Weppler <J.Weppler@publichealthgreybruce.on.ca>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>; Sylvia Waters <Sylvia.Waters@rjburnside.com>
Subject: RE: Bruce County Master Transportation Plan: Grey Bruce Health Unit Feedback

Hi Jennifer,

Thank you for your input and the information provided.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited???www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Jennifer Kehoe <J.Kehoe@publichealthgreybruce.on.ca>
Sent: Wednesday, September 30, 2020 1:56 PM
To: mpelletier@brucecounty.on.ca; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: Ian Reich <I.Reich@publichealthgreybruce.on.ca>; Jason Weppler <J.Weppler@publichealthgreybruce.on.ca>; Jennifer Kehoe <J.Kehoe@publichealthgreybruce.on.ca>
Subject: Bruce County Master Transportation Plan: Grey Bruce Health Unit Feedback

Hello Miguelle and Ray,

Thank you for the opportunity to provide feedback on the Bruce County Master Transportation Plan.

Please find attached feedback from the Grey Bruce Health Unit along with supporting documents.

We are happy to be involved with the plan as it progresses. Please do not hesitate to reach out with any questions.

Kind regards,
Jenn, Jason, Ian

Jennifer Kehoe, MPH

Health Promoter
Grey Bruce Health Unit
101 17th Street East
Owen Sound, ON N4K 0A5
(519) 376-9420 or 1-800-263-3456 ext. 1331
Cell: (519) 378-8146
J.Kehoe@publichealthgreybruce.on.ca

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Vision: A healthier future for all.

Mission: Working with Grey Bruce communities to protect and promote health.

Core Values: Effective communication, Partnership, Respectful Relationships, Quality and Innovation, Integrity, Leadership

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Date: September, 2020
Attention: Miguelle Pelletier, P.Eng. County Project Manager
 Director
 Transportation & Environmental Services
 Corporation of the County of Bruce
 (519) 881-2400
 mpelletier@brucecounty.on.ca
CC: Ray Bacquie, P.Eng., MBA, Consultant Project Manager
 Project Manager
 Senior Vice President – Transportation
 R.J. Burnside & Associates Limited
 (905) 821-5891
 Ray.Bacquie@rjburnside.com

Re: Bruce County Master Transportation Plan

In response to the Bruce County Master Transportation Plan Presentation: Online public information centre, Wednesday, Sept 2, 2020, as posted on the Bruce County website; the Grey Bruce Health Unit has the following comments:

Role of Public Health in Supporting Road Safety

As per the Ontario Public Health Standards, Grey Bruce Public Health Unit has a role in reducing the burden of injury (MOHLTC, 2018).

Road Safety

Motor vehicle collisions (MVC) are the second major cause of unintentional injury emergency department visits, hospitalizations, and deaths in Grey Bruce (Grey Bruce Public Health, 2020).

In 2018, there were 1454 emergency department visits and 145 hospitalizations due to motor vehicle collisions in Grey Bruce (Public Health Ontario, 2020a; Public Health Ontario, 2020b). The 2018 age standardized rate for MVC ED visits and hospitalizations was significantly higher in Grey Bruce than the Ontario rate (PHO, 2020a; PHO 2020b). In 2015, there were 11 deaths related to MVC in Grey Bruce (Public Health Ontario, 2019).

The following table depicts the average annual number of ED visits (2007-2016), hospitalizations (2007-2016), and deaths (2005-2016) in Grey Bruce by transportation method (GBHU, 2019):

Transportation	ED Visits	Hospitalizations	Deaths
Motor Vehicle Collision	1585*	175*	16
Pedestrian	75	11	1
Cycling	424*	21*	**1 every 2 years

*greater than Ontario rate

**rate over 2 years, not annual

A healthier future for all.

101 17th Street East, Owen Sound, Ontario N4K 0A5 www.publichealthgreybruce.on.ca

Road Safety is a topic of focus in the Injury Prevention Program within the Grey Bruce Health Unit 2020 Annual Service Plan (GBHU, 2020). "On-road safety efforts will be focused around policy development through the provision of Vision Zero resources and support to municipalities. (GBHU, 2020). Please see the next section on Vision Zero.

Off-road safety is also a focus for GBHU and we would like to take this opportunity to point out an amendment to the Highway Traffic Act to include extreme terrain vehicles and off road motorcycles as of July 1, 2020 (Ontario, 2020). We would also like to highlight the proposed amendment to the Highway Traffic Act to automatically allow these two new classes of off road vehicles on municipal roads in municipalities listed in the Ontario Regulation 8/03 as of January 1, 2021 unless the municipality creates a by-law to prohibit or restrict their use (Ministry of Transportation Safety Program Development Branch, 2020). See attached for Ministry documents for further information.

One of the outcomes of the injury prevention standard is that "Community partners have knowledge of and increased capacity to act on the factors associated with the prevention of injuries, including healthy living behaviours, healthy public policy, and creating supportive environments." (MOHLTC, 2018).

As such, we appreciate the opportunity to provide feedback on the County of Bruce's proposed Master Transportation Plan.

Environment

"Grey Bruce is a predominantly rural area, with heavy reliance on personal vehicles due to very limited public transportation options" (Grey Bruce Health Unit, 2020).

Grey Bruce Public Health supports "minimizing traffic noise and emissions and facilitating diverse commuting options" (Grey Bruce Health Unit, 2020).

Using active transportation decreases greenhouse emissions and air pollution, and is one way to help mitigate the impact of climate change (Grey Bruce Health Unit, n.d.a).

Climate change also poses potential increased health risks such as "Lyme disease, West Nile virus, water-borne illnesses, heat related illness/death and the possibility of displacement isolation" (Grey Bruce Health Unit, 2020). "Climate change will have a greater impact on vulnerable populations (e.g. elderly, children, socioeconomically disadvantaged, and chronically ill) than the general population" (Grey Bruce Health Unit, 2020).

Physical Activity

In 2015/16, 23.9% of adults in Grey Bruce self-reported attaining below the recommended physical activity levels as per the Canadian Physical Activity Guidelines (Public Health Ontario, 2016). While, in the same time period, 47.8% of youth in Grey Bruce self-reported attaining below the recommended physical activity levels as per the Canadian Physical Activity Guidelines, which is significantly lower than the Ontario rate (Public Health Ontario, 2016).

"Physical inactivity is a risk factor for both cardiovascular disease and cancers, both of which are leading causes of death locally" (Grey Bruce Health Unit, 2020).

Commuting by foot or bicycle is one way that individuals can obtain physical activity. Sidewalks and bike lanes make it easier and safer for individuals to make use of active transportation.

Vision Zero

The goal of Vision Zero is to eliminate serious road injury and fatality (GBHU, 2020).

“Vision Zero has been effectively implemented by various jurisdictions in Ontario and around the world” (GBHU, 2020). In Ontario, 7 communities have adopted Vision Zero, including: London, Brantford, Hamilton, Region of Peel, Toronto, Durham Region, and Kingston. (Parachute, Dec 9, 2019).

“Built on a systems-based approach, Vision Zero holds everyone accountable for their role in traffic safety” (Parachute, Oct 22, 2019). This includes road users, policy makers, law enforcement and system designers (Parachute, Oct 22, 2019).

Grey Bruce Health Unit is committed to supporting municipalities in their understanding of the Vision Zero approach, as well as its relevance and applicability to the local rural context (GBHU, 2020).

Attached you will find more information about the Vision Zero approach. Grey Bruce Health Unit is happy to support further conversation around this approach and its application to the County of Bruce’s Master Transportation Plan.

Bruce County Master Transportation Plan

We commend Bruce County for including the following important public health features within their Master Transportation Plan.

Goals

The following public health issues were highlighted within the respective goals (Bruce County, 2020):

1. Encouraging active transportation options
2. Focus on safety beyond the year 2035
3. Transportation solutions that contribute to the health and well-being of the County
4. Safety of transportation system
5. Environmental sustainability
6. Cycling facilities

Key Strategic Policies and Objectives

- “well connected and mobile” community (Bruce County, 2020)
 - particularly in relation to connectivity of active transportation options
- Moving people and goods in a safe and environmentally efficient way (Bruce County, 2020)

Vision

- We support the inclusion of ‘respect for the natural environment’ (Bruce County, 2020)

Mandate

- We support the inclusion of ‘safe and environmentally responsible’ as components of your transportation system (Bruce County, 2020)

Transportation Needs

- We support seeking public input on mobility needs of the community by other modes of travel (i.e. walking, cycling, transit) (Bruce County, 2020)
- We support your “review of local concerns related to traffic safety, speeding and need for traffic calming, and road design deficiencies”(Bruce County, 2020)

Transit Service

- We support inclusion of “specialized services catering to the elderly and residents with mental or physical challenges” (Bruce County, 2020)

Active Transportation Needs

- We support your efforts to “assess demand and opportunities for walking and cycling connections” (Bruce County, 2020)

We recommend Bruce County consider the following suggestions for inclusion in their Master Transportation Plan and contribution to improved public health.

Goals

- We suggest the plan consider the Vision Zero approach to on-road safety as well as off-road vehicle policies that contribute to road safety.
- We suggest the plan include infrastructure that supports active transportation and safe commuting routes (e.g. sidewalks, cycling paths etc.) which decrease the incidence of unintentional injury, contribute to physical activity, and reduce the reliance on vehicles and the resulting vehicular emissions.
- We suggest the implementation plan includes concepts of environmental sustainability
- We suggest including wheelchair or other mobility aide as methods of safe travel for people of all ages and abilities to increase the inclusivity of this statement.

Key Strategic Policies and Objectives

- We suggest the inclusion of environmentally sustainable, especially in relation to ‘Tourism Attraction’
- We suggest incorporating Vision Zero and Safe Systems Approach into policies (please see attached).

Transportation Issues

- We suggest including Hwy 6 from Warton to Tobermory as an area of speeding concern given the increase in speeding and stunt driving in that area
- For the issue of active transportation connectivity we would like to offer the following suggestions from the Healthy Development Checklist: A guide to help (GBHU, n.d.b):
 - Providing for sidewalks that are at least 1.5 meters wide, are separated from motorized traffic, have curb cuts at each intersection and are located on both sides of the street
 - Including cycling infrastructure such as bike lanes, paved shoulders, bicycle parking and signage
 - Including streetscape elements that encourage active modes of travel such as shade trees, planters, gardens and benches
 - Inclusion of traffic calming measures such as reduced lane widths, street parking, speed bumps and raised intersections

Grey Bruce Health Unit supports the effort of the Bruce County Master Transportation Plan to address their impact on climate change and strive for environmental sustainability through multi-modal active transportation and reduction of reliance on single occupancy vehicles. We also support inclusive language that captures the mobility range of residents in Bruce County, including the use of wheelchairs and mobility aides. GBHU also supports incorporating Vision Zero and Safe Systems Approach to their Master Transportation Plan.

Safe Communities Committees in Bruce County have taken a role in supporting road safety. We would be happy to provide a connection if there is an interest to learn more about the work they have done on that front.

Grey Bruce Health Unit would be happy to be involved in the Bruce County Master Transportation Plan as the project progresses, and would appreciate being added to the project contact list. Please feel free to reach out to Jennifer Kehoe (j.kehoe@publichealthgreybruce.on.ca) and Jason Wepler (j.wepler@publichealthgreybruce.on.ca) with any questions or for further information.

A handwritten signature in black ink, appearing to read 'Ian Reich', is written over a horizontal line.

Ian Reich

Public Health Manager

Grey Bruce Health Unit

References

- Bruce County. (2020). Master Transportation Plan Presentation: Online public information centre, Wednesday, Sept 2, 2020. Retrieved from: <https://brucecounty.on.ca/transportation-master-plan>
- Grey Bruce Health Unit. (2019). Unintentional Injuries in Grey Bruce, 2019. Owen Sound, Ontario: Grey Bruce Health Unit.
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- Ontario. (2020). Highway Traffic Act; ONTARIO REGULATION 316/03; OPERATION OF OFF-ROAD VEHICLES ON HIGHWAYS. Retrieved from: <https://www.ontario.ca/laws/regulation/030316>
- Ontario. (n.d.). Highway Traffic Act; ONTARIO REGULATION 8/03; LOCAL MUNICIPALITIES WHERE 80 KILOMETRES PER HOUR SPEED LIMIT APPLIES.
- Parachute. (Oct 22, 2019). Vision Zero. Retrieved from: <https://parachute.ca/en/program/vision-zero/>
- Parachute. (Dec 9, 2019). Vision Zero map. Retrieved from: <https://parachute.ca/en/program/vision-zero/vision-zero-map/>
- Public Health Ontario. (2016). Self-reported physical activity snapshot. Retrieved from: <https://www.publichealthontario.ca/en/data-and-analysis/health-behaviours/physical-activity>
- Public Health Ontario. (2019). Injury mortality snapshot. Retrieved from: <https://www.publichealthontario.ca/en/data-and-analysis/injuries-data/injury-mortality>
- Public Health Ontario. (2020a). Emergency department visits for injuries snapshot. Retrieved from: <https://www.publichealthontario.ca/en/data-and-analysis/injuries-data/injury-er-visits>



HEALTHY DEVELOPMENT CHECKLIST

A TOOL TO HELP GUIDE HEALTHY COMMUNITY DEVELOPMENT



FOR MORE INFORMATION PLEASE CONTACT:

GREY COUNTY PLANNING
www.grey.ca/departments/planning-development
E-mail: planning@grey.ca
Tel: 1-800-567-4739

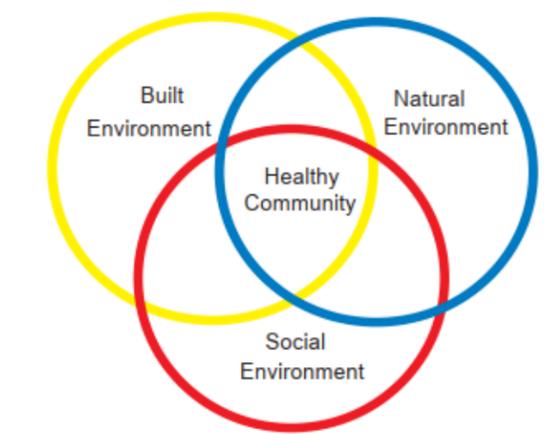
GREY BRUCE HEALTH UNIT
www.publichealthgreybruce.on.ca/Your-Environment/Healthy-Communities
E-mail: publichealth@publichealthgreybruce.on.ca
Tel: 1-800-263-3456

BRUCE COUNTY PLANNING
brucecounty.on.ca/departments/planning-development
Email: bcplwa@brucecounty.on.ca
Tel: 1-800-265-3005

A collaborative resource developed by the Grey Bruce Health Unit and endorsed by the Planning Departments in Bruce County and Grey County.

Together, we build healthy communities.





A HEALTHY COMMUNITY...

The way a community is constructed can positively impact health. Well designed communities support physical activity, have gathering places for people to socialize, are clean, safe and can increase an overall sense of wellbeing.

A healthy community includes components of the natural, social and built environment. This includes consideration for safe, affordable housing, active transportation options, nutritious foods and greenspace.

Age-friendly communities support active aging and take these components into account in order to meet the needs of older adults and people of all ages.

HOW DOES THE DEVELOPER BENEFIT?

- Proximity to cycling infrastructure, parks, trail heads and open spaces can increase property value
- Compact, walkable communities can provide economic benefits to developers through higher home sale prices, enhanced marketability and faster sales
- Communities designed using healthy community principles have lower crime rates making them more attractive to buyers
- Appeals to a range of potential buyers of various ages and abilities

DEVELOPERS CAN CREATE HEALTHY BUILT ENVIRONMENTS THROUGH THESE FEATURES:

NEIGHBORHOOD DESIGN

- Supporting mixed land use by integrating a variety of residential development within 800 meters of retail, recreational centers, parks and public spaces
- Optimizing opportunities for infill, intensification and revitalization
- Maximizing safety and minimizing vandalism by including street lighting, clear sight lines, and designs that promote natural observation
- Addressing neighbourhood aesthetics to support mental health and wellbeing through landscaping, greenspace, urban art, and street furniture

HOUSING

- Including a variety of affordable housing options, prioritizing those available for low income households
- Designing every home with a front yard and porch to enhance opportunities for interactions between neighbours
- Locating and constructing units so exposure to environmental hazards including radon are mitigated (1)
- Units that support aging in place, exhibit no-step entrances and single floor living amenities
- Designing and constructing homes to be resilient to wider variabilities in the climate including storm water and flooding

(1) The construction could include the rough-in for radon mitigation

NATURAL ENVIRONMENTS/ FOOD SYSTEMS

- Locating development near greenspace that is accessible, safe and provides connecting links to other community amenities
- Committing to the preservation of the natural heritage system by maintaining existing trees, soil integrity and landscaping using native species
- Preserving urban forests and dedicating no less than 5% of the total proposed land area to outdoor public spaces
- Supporting natural features that reduce air pollution, water pollution and urban heat islands such as using porous and light coloured pavement materials and by planting trees and shrubs
- Using infrastructure and building materials that support energy conservation, storm water management and green buildings
- Allotting space for community gardens or other forms of urban agriculture



TRANSPORTATION NETWORKS

- Providing for sidewalks that are at least 1.5 meters wide, are separated from motorized traffic, have curb cuts at each intersection and are located on both sides of the street
- Including cycling infrastructure such as bike lanes, paved shoulders, bicycle parking and signage
- Including streetscape elements such as shade trees, planters, gardens and benches
- Locating development near and providing connective linkages to transportation options such as cycling paths, trails, sidewalks and transit that are convenient and safe for a range of ages.
- Avoiding the use of cul de sacs and crescent streets in order to promote active forms of transportation
- Designing neighbourhood blocks that are less than 250 meters in length
- Inclusion of traffic calming measures such as reduced lane widths, street parking, speed bumps and raised intersections

A future with zero serious injuries or deaths on our roadways

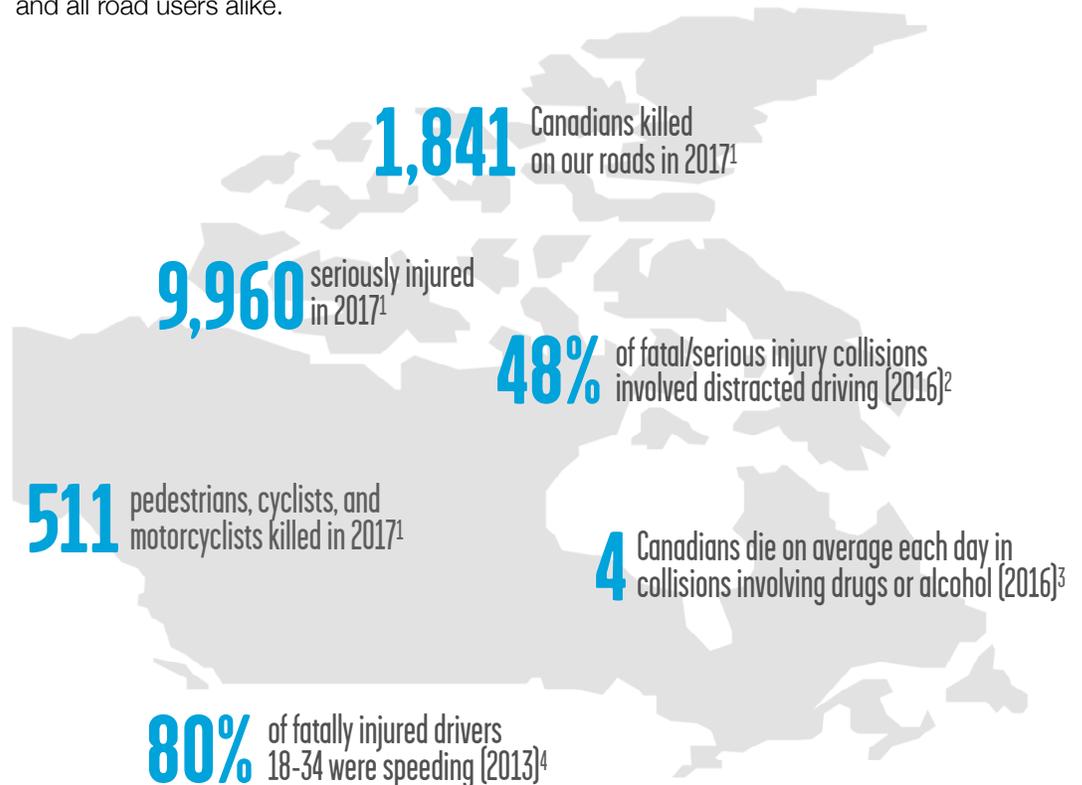
COMMITTING TO VISION ZERO



What is Vision Zero?

Vision Zero is a multi-national traffic safety initiative that is reinventing traditional approaches to traffic safety, based on the philosophy that no one should be killed or seriously injured in the road transport system. Sweden adopted Vision Zero in the 1990s and now has one of the world's lowest traffic-related fatality rates as a result. Vision Zero is based on an approach of shared responsibilities among all those involved in the road system – politicians, planners, vehicle manufacturing companies and all road users alike.

Why is Vision Zero needed?



How is Vision Zero different?

Vision Zero critically analyzes the road system, reinventing system-wide design, practices and policies to lessen the severity of collisions and prevent serious injury and death on our roads⁵. **Built on a systems-based approach, Vision Zero holds everyone accountable for their role in traffic safety. Road users** are responsible for abiding by the systems, laws and policies of the road. **Policymakers** publicly voice their commitment to road safety and demonstrate this commitment in all policies. **Law enforcement** strictly and equitably enforce road safety laws, such as those aimed at speed management and deterring impaired and distracted driving. **System designers** work diligently to design or improve road infrastructure, redesigning it when it fails to keep road users safe.

Vision Zero recognizes that “accidents” on our roads are not accidents at all. They are **predictable** and **preventable**.

A future with **zero serious injuries or deaths** on our roadways

COMMITTING TO VISION ZERO



Does
Vision Zero
really work?

Yes.

Sweden made a Vision Zero commitment more than 20 years ago, and as a result:

- Pedestrian fatalities have fallen nearly 50 per cent in the last five years
- Road deaths of children under seven have dropped from 58 in 1970 to only one in 2012
- Road traffic fatalities were reduced by 34.5 per cent between 1997 and 2009

Cities across **Canada**, the **United States**, **New Zealand**, **Australia**, the **United Kingdom** and **Norway** have also made Vision Zero commitments. In 2015, **Edmonton** became the first Canadian city to adopt Vision Zero, and between 2006 and 2017, traffic-related injuries and fatalities had **dropped by 58.6 per cent**⁶.

What does a
Vision Zero
commitment
entail?

Components of a Strong Commitment

- Systems-based approach
- Multi-disciplinary leadership
- Political commitment
- Action plan
- Data-driven
- Community engagement
- Co-operation & collaboration
- Equity
- Transparency⁷

Key Activities

- Road infrastructure changes
- Enhanced regulation & enforcement
- Advocacy for policy change
- Raising public awareness & commitment to road safety

Focus Areas

- Improving road infrastructure for all road users
- Positioning road safety as a top priority in policy-making
- Enhancing the safety of vulnerable road users
- Increasing enforcement of laws to:
 - Manage safe speeds
 - Reduce impaired & distracted driving
- Strict vehicle regulation & testing
- Leveraging innovative technology (red light cameras, automated speed enforcement)
- Continued leadership, collaboration, and accountability among all stakeholders

What can
you do?

Making a Vision Zero commitment requires understanding that the status quo is inadequate and systemic changes are essential in making meaningful progress.

Embrace your role in the key activities outlined above to ensure Vision Zero becomes a reality in your community.

For more information and to get involved, please visit parachute.ca/visionzero

¹ Transport Canada. (2019). *Canadian Motor Vehicle Traffic Collision Statistics: 2017*. Retrieved from <https://www.tc.gc.ca/eng/motorvehiclesafety/canadian-motor-vehicle-traffic-collision-statistics-2017.html>.
² Transport Canada. (2019). *Distracted driving*. Retrieved from <https://www.tc.gc.ca/en/services/road/stay-safe-when-driving/distracted-driving.html>.
³ MADD. (2019). *Alcohol and/or Drugs Among Crash Victims*. Retrieved from <https://madd.ca/pages/impaired-driving/overview/statistics/>.
⁴ Traffic Injury Research Foundation. (2016). *The Role of Driver Age in Fatally Injured Drivers in Canada, 2000-2013*. Ottawa, Ontario: Traffic Injury Research Foundation.
⁵ Vision Zero Network. (2018). *Core Elements for VZ Communities*. Retrieved from https://visionzeronetWORK.org/wp-content/uploads/2018/11/VZN_CoreElements_FINAL.pdf.
⁶ The City of Edmonton. (n.d). *About Vision Zero*. Retrieved from https://www.edmonton.ca/transportation/traffic_safety/vision-zero.aspx.
⁷ Vision Zero Network. (2015). *9 Components of a Strong Vision Zero Commitment*. Retrieved from <https://visionzeronetWORK.org/project/9-components-of-a-strong-vision-zero-commitment/>.

COMPLETE RURAL ROADS

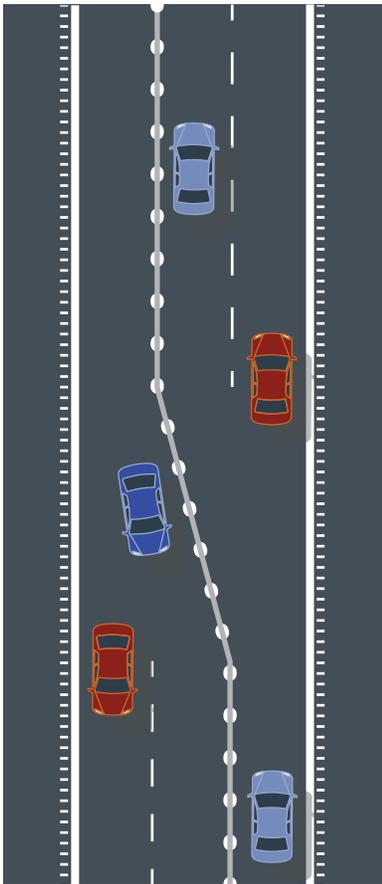
The majority of fatal crashes occur in rural locations. Vision Zero calls for changes in road design and the following strategies are proven ways to increase safety and mobility for rural road users.



parachute.ca/visionzero

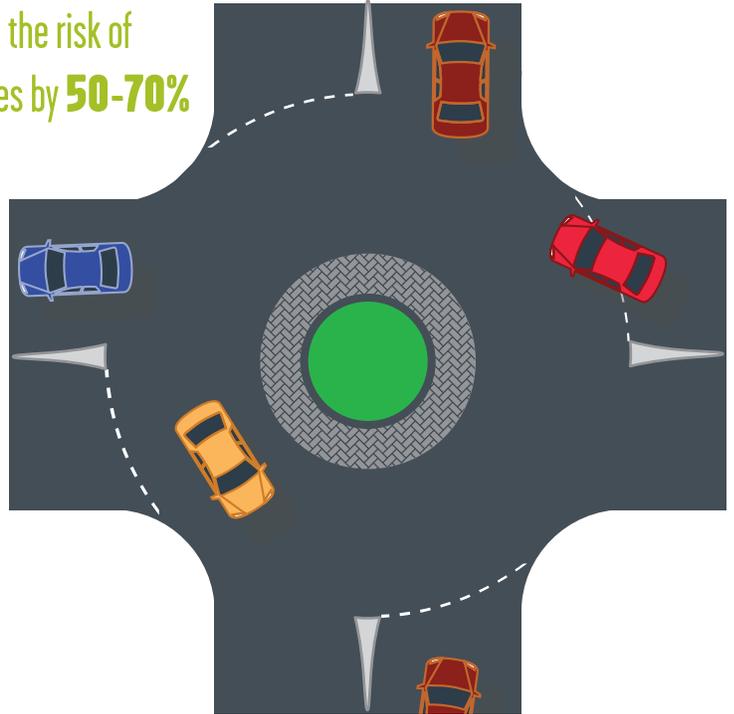
2+1 ROADS

with a central cable barrier
can reduce fatal collisions and
serious injuries by **55%**



ROUNDBABOUTS

can reduce the risk of
fatal crashes by **50-70%**



STREET LIGHTING

at rural intersections can reduce
night-time crashes by **25-40%**



RUMBLE STRIPS

can reduce off-road collisions
by up to **36%**

For more on the research, visit parachute.ca/visionzero



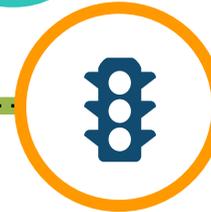
VISION ZERO

An Opportunity for Safer Road Systems in Grey & Bruce Counties

WHAT IS VISION ZERO?



AN ASPIRATION
No loss of life due to motor vehicle collisions is acceptable.



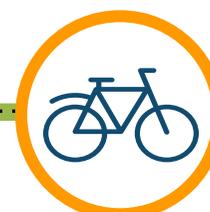
AN INITIATIVE
Reimagining road systems as safe and sustainable.



A COMMITMENT
Decision-makers commit to safety for all road users.



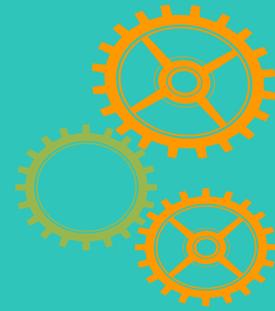
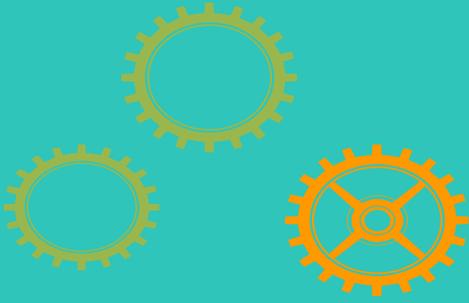
A SHIFT
Responsibility is shared by road system designers and road users.



A RIGHT
Rooted in everyone's right to safe and secure mobility.



A NEW WAY OF THINKING



CONVENTIONAL THINKING



- ✦ Reactionary, focuses on causes of 'accidents'
- ✦ Studies & implements incremental safety improvements one at a time
- ✦ Accepts fatalities as cost of mobility
- ✦ Ignores motor vehicles as causes of harm and accept pollution as by product of transportation

VS

SAFER SYSTEMS THINKING



- ✦ Proactive, focuses on causes of safety
- ✦ Understands that road safety interventions work best in 'bundles'
- ✦ Accepts and designs systems to work safely in spite of human error
- ✦ Embraces multi modal transportation and all road users for better safety and sustainability

UNSAFE ROADS COST US ALL

Each year, motor vehicle collisions in Grey Bruce cause:



1,585

Emergency department visits



175

Hospitalizations



16

Deaths

THE PATH FORWARD



Every road traffic fatality is a tragedy. Local action is needed to ensure safe local roads.

Learn more from our sources at:

parachutevisionzero.ca

visionzero.ca





COMPLETE STREETS POLICY & IMPLEMENTATION GUIDE FOR GREY BRUCE

Guide prepared by

the Toronto Centre for Active Transportation
&
MMM Group Ltd.



Grey Bruce
HEALTHY COMMUNITIES PARTNERSHIP
Working together to create healthy public policy

Executive Summary

Communities across Canada are adopting policies and guidelines to implement Complete Streets, which are streets designed for all ages, abilities and modes of travel, and provide safe and comfortable access for all users. While Complete Streets are typically considered in an urban context, there is an increasing demand to create physical environments that support active living in rural communities as well. This requires understanding and addressing the unique characteristics and needs of both the urban and rural landscapes, and connectivity between them.



King Street in Kitchener, Ontario is an example of a Complete Street, as it incorporates wide sidewalks, public spaces and cycling infrastructure.

Source:
<http://completestreetsforcanada.ca/examples/king-street-kitchener>

Several factors within Grey and Bruce Counties support consideration of Complete Streets, such as:

- an aging population
- high rates of physical inactivity
- high rates of motor vehicle usage
- growing interest and participation in cycling for transportation and tourism

There is a growing body of evidence about the health, safety and environmental benefits of Complete Streets. There are also economic and business benefits, as streetscapes that incorporate cyclist- and pedestrian-friendly features have been shown to increase property values, promote tourism and lower maintenance and operations costs for municipalities. While there are challenges within Grey and Bruce Counties (such as expansive distances that facilitate auto-dependency and cold snowy winters) there are nonetheless many context-sensitive opportunities to encourage active transportation, such as enhancing connectivity to existing trails and shorelines,

promoting tourism in all seasons, and piloting new ways to revitalize main streets in support of local businesses.

Fortunately, there are a supportive provincial policies in place (e.g. Provincial Policy Statement 2014, Ontario Cycling Strategy 2013), and forthcoming (e.g. paved shoulder legislation) and several Grey and Bruce municipalities that have official or strategic plans with a focus on integrating sustainable modes of transportation. There are also a growing number of Complete Streets best practices that can serve as a guide for policy development in Grey and Bruce Counties.

This guide is organized into four main sections. The **first section** provides a rationale for undertaking the project, an explanation of its structure and its intent for use. The **second section** provides an overview of the business case for implementing Complete Streets, as it applies to Grey and Bruce Counties.

The **third section** includes a demographic, socio-economic and travel behaviour profile of the Counties, followed by some notable challenges and opportunities unique to the area. It also includes a review of existing best practices that may be replicated and used as a guide.

The **fourth section** provides solutions and recommendations for ten concerns specific to Complete Streets in Grey and Bruce Counties: 1) removal of parking, 2) trip length, 3) disconnected cycling networks, 4) seasonal variation, 5) jurisdictional coordination, 6) missed tourism opportunities, 7) perception of safety, 8) liability, 9) specialized maintenance, and 10) funding. This section of the guide also covers key stages of implementation and will be most useful for policymakers and planners as it serves as a succinct organizational tool.

Based on a review of current policies and best practices, the guide provides six policy recommendations, specific to Grey and Bruce Counties:

- **Recommendation #1:** The Grey Bruce Health Unit should distribute this guide to applicable County and local municipal staff as a reference/guide; however, each municipality will make their own decisions regarding appropriate Complete Streets policy language and implementation. Additional education may be required and should be explored as needed.

- **Recommendation #2:** Grey and Bruce Counties and local municipalities should use the policies currently in place (e.g. Official Plans and Transportation Master Plans) as the basis for future policy development.
- **Recommendation #3:** Grey and Bruce Counties and local municipalities should identify existing policy deficiencies (using this document as a guide) and prioritize the necessary updates or new policies that need to be developed to establish support for Complete Streets and sustainable transportation.
- **Recommendation #4:** Grey and Bruce Counties and local municipalities should use the policy elements listed in Table 3 (*10 Elements of a Comprehensive Complete Streets Policy*) as a guide in the development of Complete Streets policies.
- **Recommendation #5:** Grey and Bruce Counties and local municipalities should consider the infrastructure and policy solutions in Section 4 (*Complete Streets in Grey and Bruce Counties: Moving Forward*) and the actions identified in Table 4 (Recommended Short and Long-Term Complete Streets Actions) and concentrate first efforts on those communities who demonstrate a readiness to adopt and thus have the greatest likelihood of success.
- **Recommendation #6:** Grey Bruce Health Unit should work together with Grey and Bruce Counties and local municipalities to develop an action plan (using this document as a guide) based on stage of readiness for implementation.

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COVER PAGE PHOTO CREDITS

Owen Sound Streetscape: <http://www.landscapeonline.com/research/lasn/2003/08/img/owen-sound/owen-sound-4.jpg>

Sauble Beach Bike Racks: <http://www.brucecounty.on.ca/business/spruce-the-bruce/before-and-after.php>

Southampton Street Scene: Peter McNeice Photography: <http://imageport.photoshelter.com/image/I0000yXsljCiKU.o>

Grey Bruce County Cyclists: <http://gb.cmha.ca/files/2013/12/sun-times-photo-from-news-article.jpg>

1.0 Introduction & Project Background

1.1 Overview & Rationale

Like many communities throughout Ontario, the Counties of Grey and Bruce face socio-demographic challenges that impact travel behaviour and transportation infrastructure. More specifically data trends show:

- An aging population, which affects mobility and accessibility issues.
- High rates of obesity and physical inactivity among all residents, including children, affecting both individual and community quality of life.
- High rates of motor vehicle usage, primarily due to the predominantly rural landscape and expansive distances between cities and towns, which impacts both the health of individuals and the environment.
- While many Grey and Bruce County residents use motor vehicles, a small but growing constituency rely on active transportation to get to work or school, including seasonal and migrant workers during summer months, teenagers and young adults, and the Mennonite community using horse and buggy.
- Cycle tourism is booming in Ontario: “In 2010 two million Canadian visitors went cycling while travelling in Ontario and spent \$391 million, which was an increase in spending over the previous year.”¹

The goal of implementing Complete Streets is to enable safe access for all users including pedestrians, cyclists, transit riders and motorists in both urban and rural landscapes. By implementing policies, programs, infrastructure and processes that integrate Complete Streets into the design and development of County and local municipal roadways, there is the potential to address reduce auto dependency and encourage active forms of transportation.

1.1.1 What is a Complete Street & What does it mean for Grey Bruce?

A Complete Street is designed for all ages, abilities and modes of travel, where safe and comfortable access for pedestrians, cyclists, transit users and people with disabilities is integrated into transportation planning.²

Complete Streets have typically been considered in the urban context where destinations are close enough together that they can be comfortably reached by walking, cycling and public transit. In rural areas, there is a heavier reliance on motor vehicles as a result of larger distances between the major and minor built-up areas for access to employment, recreation, and other day-to-day activities. While motor vehicles are an important component of both the urban and rural experience, Complete Streets policies are intended to ensure that our streets are safe and comfortable for *all* road users, not only motorists. There is no cookie cutter template or design for a Complete Street. Each street is unique and responds to its community context, whether it be a hamlet, village, rural road or urban centre. “A ‘complete’ street in a rural area will look quite different from a ‘complete’ street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.”³

1.2 How the Project was completed

This project was a collaboration between the Toronto Centre for Active Transportation (TCAT) and MMM Group Ltd. TCAT’s primary contribution to the guide was to research local challenges and opportunities within Grey and Bruce Counties and develop the business case for adopting Complete Streets within municipalities. MMM Group compiled a list of relevant policies and best practices, and provided a guide for Complete Streets implementation. Throughout the duration of the project TCAT and MMM Group worked closely with, and sought guidance from, the Grey Bruce Health Unit and staff representatives at both the municipal and county level. Our team met in person with local representatives at the outset of the project and provided updates during weekly phone meetings.

The content for this project was taken from numerous sources, such as demographic profile reports, Community Improvement Plans, Official Plans, meeting minutes, by-laws, Master Plans, municipal studies, GIS resources, provincial and municipal policies, and advice from Grey and Bruce residents and municipal and county staff. Our team conducted a thorough review of the information available

within these resources, and extracted data that supported the argument for implementing Complete Streets. The images in this guide are either depictions of precedents from successful Complete Streets projects, or of existing road conditions within Grey and Bruce Counties.

This project was financially supported by the Ministry of Health and Long-Term Care, Health Promotion Division, Healthy Communities Partnership Grant.

1.3 Project Goal

The goal of this project was to develop a “made in Grey Bruce” Complete Streets policy based on needs, opportunities, and specific concerns of the region and that can be supported by local municipalities and adopted at the local level. Consideration for the urban and rural landscapes and connectivity between them was key.

1.4 How the Guide is to be Used

This guide is intended to provide foundational policy support for implementing Complete Streets in Grey Bruce. It is also a reference guide of best practices and emerging trends of successful Complete Streets policies and implementation. It is not an active transportation plan, a set of design guidelines, phasing plan for policy implementation, or feasibility assessment for infrastructure projects. However the guide could be used as a base to guide the development of other more specific detailed plans (e.g. a regional active transportation plan), mapping and route prioritization.

The following table summarizes the agreed-upon parameters of the outcomes of this guide.

The Guide Is...	The Guide Is not...
A toolkit for policy implementation	A set of design guidelines
A reference guide of best practices and emerging trends	A funding strategy and structure
A process for internal coordination and decision making	A phasing plan for policy implementation
A context sensitive policy guide for urban and rural areas	A detailed design or feasibility assessment for infrastructure projects
A tracking tool for policy performance and implementation	

2.0 The Business Case for Complete Streets

Improving the safety and comfort of vulnerable road users (e.g. cyclists, pedestrians, the elderly, children, and people with disabilities) are the primary benefits associated with Complete Streets. Other key considerations of Complete Streets are improving public health and the environment. Streets with wide sidewalks, bicycle lanes and other accessibility features that encourage walking and cycling can reduce diseases associated with physical inactivity, such as diabetes, cardiovascular disease and obesity⁴. Providing viable and attractive transportation options (e.g. public transit, walking, cycling) can reduce single-car usage, which decreases the amount of carbon dioxide emissions in the atmosphere and allows for more greenspace in urban settings⁵.

Less understood are the economic benefits of Complete Streets that are of significant concern to municipal staff, Councillors and small business owners that need to consider how any policy change affects the bottom line. Numerous studies reveal that Complete Streets are good for business: they spur private investments, create jobs in cities and towns, and are more cost-efficient to implement and maintain than single use roads⁶.

48% of Ontario By Bike businesses surveyed in Grey County state that cyclists create a regular stream of customers or are their core customers.

The same Grey County businesses were asked to estimate the numbers of cyclists served in the 2014 season, most reported business from cyclists either stayed the same or increased from previous year.⁷

Grey County Research		
BUSINESS TYPE	# OF CYCLISTS	
 BIKE SHOPS	1000-1500	
 TOURING COMPANIES	UP TO 400	
 CAFÉ/BAKERIES	400 - 1500	
 WINERY/BREWERY	40-200	
 ATTRACTIONS	250	
 B&B/CAMPGROUND	2-5	
 HOTEL	50	

Businesses in the Cycle Tourism Marketplace

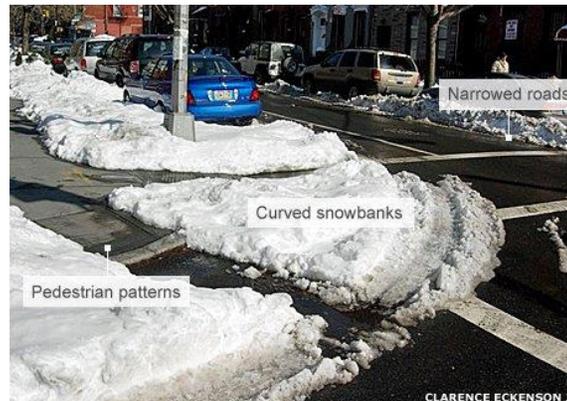
Complete Streets could benefit businesses and the local economy in Grey and Bruce Counties in several aspects unique to the area. They are:

- **Tourism:** It is estimated that, in total, summer and winter tourism contributes nearly \$360 million to Grey and Bruce Counties' economies⁷. Interest is growing in Grey and Bruce Counties as a destination for cycle tourism. A recent cycle tourism survey of Grey Bruce businesses found that 48% of Grey County businesses state that cyclists are regular or core customers and most say numbers of cyclists are increasing each year.⁸ In 2014 alone, there were 50,000 copies of *Bruce County Cycling Routes* printed, 10,000 copies of *Cycle Simcoe - Oro Medonte Cycling Routes*, 30,000 copies of *Grey County Cycling Routes*, and 12,000 copies of *MTB The Bruce: Mountain Bike Trails*. Many of the Counties' golf courses, provincial parks, historic villages, and beaches are accessible by multi-use and rail trails, which can be used in all seasons by cyclists, skiers, and hikers. There is a strong argument for the Counties to invest in streets and infrastructure that connect to these trails, in the anticipation of increasing the capacity of tourists who are travelling to other recreational sites and amenities. There is also a great opportunity for the Counties to reap the local benefits of cycle tourism by promoting themselves as supporters of sustainable tourism and attracting more people to visit the area on bicycle. The rural nature of the Counties, the existing bike routes, paved shoulders, and beautiful shorelines are all natural draws for cyclists interested in long-distance touring
- **Increase in property values:** Streets that accommodate pedestrians, cyclists and mobility device users while featuring attractive landscaping and street furnishings can increase property values of businesses and homes in the vicinity. A study of 15 real estate markets in the United States revealed that a high neighbourhood WalkScore corresponded to an increase in property values⁹. This finding indicates that a safe neighbourhood that reduces barriers to employment, social services and recreation is valuable and will have strong economic returns. This is especially true when considering bicycle infrastructure; installing a bikeway in a North Carolina neighbourhood resulted in a \$5,000 increase in property values for the surrounding homes and businesses¹⁰. This is a strong incentive to enhance existing bicycle infrastructure and create new linkages in municipalities throughout Grey and Bruce Counties.

- Economic Revitalization:** Reducing single-car usage results in noteworthy financial savings for individuals. The National Complete Streets Coalition stated that Dallas, Texas and Cleveland, Ohio residents save approximately \$9,000 - \$10,000 per year by using public transit instead of driving¹¹. These figures increase substantially when cycling or walking is used as the primary mode of transportation; residents can now use this expenditure that would otherwise be allocated toward car maintenance and associated costs, to invest in local economies. Although the aforementioned examples are primarily applicable to urbanized areas, there are also potential economic benefits to providing alternatives to single-car usage for rural areas. According to Owen Sound’s Transportation Master Plan, Grey and Bruce Counties are also affected by a “diseconomy” when considering transportation, implying that poor weather or driving conditions will affect transportation of goods to population centres within the Counties¹². The cost increase of transporting goods and services will be passed on to customers, and thus have an effect on the health and vitality of the local economy. Including viable alternatives to driving between the Counties’ towns and cities, such as carpooling and community transportation service options, will reduce the number of motor vehicles on roads and ensure goods will reach their destinations safely and efficiently.

- Lower maintenance and operations costs:** There are substantial costs associated with maintaining and improving roads, particularly in northern areas prone to heavy snowfall. Due to the wide distances between the municipalities within the Counties, the poor winter driving conditions and an economy that heavily relies on ground transportation, operational costs are a large portion of the County and municipality budgets.

For example, the City of Owen Sound allocated nearly \$1,560,000 in their 2015 budget for snow removal costs, which is dependent upon external



An example of a sneekdown showing pedestrian patterns and extended curbs.

Source: <http://www.bbc.com/news/magazine-25788068>

costs such as fuel and salt prices and thus may fluctuate yearly¹³. Municipalities could potentially save money if roads were narrower and thus required less time and resources to clear.

Some roads have excess capacity, as evidenced by the “sneckdown” phenomenon referring to patterns created by snow showing where people actually drive. The extra unused road space indicates where streets could be narrowed and sidewalks extended to provide safer crossing distances for pedestrians¹⁴. Per kilometer costs of bicycle and pedestrian infrastructure is far lower than for other modes.¹⁵

3.0 The Context

3.1 A Grey-Bruce County Profile

Grey and Bruce Counties are located in the South West region of Ontario, which comprise 17 municipalities and two First Nation reserves. The Counties have a combined area of 8,600 kilometres squared, which contains a significant number of natural and cultural features such as the Niagara Escarpment, Bruce Peninsula, Georgian Bay shorelines, acres of farmland, historic towns and villages, campgrounds and resorts, National and Provincial parks, and a lengthy network of provincial roads. Grey and Bruce Counties present unique challenges when adapting for growth and planning safe and accessible streets. The following are key socio-demographic trends and considerations that influence future community planning.

Demographics

As of 2011, the combined population of Grey and Bruce Counties was 158,670, of which 53% live in rural areas and 47% live in small cities or towns¹⁶. From 2006 to 2011, the Counties’ population growth was only 0.6%, which is well below the provincial average of 5.7%¹⁷¹⁸. Both Grey and Bruce Counties distinguish between primary communities (regional service centres with a wide range of municipal servicing and amenities, such as cities and towns) and secondary communities (local service centres with limited municipal servicing and amenities, such as hamlets and villages).¹⁹ With a population of 22,000 residents, Owen Sound is the largest municipality within the Counties and the only one to be classified as a “city.”

The Counties' median age is slightly older than 47 years old, with 20% of the population consisting of senior citizens (65 years of age or older), although the average ages vary among municipalities²⁰. The oldest municipalities are Northern Bruce Peninsula and the Blue Mountains, with the highest senior population rates of 31.7% and 28.4%, respectively; Saugeen First Nation and Southgate are the youngest municipalities, with the highest youth rates of 24% and 19.6%, respectively²¹. The Counties are largely ethnically homogenous, as less than 2% of the population classifies as ethnic minorities²². The immigration rate is 8%, which is well below the provincial average of 28%²³. The majority of residents speak English at home, although some households do speak French and Ojibway.

Income and Economy

In 2005, the average household income in Grey and Bruce Counties was \$53,000 after tax median, which is lower than the provincial average of \$59,000²⁴. Single parent families headed by women have the lowest income of \$31,000²⁵. Income is varied throughout the Counties, as Saugeen Shores has the highest, while Chatsworth is the lowest.

The majority of residents own their own home, and 23% of residents spend more than 30% on housing costs²⁶. Prior to the global economic downturn of 2008, Grey and Bruce Counties' unemployment rate was 5.3%, which was lower than the provincial rate of 6.4%²⁷. From December 2007 to December 2008, the number of Grey and Bruce County residents receiving regular employment insurance as a result of unemployment rose by between 40–54%, indicating that the Counties were significantly affected by the economic crisis²⁸. Grey and Bruce Counties' economy is heavily dependent on agriculture (approximately half of Grey-Bruce is farmland), manufacturing, health care and social services and retail trade.

The Bruce Nuclear Generating Station is the largest employer in Bruce County with 3,800 workers²⁹. There exists a notable lack of job opportunities for youth in the Counties, with the retail, hospitality and restaurant sectors being the largest employment generators for youth. This has resulted in an exodus of young workers from the Counties to larger cities and population centres in search of employment in various sectors.

Transportation

The large distances between population centres or towns within the Counties, combined with the relative isolation from other more populated areas in the province, influence the primary modes of transportation for residents. Eighty-eight percent of residents use a car as the primary mode of transportation to work, while most children are driven or bussed to school³⁰. Even among secondary school students, driving is the common mode of transportation; the Hanover/Walkerton Active Transportation Committee revealed that a study sample of 16 youth spent 50% of their time driving to places such as school, work, friends' homes, shopping centres, church and recreational centres³¹.

Owen Sound is the only municipality within the Counties that provides a traditional municipal transportation system consisting of four routes travelling in east-west and north-south directions, and a specialized transit system that makes door-to-door visits for those with mobility issues. Both systems run on limited schedules, which may cause obstacles for those residents with mobility issues or who rely on buses to access destinations within the city. Residents of Grey and Bruce Counties also have access to some other forms of specialized public transit service providers (e.g. Saugeen Mobility and Regional Transit) and privately funded (e.g. Grey Bruce Airbus providing service to Pearson International Airport.).

3.2 Local Challenges & Opportunities

Due to geographic, economic and demographic factors, Grey and Bruce Counties present unique challenges that differ from other municipalities throughout the province. While recognizing the circumstances that require distinct attention, it is also important to build upon the opportunities that are in place within the Counties, and enhance their contribution to implementing Complete Streets.

3.2.1 Local Challenges

Physical Health

The rates of certain illnesses and diseases in Grey and Bruce Counties are higher than those of the provincial averages, which is a significant concern for residents. The rate of deaths attributable to cardiovascular disease in Grey and Bruce Counties is 34.1%, which is higher than the provincial

average at 31.2%³². County residents also have higher than provincial average rates of ischaemic heart disease, cerebrovascular disease, colorectal cancers, and arthritis³³.

The rate of overweight and obese residents in the Counties is 59%, which is significantly higher than the provincial average³⁴. Forty two percent of residents are classified as inactive; physical activity is influenced by proximity to work, amenities, transportation systems, and nature. The Bluewater Nutrition Project also reveals that an alarming rate of 29% of children were categorized as overweight or obese, with a tendency for boys to exhibit these characteristics more than girls³⁵.

Twenty six percent of the Grey and Bruce County population are categorized as being heavy drinkers (5 or more drinks a day for at least a month)³⁶. There may be a direct correlation between higher rates of drinking and higher age-standardized mortality rates for unintentional injuries and motor vehicle crashes.

Seasonal Challenges

All seventeen municipalities within Grey and Bruce Counties provide recreational facilities and promote tourism in the summer and winter months. Heavy snowfalls are common in the Counties, and there are regular instances where the Ontario Provincial Police may authorize the closure of roadways due to poor visibility and snowdrifts, as per Section 134 of the Highway Traffic Act³⁷. This presents a hindrance to those who use provincial roads to access places of work, retail and school. During winter months, other uses of transportation are also common; snowmobiles are used to traverse off-road trails and can be parked on snow banks.

In the summer months, cycling along provincial roads is a popular form of tourism. Several active cyclists groups within the Counties have advocated for adding paved shoulders to provincial roads, particularly on routes with lower speeds, high volumes of cyclists, steep hills and twisting roads³⁸. (All references in this guide are specific to paved shoulders that are at least one metre wide and are marked with a warning sign to drivers.³⁹ Buffered paved shoulders, which can include a rumble strip or



Example of a paved shoulder along Highway 10 in Chatsworth, Ontario.

Source: Sonya De Vellis.

buffer of two edge lines with or without diagonal hatching, will not be referred to throughout this guide.⁴⁰) There is also a need to clearly identify on-road routes as potential connections to off-road trails⁴¹. Highway 6 is currently paved from Tobermory to Mar in Bruce County, and, there are additional opportunities for paving the shoulder on other provincial routes as well.

Urban and Rural Variations

Given the expansive rural landscape and broad distances between population centres and tourist sites within Grey and Bruce Counties, auto-dependency is common among residents. Public transportation options between the Counties and larger municipal centres are not feasible due to lengthy trips or reduced service. Due to the small size of municipal centres within the Counties, as noted above, only Owen Sound has a public transportation system.

Several population centres within Grey and Bruce Counties have already developed and are implementing their own Community Improvement Plans (CIP). Located under Section 28 of *The Planning Act*, these plans are used to promote investment in historically and culturally significant districts within the urban centres, or a community improvement project area⁴². Several shoreline communities within Grey and Bruce Counties, such as Meaford and Saugeen Shores, emphasize in their CIPs the inclusion of elements like accessibility, improving pedestrian streetscapes, and intensification.

One unique aspect of redevelopment in Grey and Bruce Counties' cities and towns, however, is that several main streets (such as those that run through the downtown cores in Owen Sound, Wiarton, Saugeen Shores, Meaford and Markdale) are sections of provincial highways and roadways, and are subject to regulations that are separate from those by municipal governments. The Ministry of Transportation has jurisdiction over the road from curb-to-curb, which limits what municipalities are able to do when revitalizing



A Complete Street in an urban area (above) may have different characteristics than one in a rural setting (below).

Sources: <http://www.gcbl.org/blog/2013/05/cleveland-ponders-smart-growth-and-complete-streets-as-an-antidote-to-abandonment>
<https://www.flickr.com/photos/torontocat/6283966826/in/photostream/>

streetscapes. Additionally, because these are provincial highways, motor vehicles travel through these communities to access other destinations within the Counties and province; therefore, heavy vehicular traffic and lack of parking is a constant challenge in the downtown cores. Jurisdictional coordination is also required where County Roads run through local settlement areas.

3.2.2 Local Opportunities

Connectivity

Grey and Bruce Counties' trail system showcases the region's best natural features, such as farmland, shorelines and wooded areas. While many of these trails are off-road, there exist opportunities to link them and create more seamless and safe connectivity to encourage cycling and other modes of active transportation throughout the Counties. Connectivity could exist in the form of paved shoulders along provincial roads, signed routes within city centres accompanied by sharrows, or trails running adjacent to shorelines and main roads within population centres. Quebec's Route Verte, a 5,000-kilometre network of multi-use trails and cycling surfaces, provides excellent precedence for the importance of connectivity⁴³. Approximately 61% of the network is composed of on-road surface connections in the form of paved shoulders or special highway lanes⁴⁴. This is beneficial, as the system connects and provides easy access to over 300 communities throughout the province, thus allowing cyclist tourists to spend \$134 million in cities and towns⁴⁵.



Cyclists ride on the North Shore Trail, which runs from Port Elgin to Southampton along the shoreline of Lake Huron.

Source: <https://www.google.ca/maps/search/N+shore+road+saugeen/@44.3509729,-81.6095955,10z>

Connectivity is a very cost-efficient option that encourages safe cycling within the Counties. Since the infrastructure already exists in the form of off-road trails and roads, adding a paved shoulder or signage in towns is feasible for many municipalities. Promoting connectivity is also practical from a safety and maintenance perspective; providing access to towns along off-road trails means proximity to health care centres, bicycle repair shops, information kiosks, and nourishment to allow for an extended journey.

It also provides economic opportunities for those living in rural or remote areas, as it permits access to employment, social services and recreational activities in cities or towns. This is especially important when considering that people who do not have access to a car, especially the elderly, adolescents, people with disabilities, seasonal workers and low-income individuals, are well represented within Grey-Bruce County. Constructing connecting routes between trails, especially in an area that is not well served by public transit, eliminates barriers and creates equitable streets for those who do not have access to a car⁴⁶. There is also a need to increase the frequency and area of service for privately and publicly funded transit systems within the Counties for residents who travel long distances to regional health and service centres, recreational areas or transportation hubs.

Connectivity could also mean enhancing or adding controlled pedestrian crossings, brightly painted crosswalks, sloped curbs and raised intersections within retail districts in order to encourage walking between businesses and leaving a car parked in one central location. This scenario is advantageous for those who perform many of their daily trips in one central location, and do not want to pay for parking in multiple locations. Walking short distances between stores also meets the Heart and Stroke Foundation's recommendation for 10-minute intervals of physical activity to lead a healthy lifestyle⁴⁷.

Involvement of Local Cycling Groups

Several cycling groups within Grey and Bruce that convene regularly and advocate for safe cycling routes also provide feedback to the Counties with regard to identifying key routes. These groups possess knowledge and experience with the conditions of trails and routes that is beneficial for policy makers when updating cycling infrastructure and amenities throughout the Counties. It is crucial that local municipal governments allow these groups to provide input into safer cycling, especially in areas with vast and varying landscapes, such as those within the Counties. Ontario's 2013 Cycling

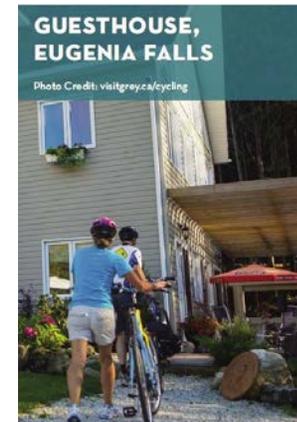
Strategy states that one rationale for updating the 1982 Strategy is responding to increased stakeholder and public interest in cycling and mandates that moving forward, advocacy groups will be a key partner in continuing to develop safe cycling policies⁴⁸. This indicates Ontario's commitment to involving cycling groups and building on the success of local champions within the cycling community when promoting cycling infrastructure.

Seasonal & Recreational Tourism

Tourism plays a significant role in Grey and Bruce Counties' economy. In a 2011 survey regarding County roles in Economic Development Service Delivery, 32% of respondents stated that they were employed in the tourism or hospitality sector within the County⁴⁹. In the same survey, 78% of residents noted that tourism is an extremely or very important economic development priority. Therefore, there exists an opportunity to ensure active transportation and Complete Streets play a significant role in supporting the tourism sector within the Counties.

Several studies have demonstrated the positive correlation between active transportation and increased tourism. As noted above, new research has found that cycle tourism sector in Ontario is growing, including in Grey and Bruce Counties.⁵⁰ Niagara Region, whose tourism sector also heavily consists of cycling in the summer months, revealed that bicycle tourists spent \$164 million in 2002, which created 5,000 jobs; the restaurant, retail and accommodation industries are the largest benefactors of this trend⁵¹. The same study found that bicycle tourists in Quebec spent 27% more daily as opposed to non-cycling tourists. This is significant as many of Grey and Bruce Counties' restaurants, cultural attractions and retail centres are located in towns and population centres that are in close proximity to the Counties' rail and off-road trails. There are also options for encouraging cycling along quieter, less travelled secondary roads rather than on-road routes, which may appeal to inexperienced cyclists. Tourists who cycle spend less on transportation costs and more on food, services and accommodations because food is their fuel!

Encouraging cycling is also beneficial from a tourism perspective in the winter months, as there is an opportunity to promote trails and route markings to hikers, snowshoers, or cross-country skiers, such as those along the Route Verte in Quebec. Ensuring that municipal streets and sidewalks are cleared during winter in the Counties may also promote greater usage of other off-road trails.



Improved Aesthetics for Towns

Complete Streets have the benefit of being aesthetically pleasing as well as functional. One method of connecting trails is to categorize main streets as signed routes that link to other trails and tourist amenities. A town that facilitates the flow of increased cyclist and pedestrian activity will also place a greater emphasis on adding sidewalk seating, landscaping and improving facades of businesses in the main retail and commercial districts.

An example of improved aesthetics due to active transportation is in Lancaster, California, where a downtown revitalization project incorporated many pedestrian-friendly features, such as a pedestrian-only plaza, wide sidewalk and traffic calming measures. This project attracted \$125 million in private investment, as did a project in Mountain View, California, which attracted \$150 million in private investment for a redesign of a pedestrian-friendly street⁵². These projects set a precedent for investments and funding that not only beautify the street and surrounding area, but also encourage cycling and walking. Bruce County's successful "Spruce the Bruce" downtown improvement program has used capital resources to revitalize municipalities within the County while adding pedestrian-friendly features and preserving the uniqueness of the main streets⁵³. This program could serve as a model for other revitalization projects in Grey County and other municipalities.



The Warton Fitness Centre, before (left) and after facade improvements funded by the "Spruce the Bruce" program (right).

Source: http://www.southbrucepeninsula.com/en/economicdevelopment/Facade_Improvement_Program.asp

3.3 Current Policies & Best Practices

3.3.1 Building on What's in Place: Policy Review

The intent of this assignment is not to reinvent the wheel, but instead to build on the policy work already completed at the provincial, County and local municipal level. An initial step in the development of the policy guide was a review of relevant policies and plans to establish a more detailed understanding of the current state of policies at all levels of government. It is with this common understanding of the current state of policies, both successes and deficiencies, that future policy revisions and additions will be made.

From a policy perspective land-use, transportation and active transportation planning is guided by the following provincial policies:

<p>Planning Act: Bill 51 Plan Reform – Bill 51 reforms the original planning act and provides a framework and guide for land use planning throughout Ontario. The bill supports intensification, sustainable development and the protection of green space. The bill allows municipalities to require environmentally sustainable design for buildings and neighbourhoods and identifies sustainable development as a province wide goal / objective.</p>	<p>Relevant Sections: Section 2(q) Section 4.2 (d) & (e) Section 25 (b)</p>
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Source: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90p13_e.htm	
<p>Provincial Policy Statement Update (2014) – The recent update to the Provincial Policy Statement outlines a framework for land use planning and development for municipalities. The document sets out guidelines for sustainable development and promotes planning for transportation choices such as walking, cycling and other forms of sustainable transportation. The policy prioritizes the movement of people and goods as opposed to solely motor vehicles. PPS 2014 section 1.5.1(a) states: “Healthy active communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.”</p>	<p>Relevant Sections: Section 1.1.3.2 Section 1.4.3 Section 1.5.1 Section 1.6.5 Section 1.6.7.4 Section 1.8.1</p>
Source: http://www.mah.gov.on.ca/Page215.aspx	
<p>Highway Traffic Act – Bicycles are recognized as a vehicle under the Highway Traffic Act (HTA) and are legally permitted to operate on public roadways with the same rights and responsibilities. Bicycles, however, are not currently permitted on controlled access freeways / Kings highways or roadways that restrict access by bicycles through a zoning by-law. The HTA speaks to a number of cycling policies including bike lanes on municipal roadways, motor vehicles interacting with bicycles, bicycles being overtaken and regulating or prohibiting bicycles on highways. Most recently, Bill 31, which features several amendments specific to pedestrians and cyclists, has recently undergone its second reading at the legislature. With the future passing of this bill motorists will now be required to permit 1m when passing cyclists in a shared lane including a paved shoulder or bicycle lane. It will also remove the restriction of cyclists on paved shoulders on Kings Highways and will allow municipalities to approve the use of lenses for bicycle signals.</p>	<p>Relevant Sections: Section 1.1 Section 103.1 Section 104 Section 144 Section 148 Section 151 Section 185 Section 191.8</p>

Source: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_90h08_e.htm	
<p>#CycleON: Ontario’s Cycling Strategy – In 2012 the MTO published the draft cycling strategy that acknowledges the importance of cycling infrastructure for a vast number of community benefits. The strategy provides a provincial vision to “develop a safe cycling network that connects the province, for collision rates and injuries to continue to drop, and for everyone from the occasional user to the daily commuter to feel safe when they get a bicycle in Ontario”. The strategy sets our recommended infrastructure, legislation changes and enhancement including proposed changes to the Highway Traffic Act.</p>	<p>Relevant Sections: Action 1.2 Action 1.4 Action 2.1 Action 2.2 Actin 3.1 Action 4.2 Action 5.3 Action 5.4</p>
Source: http://www.mto.gov.on.ca/english/publications/ontario-cycling-strategy.shtml	
<p>Accessibility for Ontarians with Disabilities Act – The policy calls on the public to adhere to a consistent level of service and set of standards related to accessibility. A revision to the act released in 2013 includes requirements for the design of the built environment. The standards apply to new construction and the redevelopment of existing facilities including open spaces such as exterior paths of travel, accessible parking and recreational trails.</p>	<p>Relevant Sections: Section 80.5 Section 80.7 Section 80.8 Section 80.10 Section 80.30</p>
Source: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_05a11_e.htm	
<p>Municipal Act (2001) – The Municipal Act gives municipalities the flexibility to address important issues related to development. It recognizes the jurisdiction municipalities have over municipal highways including policies related to the maintenance of these facilities which in turn is determined by the facilities that are incorporated into roadway design.</p>	<p>Relevant Sections: Section 24 Section 28 Section 55 Section 62.1(1)</p>

Source: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statutes_01m25_e.htm	
<p>Ontario Trails Strategy – The strategy was developed in response to the need for a more structured approach to trail development throughout Ontario. It is a long-term strategy that outlines a provincial direction for the planning, management and promotion of trails. There are five strategic directions including improving collaboration with stakeholders, enhancing the sustainability of Ontario trails, enhancing the trail experience, educating Ontarians about trails and fostering better health and a strong economy through trails. One of the key recommendations is the development of common standards to guide the development of trails.</p>	<p>Relevant Sections: Section 4.0 (pages 12 – 22)</p>
Source: http://www.mtc.gov.on.ca/en/sport/recreation/A2010_TrailStrategy.pdf	
<p>Transit Supportive Guidelines (2012) – Transit supportive guidelines were updated to reflect the planning principles of compact, transit-supportive communities. The policy builds on plans developed over the past 10 years and includes 50 guidelines and 450 specific strategies to guide planners, developers and designers in creating communities that support transit infrastructure and transit ridership. The document also provides support for the development of pedestrian and cycling connections in urban and rural communities.</p>	<p>Relevant Sections: Section 1.1.6 Section 2.1 Section 2.2 Section 2.5 Section 3.2 Chapter 4</p>
Source: http://www.mto.gov.on.ca/english/transit/pdfs/transit-supportive-guidelines.pdf	
<p>Niagara Escarpment Plan (2005) – Currently undergoing review by the Province, this plan provides criteria for growth management to ensure that development occurs without compromising the natural landscape and character of the Escarpment. This plan specifically ensures that a) the construction of any transportation or utility facilities, b) priority pedestrian and cycling routes along the Bruce Trail, and c) development of urban areas minimize the impact on the natural and protected landscape in Grey and Bruce Counties.</p>	<p>Relevant Sections: Part 1.6 Part 1.7 Part 2.15 Part 2.16 Part 3.2</p>

Source:

http://escarpment.org/_files/file.php?fileid=fileYglpwqjbAT&filename=file_NEP_Office_Consolidation_November_13_2014_FINAL_s.pdf

In addition to the provincial policies that provide support for sustainable transportation and Complete Streets there are also some County and local municipal policies that include wording which guide the planning and design of alternative modes of transportation. An overview of relevant policies establishes an understanding of the basis from which future policies will be developed.

This exercise also provides a deeper understanding of the current processes for decision making that exist between those responsible for the planning, design and implementation of Complete Streets. In Grey and Bruce Counties there are two tiers of government that influence the decisions being made. Policy and decision making related to community planning is guided by County policies including but not limited to those listed below.

Bruce County Official Plan - The Bruce County Official Plan makes reference to the design of transportation facilities based on the principles of integration, safety and connectivity.

Relevant Sections:

Section 3.4.2(i) - Develop adequate and appropriate transportation systems and facilities that move people and goods in a safe, environmentally responsible and economically efficient manner within the County, and between the County and other areas.

Section 4.4.4.1.1(v) - The County and local municipalities shall support opportunities to increase the supply of housing through intensification and redevelopment in appropriate locations, taking into account municipal services, existing facilities such as parks and schools, all modes of transportation, including walking and cycling, compatibility with adjacent land, environmental considerations, health and safety, and the demonstrated demand for the proposed type of dwellings.

Section 4.6.2.1 - County Council supports planning, design and operation of a fully integrated County transportation network composed of Provincial Highways, County roads, local roads, scenic roads, railways, recreational trails, airports and harbours.

Section 5.2.2.4 - Local Official Plans - provides details on required sections that should be outlined in local official plans should they be prepared and / or updated and makes reference to recreation and open space including active and passive recreation.

Grey County Official Plan - Grey County's Official Plan focuses on the technical coordination of transportation infrastructure. There is minimal reference to the process of integration of different jurisdictional transportation systems, including the Provincial Highways, into the County Road system.

Section 6.12.1 - Grey County Official Plan states new applications for plans of subdivisions or condominiums should consider such active transportation elements as access to public transit, connections to trails, improving walkability and cyclability, and accessibility features.

Grey County Transportation Master Plan - Grey County's Transportation Master Plan provides more specific details and direction on the planning, design and implementation of transportation facilities and infrastructure. Section 4.0 speaks specifically to the design of an active transportation system and provides some direction on next steps (Section 4.6) including the development of a formal active transportation plan (page 67) and establishing a system of connected routes and facilities (page 67).

Grey County Paved Shoulder Policy - In 2009 Grey County developed a paved shoulder policy that specifically identifies that paved shoulders are intended to be used by non-motorized uses including cyclists and pedestrians. Guided by the design standards outlined in OTM Book 18: Cycling Facilities paved shoulders are to be implemented to facilitate rural active transportation connectivity throughout the County. This policy is being reviewed and will likely be updated as per the recommendations of the Transportation Master Plan.

Grey County Recreational Trails Strategy - This review focused on active transportation and sustainable transportation improvements within the road right-of-way and immediately abutting the road but it also took into consideration potential connectivity with off-road trails. The County's 2009 recreational trails strategy sets out a long-term strategy for the implementation and management of trail systems as well as a set of recommendations for future improvements.

Some of the local municipalities have developed Official Plans to guide the planning of specific communities or built up areas. There are also other policies and plans that establish visions or provide some guidance on future community development and design. A review of applicable local municipal policies was undertaken and those that make reference to the planning, design and implementation of healthy communities, sustainable transportation, trails, etc. are noted in the table below.

Table 1 – Summary of Municipal Policies / Plans which Support Complete Streets

Municipality	Applicable Policies
City of Owen Sound	<ul style="list-style-type: none"> ▶ Official Plan ▶ Community Improvement Plans ▶ Recreation Master Plan ▶ Recreation Trails Master Plan ▶ Transportation Master Plan
The Blue Mountains	<ul style="list-style-type: none"> ▶ Official Plan (2007) ▶ Corporate Strategic Plan (2005) ▶ Leisure Activities Plan (2006)
Town of Hanover	<ul style="list-style-type: none"> ▶ Asset Management Plan (2013) ▶ Official Plan (2014)
Municipality of Meaford	<ul style="list-style-type: none"> ▶ Downtown Community Improvement Plan (2008) ▶ Official Plan (2004)
Township of Chatsworth	<ul style="list-style-type: none"> ▶ County of Grey Official Plan (2013)
Township of Georgian Bluffs	<ul style="list-style-type: none"> ▶ Strategic Plan (2008) ▶ Official Plan (2012)

Municipality	Applicable Policies
Municipality of Grey Highlands	<ul style="list-style-type: none"> ▶ Strategic Plan 2013 -2018 (2013) ▶ Official Plan (2001)
Township of Southgate	<ul style="list-style-type: none"> ▶ Official Plan (2006)
Municipality of West Grey	<ul style="list-style-type: none"> ▶ County of Grey Official Plan (2013) ▶ Strategic Plan (2011)
Town of Saugeen Shores	<ul style="list-style-type: none"> ▶ Official Plan (2006) ▶ Waterfront Master Plan (2013) ▶ Asset Management Plan (2012) ▶ Port Elgin Corridor Neighbourhood Plan ▶ Parks & Trails Master Plan (2004) ▶ Design Guidelines (2009) ▶ Shores Signage & Wayfinding Strategy (2011)
Municipality of Kincardine	<ul style="list-style-type: none"> ▶ Official Plan ▶ Integrated Community Sustainability Plan (2012)
Municipality of Brockton	<ul style="list-style-type: none"> ▶ Recreation & Leisure Services Master Plan (2011) ▶ Winter Maintenance Strategy (2000)
Town of South Bruce Peninsula	<ul style="list-style-type: none"> ▶ Official Plan (2001)
Municipality of Arran-Elderslie	<ul style="list-style-type: none"> ▶ Official Plan (2004)

Municipality	Applicable Policies
Township of Huron-Kinloss	<ul style="list-style-type: none"> ▶ Official Plan ▶ Cultural Action Plan (2013)
Municipality of South Bruce	<ul style="list-style-type: none"> ▶ Official Plan (2014)
Municipality of Northern Bruce Peninsula	<ul style="list-style-type: none"> ▶ Official Plan for Secondary Urban Areas ▶ Parks & Recreation Plan (2012) ▶ Strategic Plan (2009)

Recommendation #1: The Grey Bruce Health Unit should distribute this guide to applicable County and local municipal staff as a reference/guide; however, each municipality will make their own decisions regarding appropriate Complete Streets policy language and implementation. Additional education may be required and should be explored as needed.

Recommendation #2: Grey and Bruce Counties and local municipalities should use the policies currently in place (e.g. Official Plans and Transportation Master Plans) as the basis for future policy development.

Recommendation #3: Grey and Bruce Counties and local municipalities should identify existing policy deficiencies (using this document as a guide) and prioritize the necessary updates or new policies that need to be developed to establish support for Complete Streets and sustainable transportation.

3.3.2 Supporting Complete Streets in Grey and Bruce Counties

Best Practices Review

When moving forward with the planning, design and implementation of Complete Streets it is important to have a strong understanding of some of the key Complete Streets best practices - local,

national and international. Complete Streets is a growing movement. There are a number of best practices now available that the Health Unit and the Counties of Grey and Bruce can learn from.

Though this is a policy oriented assignment - effective, efficient and successful implementation of Complete Streets initiatives / projects will be influenced by policies, infrastructure design, programming initiatives and a strong supportive process to guide day to day decision making.

To inform the best practices review the project team reviewed examples of successes in these four “categories” from local, national and international communities. It is important to note that the best practices review focused on two “criteria”:

- That the community was of a similar scale including rural areas and pockets of built-up communities / villages / municipalities / cities; and
- It could provide either relevant or inspirational references for upper and lower tier municipalities.

The following table provides an overview of the findings of the best practices review. They have been organized based on the four categories and the geographic location / reference where the information was gathered.

Table 2 – Summary of Best Practices Review

Best Practices Category	Example
POLICIES	
Include clear, succinct and unequivocal language (e.g. “must” or “shall”)	Smart Growth America (SGA) Awards 2014
Address a broad range of travel modes	SGA Awards 2014
Address all projects and phases	SGA Awards 2014
Include clear and accountable exceptions	SGA Awards 2014
Address private development	SGA Awards 2014

Best Practices Category	Example
Link development parameters (use, intensity, form) to street characteristics	London, ON
Establish parking maximums for new development	Grand Prairie, AB
Change zoning, subdivision codes, right of way standards to ensure newly built or redesign streets are aligned with Complete Streets policies	SGA Workbook
Specifically identify in your CS policy the design manuals that will be used for guidance - not always necessary to develop your own guideline, but be clear about which ones will be used	SGA Workbook
Establish how land use goals and transportation goals will be integrated to create vibrant communities	SGA Workbook
Identify which pre-existing land use goals / visions the CS policy can tie into	SGA Workbook
Develop distinct approaches for urban, suburban and rural areas	SGA Workbook
Integrate stakeholder and user views	SGA Workbook
Identify the measures that are currently used to evaluate success either at the project level or the community level	SGA Workbook
Establish the indicators that will be used to gauge the success at the project and / or community level	SGA Workbook
Assign a time parameter for performance measures (short term / long term)	SGA Workbook
Identify how data can be collected most efficiently and who is / will be collecting it	SGA Workbook
Add language recognizing that the degree of accommodation for each mode will vary from one street to another; all permitted users must be afforded basic accommodation	SGA Workbook

Best Practices Category	Example
Provide public sector employees with access to a bicycle share program for short work trips	Changelabsolutions.org
INFRASTRUCTURE	
Comprehensive network for all users	SGA Workbook
Provide specific guidance for transportation infrastructure that is constructed in conjunction with private development and subdivisions	SGA Workbook
Set specific goals to increase connectivity	SGA Workbook
Identify opportunities to connect non-motorized networks	SGA Workbook
Design main streets in urban context to be flexible for different purposes. For example, design on-street parking to easily be converted to patio or sidewalk space	Kitchener, ON
Use priority lists to determine where sidewalk improvements (filling gaps, widening) or crossing improvements will be most effective and supported	Grand Prairie, AB
Maintain sidewalks year round (Grand Prairie, many others) and multi-use trails year round	Peterborough, ON
Invest in a high quality public realm in strategic locations such as Main Streets and waterfronts to demonstrate the potential for Complete Streets	Port Hope, ON
Provide abundant and clearly visible bicycle parking	Kitchener, ON
Ensure that intersections and traffic signals accommodate cyclists (phasing, detection, cross rides)	Caledon, ON
Provide sidewalks on both sides of the street and cycling facilities with designated space or separation from motor vehicle traffic near schools	Caledon, ON

Best Practices Category	Example
Address physical barriers such as bridges, high volume intersections, etc. that may discourage pedestrians and cyclists, and develop a plan to improve AT conditions (including exploring wayfinding solutions).	Waterfront Trail (e.g. Port Hope, ON)
PROGRAMMING	
Facilitate street events that temporarily pedestrianize urban streets	Kitchener, ON
Safe routes to schools programs	Changelabsolutions.org
Integrate active transportation into tourism promotion highlighting trails, waterfronts, and main streets	Niagara Region, ON
Develop a business case for implementing a Complete Street on the main street(s) in a town and meaningfully engage business owners to build a broad support base for Complete Streets	Oakville, ON
PROCESS	
Clearly outline implementation steps in policies	SGA Awards 2014
Establish a clear process for the design of Complete Streets and outline the steps needed	Charlotte, NC
Assemble a Complete Streets team of employees from various departments and assign meaningful responsibility to this team for implementing	Grand Prairie, AB
Review projects and proposals not just for their impact on walking but on their potential to support more walking	Grand Prairie, AB
Maintain a dialogue with groups that represent persons with disabilities and the elderly, and integrate recommendations accordingly	Grand Prairie, AB
Use gas tax to fund Complete Streets investments	Brantford, ON

Best Practices Category	Example
Explore the level of interest with neighbourhood associations in implementing pilot projects	Grand Prairie, ON
Assign a specific department to be responsible for pedestrian initiatives	Grand Prairie, ON
Identify which department, agencies and jurisdictions have control / interest in streets and how / when they should be integrated into the street design process	SGA Workbook
Coordinate with neighbouring jurisdictions	SGA Workbook
Develop documents to guide network-related decision making (if they don't exist elsewhere)	SGA Workbook

Key Policy Elements & Considerations

Policies that support Complete Streets in Grey and Bruce Counties will need to address context sensitive considerations for both its urban and rural areas. The different geographic, socio-demographic, infrastructure, tourism and land-use planning characteristics will be a strong influence in the development and application of Complete Streets policies. Recommended policy solutions identified in Section 4.1 below are based on a review of model policies and the best practices review above.

Adopting Complete Streets policy language into Official Plans, Transportation Master Plans and other official policy documents, within both the Grey and Bruce Counties and local municipalities, will provide the vision for how and why each community wants to complete their streets, and the direction for how to implement this vision whenever a street is being newly built or re-designed.

A policy measurement tool⁵⁴ to rate the strength of Complete Streets policies was developed by the U.S. based National Complete Streets Coalition. TCAT adapted this tool (below in Table 3)⁵⁵ for the Ontario policy context to assist municipal staff in developing their own Complete Streets policies and guidelines specific to their local context. Both TCAT and the Complete Streets Coalition produce and make freely available on their websites a wide range of resources that municipalities can use when

updating their transportation and land-use policies. TCAT, on its Complete Streets for Canada website, offers case studies, analysis, design, and policy language examples from across the country (<http://completestreetsforcanada.ca/map>). The Complete Streets Coalition provides a wealth of policy and implementation tools including model language⁵⁶ from over 700 adopted Complete Streets policies (as of February 2015) and an annual report ranking the best policies.⁵⁷

Table 3 – 10 Elements of a Comprehensive Complete Streets Policy

#	Element	Description
1	Language & Intent	Uses strong policy language such as “must implement” or “will implement” when referring to Complete Streets elements.
2	Users & Modes	Must mention, at minimum, that “all users” includes pedestrians, bicyclists and transit users of all ages and abilities
3	Applies to all Projects	Must apply to all projects including new projects, retrofit/reconstruction projects, and repair/maintenance and/or other projects for the entire right-of-way.
4	Exceptions	Exceptions to the policy are clear and require a procedure for approval.
5	Encourage Connectivity	Aims to create a comprehensive, integrated, connected network to benefit all users and modes.
6	Jurisdictions	Is adoptable by all agencies to cover all roads at the municipal, regional/county/district, and provincial level.
7	Design Criteria	Cites the use of the latest and best design criteria and guidelines to aid in implementation.

#	Element	Description
8	Community Context	States the context of the roadway and the surrounding community context dictates what Complete Streets elements will be accommodated.
9	Performance Measures	Establishes performance standards with measurable outcomes.
10	Implementation Plan	Includes specific next steps for policy implementation.

As Grey and Bruce Counties move through the next steps and embarks on the development of policies and strategies that guide the planning, design and development of Complete Streets in the County and local municipal context these elements should be considered and addressed to ensure that there is alignment between the efforts undertaken.

Recommendation #4: Grey and Bruce Counties and local municipalities should use the policy elements listed in Table 3 (*10 Elements of a Comprehensive Complete Streets Policy*) as a guide in the development of Complete Streets policies.

Recommendation #5: Grey and Bruce Counties and local municipalities should consider the infrastructure and policy solutions in Section 4 (*Complete Streets in Grey and Bruce Counties: Moving Forward*) and the actions identified in Table 4 (Recommended Short and Long-Term Complete Streets Actions) and concentrate first efforts on those communities who demonstrate a readiness to adopt and thus have the greatest likelihood of success.

Recommendation #6: Grey Bruce Health Unit should work together with Grey and Bruce Counties and local municipalities to develop an action plan (using this document as a guide) based on stage of readiness for implementation.

4.0 Complete Streets in Grey and Bruce Counties: Moving Forward

The following section outlines ten key concerns we have identified within Grey and Bruce Counties. Within each chart, we have included goals and objectives in addressing the concerns, relevant policy or program precedents and guidance, and infrastructure solutions.

4.1 Potential Complete Streets Solutions

Concern #1: Removal of Parking

Some AT facilities require additional space in the right-of-way. The perception of the implications of the removal of parking in the urban area may hinder “buy-in”.

	Goal/Objective: To provide sufficient and/or flexible space for cyclists, or on street bicycle parking, without removing significant parking spaces on main retail streets	
Potential solutions:	Infrastructure:	Policy / Program:
	<ul style="list-style-type: none"> • Moveable bollards (City of Kitchener) allow for increased pedestrian, bicycle and public spaces during warmer months, and can be moved to accommodate on street parking in the winter months - estimated cost: \$500 - \$700 per bollard (http://www.kitchener.ca/en/livinginkitchener/resources/MUPMasterPlan_March282012_website.pdf) • Increased parking spaces in municipal lots adjacent to or near main streets, with sufficient connections to pedestrian pathways • In Owen Sound, on-street parking spaces may be converted to patio space in warmer months, depending upon applicant’s receipt of a street occupancy permit and approval from the engineering department (https://www.owensound.ca/sites/default/files//Complete_Patio_Guideline_-_Approved.pdf) 	<ul style="list-style-type: none"> • “Through municipal by-law, on-street parking spaces may be repurposed for local businesses, bicycle parking or landscaping during off-peak hours” <i>Niagara Region Model Policy</i> • “The City should ensure that all Tier 1 to Tier 4 monthly public parking permit rates are maintained above the monthly adult transit pass rate.” p 96, <i>City of Waterloo Transportation Master Plan</i> • “Prior to removing or adding on-street parking, the Town shall consider the context of the area including walkability and cycling opportunities. Where on-street parking is removed, sufficient off-street parking will be provided in its place.” <i>Town of Fort Erie</i>

Concern #1: Removal of Parking

Some AT facilities require additional space in the right-of-way. The perception of the implications of the removal of parking in the urban area may hinder “buy-in”.

Examples:



Moveable bollards along King Street in downtown Kitchener

Source: <http://www.landscapeonline.com/research/lasn/2010/08/img/Kitchener/Kitchener-1.jpg>

Concern #2: Trip Length

The rural nature that characterizes much of the County results in long trip distances between built up areas and a dependence on single occupancy vehicles.

	<p>Goal: To provide alternate options to driving single-occupancy vehicles for trips within Grey and Bruce Counties and municipalities</p>	<p>Objective: To promote multi-modal options and links between transportation systems within the County</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Approach owners of underutilized parking lots to propose converting them to carpool lots along key interchanges within Grey and Bruce Counties, which gives multiple single-occupancy drivers the option to park and travel together • Increased pedestrian infrastructure and signage connecting Owen Sound bus stop on 10th St E to Greyhound bus terminal on 9th Ave • Maintain conditions of and promote the usage of bicycle racks on buses to allow riders to access points of interest using multi-modal travel 	<ul style="list-style-type: none"> • "Public transit can help remove some of the barriers that limit people's mobility, this can be done by developing travel training programs, enhancing accessibility and reviewing community mobility connectivity and accessibility to and from transit stops." <i>p. 3 Moving Forward – A Strategy for Active Transportation in Grande Prairie</i> • "Public transit can help remove some of the barriers that limit people's mobility, this can be done by developing travel training programs, enhancing accessibility and reviewing community mobility connectivity and accessibility to and from transit stops." <i>p. 3 Moving Forward – A Strategy for Active Transportation in Grande Prairie</i>

Examples:



Carpool lots, such as this one near Highway 410 and Williams Parkway in Brampton, may be created from underutilized lots situated near major intersections throughout the Counties.

Source: <http://www.bramptonguardian.com/news-story/3094618-new-hwy-410-carpool-is-half-empty/>

Concern #3: Disconnected Cycling Networks

Significant gaps existing in the off-road and on-road networks which provide a lack of connectivity and continuity.

	<p>Goal: To provide Grey and Bruce County cyclists and trail users with a safe and seamless network</p>	<p>Objective: To install on-road lanes and markings that indicate trail connections through cities and towns throughout the Counties</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Assess opportunities to install bike lanes within the right of way on main streets where excess road capacity exists • Where bike lanes are not feasible, install sharrows or signage indicating “diamond lanes” on main roads in population centres, or bicycle lanes on side streets that link to trail system • Install signage along these routes with the name of trail connections, distance markers, maps and information such as kilometres or minutes to next town or park • On provincial roads (such as Highway 6 or 10) where paved shoulders exist, create signage that includes the aforementioned information • For hikers or other trail users, ensure signage and pavement markings are located on accessible streets with wide sidewalks (such as those leading to waterfront trails, etc.) 	<ul style="list-style-type: none"> • “Provide route markings in residential areas to show connectivity to the corridor, downtown, and other points of interest” p. 5 <i>Moving Forward – A Strategy for Active Transportation in Grande Prairie</i> • “Council shall promote movement and connectivity Downtown by: a) committing to the Active Transportation plan; b) promoting and improving the connectivity of the street network, including establishing or re-establishing a street grid south of Main Street and continuing to enhance access and connectivity to the Riverfront Park; c) with regards to b), where it is impractical to establish full public streets, to seek to establish pedestrian connectivity through the acquisition of easements, pedestrian links and other means;” <i>Plan Moncton, p. 29</i> • “Create and maintain a Community Mobility Connectivity Map which will identify the missing sidewalks and trails which disrupt the continuity for active transportation” p. 16 <i>Moving Forward – A Strategy for Active Transportation in Grande Prairie</i>

Concern #3: Disconnected Cycling Networks

Significant gaps existing in the off-road and on-road networks which provide a lack of connectivity and continuity.

		Policy / Program:
		<ul style="list-style-type: none">• “Increase requirements for pedestrian connectivity in the Land Use Bylaw within a commercial area” p. 16 <i>Moving Forward – A Strategy for Active Transportation in Grande Prairie</i> “In support of an integrated Bicycle Network, priority should be given to the development of bicycle facilities to facilitate linkages and connections between the local and Regional bicycle network.” <i>City of St. Catharines</i>• “Access to downtowns and main streets will be provided for cyclists. Where safe access or adequate facilities cannot be provided, an alternative route is encouraged to be established on an adjacent road.” <i>Niagara Region Model Policy</i>• Develop an active transportation plan and implementation strategy for Grey and Bruce Counties that builds on existing on and off-road routes• Undertake a gap analysis of existing facilities and highlight missing links that can be achieved• Identify connection points between walking and cycling and public transit• Develop effective design guidelines for transitions between different routes (on and off road) or between different facilities

Concern #3: Disconnected Cycling Networks

Significant gaps existing in the off-road and on-road networks which provide a lack of connectivity and continuity.

Examples:



Example of information sign at on-road trail connection at Pottery Road in Toronto.

Source: <http://valdodge.com/2011/11/25/inching-closer-to-wayfinding-perfection/>

Concern #4: Seasonal Variation:

Winter weather makes AT less appealing to some residents during several months of the year and also increases the cost of maintaining facilities. Grey and Bruce Counties are destinations for seasonal residents and visitors with increased demand for both short and long distance AT trips (e.g. touring cyclists).

	<p>Goal: To promote Grey and Bruce Counties as a year-round travel destination committed to active transportation in all types of weather</p>	<p>Objective: To maintain a strong commitment to winter sidewalk cleaning and look into options that allow for active transportation uses along cleared trails</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<p>In winter:</p> <ul style="list-style-type: none"> • Promote and raise awareness of priority cleared sidewalks throughout the counties (e.g. Markdale and Owen Sound) to inform residents of opportunities to walk to their destinations using on-road signage or pavement markings • Identify cleared paths in winter with signage (ex. Harrison Park in Owen Sound), and if resources permit, clear trails that are easily accessible to residential areas for cross-country skiers and hikers in all seasons • Create tourism brochures and promotional materials that highlight: places for covered bike parking or storage, restaurants and indoor accommodation/areas for camping, and sporting goods stores that provide maintenance for winter cycling • Ensure all provincial and county roads are free of snow and obstacles for all road users (including pedestrians and cyclists) • Assess liability and capability of road authorities to ensure paved shoulders are free of snow, as plowing paved shoulders may not be feasible due to budgets 	<ul style="list-style-type: none"> • “Identify priority winter commuter routes for snow removal and ice control” p. 7 <i>Moving Forward – A Strategy for Active Transportation in Grande Prairie</i> • Educate the public on winter cycling opportunities including safe practices for on-road cycling and routes that will be maintained • Identify design guidelines that identify how facilities would be adapted to accommodate seasonal variation • Identify amenities that accommodate varying seasonal uses

Examples:



Plowed sidewalk in Markdale (Photo credit: Nancy Smith Lea)

Concern #5: Jurisdictional Coordination

Multiple jurisdictions have responsibility for the road network which creates a coordination challenge and can lead to inconsistency between the design and implementation of infrastructure.

	Goal: Better coordination between upper and lower tier municipalities	Objective: Improve delivery of active transportation projects that cross jurisdictional boundaries
Potential solutions:	Infrastructure:	Policy / Programs:
		<ul style="list-style-type: none"> • Establish a Complete Streets policy and supportive design guidelines which takes into consideration the different classifications of roadways for both Grey and Bruce County as well as local municipal roadways • Develop a policy which identifies an approach to prioritization of routes to determine their candidacy as Complete Streets projects • Establish a committee of County and local municipal representatives as well as representation from the MTO to discuss jurisdictional challenges and solutions on an annual basis

Concern #6: Missed Tourism Opportunities

AT tourism is a growing market and has significant potential in Grey and Bruce Counties. If not realized the opportunities could be missed.

	<p>Goal: To increase tourism revenue within Grey and Bruce County by promoting active transportation</p>	<p>Objective: To increase awareness of the trail network, and streets and public spaces within municipalities to tourists of all ages and abilities</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Install signage along trails and routes indicating distance to popular tourist sites (parks, waterfronts, etc.) • Promote “Ontario by Bike” program and work with BIAs to offer discounts in restaurants, accommodations, etc. for cyclists • Ensure signs and on-road paintings are maintained and upgraded each year • Market active transportation within Grey and Bruce County as sustainable tourism 	<ul style="list-style-type: none"> • Prioritize AT facilities on main streets, waterfronts, and regional trail connections • Provide a free map of regional AT routes and tourism relevant destinations such as accommodations and sites of interest • Identify locations where Welcome Cyclists can be implemented e.g. seasonal destinations with high density of B&Bs or cycling supportive businesses • Develop a branded signage and wayfinding strategy for regional touring routes and implement them consistently throughout the County • Engage with local cycling groups to develop promotional and educational materials regarding touring routes and tourism opportunities • Enhance presence of pedestrian and cycling opportunities on both the health unit and tourism websites for Grey and Bruce

Examples:



Signage along Quebec's Route Verte multi-use trail.

Source: <http://www.cyclemania.ca/2009/08/eastern-townships-cycling-route-verte-north-hatley-sherbrooke/>

Ontario by Bike Grey County website: <http://ontariobybike.ca/greycounty>

Concern #7: Perception of Safety

AT is not perceived as a safe, comfortable and convenient travel option.

	<p>Goal: To present active transportation as a viable, safe option for all age groups.</p>	<p>Objective: To add features throughout the County that increase the comfort and enjoyment of pedestrians and cyclists</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Add features such as streetlights, to improve safety, and planters, to provide visual and acoustic barriers from traffic, along sidewalks on main streets to encourage walking • Painted crosswalks, speed bumps and raised intersections will give drivers a visual reminder that pedestrians are present at intersections and driving speeds should be reduced • Reduce vehicle speeds along main streets in downtown or pedestrian/cyclist heavy areas (shorelines, etc.) • Increase countdown duration on pedestrian push-buttons, especially in intersections near seniors' homes, schools and parks • Where possible, provide trail connections along paved routes with natural buffers or sufficient space for cyclists to feel comfortable • Install signage which assigns a level of cycling expertise to trails and routes 	<ul style="list-style-type: none"> • “The Municipality shall ensure that cycling facilities accommodate the needs of vulnerable users such as children, seniors and those with mobility impediments. Off-road paths and/or grade separation between automobiles, cyclists and pedestrians is encouraged on roads with speed limits of 50 km/h or higher.” (<i>Niagara Region Model Policy</i>) • Develop an educational strategy for people of different ages and abilities regarding different pedestrian and cycling facilities • Offer training programs through the health unit on safe cycling and engage with the community to develop on road or off-road bike rides and hikes • Attend local events to promote walking and cycling and to gather input on how streets can be enhanced to be more appealing to public use

Concern #7: Perception of Safety

AT is not perceived as a safe, comfortable and convenient travel option.

Examples:



Marked pedestrian crossing along 2nd Avenue E in Owen Sound, with signage.

Source: Sonya De Vellis

Concern #8: Liability

The Counties are concerned about liability for cyclists using paved shoulders, and the implications of marking these as cycling routes.

	<p>Goal: Build safe facilities for all road users</p>	<p>Objective: Ensure that facilities that facilitate active transportation do not increase the liability of municipalities</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Build infrastructure that adheres to the most recent design guidelines and provincial policy direction 	<ul style="list-style-type: none"> • Organize a liability workshop so that all municipal staff involved in the issue are aware of the liability implications of both “turning a blind eye” and designating facilities such as paved shoulders for cyclist use. Proposed Bill 31 is expected to provide greater clarity on this issue once it has officially been passed through the provincial legislature • Review processes and practices related to liability and maintenance at the County and local municipal level and update / revise them as needed to clarify the impact of increased cycling / walking / public space use
<p>Examples:</p>	<div data-bbox="474 1040 848 1328" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Managing Risk with Active Transportation</p> <p>Jeff Jackson, PhDc</p> <p><small>Professor, Coordinator Algonquin College in the Ottawa Valley jeff.jackson@algonquincollege.com</small></p>  <p><small>Copyright Street Beating Inc. www.streetbeating.com/str</small></p> </div> <p>Managing Risk with Active Transportation: http://www.healthylg.org/_resources/presentations/Managing_Risk-Jeff_Jackson.pdf</p>	

Concern #9: Specialized Maintenance Needs

Implementation of infrastructure is not sufficient. It needs to be maintained in a consistent way that maximizes comfort and connectivity.

	<p>Goal: To enforce a high standard of maintenance and preservation to cycling and pedestrian infrastructure throughout the County</p>	<p>Objective: To ensure obstacles such as snow banks, ice, cracked pavement and debris are not present along sidewalks or paths frequently used by cyclists and pedestrians.</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Collect and categorize data on Geographic Information System according to priority upgrades, significant winter cycling routes and provincial/County/municipal responsibilities 	<ul style="list-style-type: none"> • Coordinate maintenance activities for all transportation facilities—roads, sidewalks, bicycle facilities—and establish a single fund to cover multi-modal maintenance costs • Work with local cycling groups to establish core priorities for winter maintenance • Identify a winter cycling network and a supportive strategy to identify maintenance practices for these facilities • Identify potential policy alignments between County and local municipal maintenance practices and strategies • Establish a strategy for public education regarding the assumed maintenance practices throughout the County based on road type and anticipated facilities

Examples:



Example of Bicycle Facility Cleared of Snow

Credit: copenhagenize.com, 2010

Concern #10: Funding

Building and maintaining AT infrastructure may take additional funds, which may not be available or are already identified for other infrastructure improvements.

	<p>Goal: To establish a steady and sustainable source of funding for active transportation and Complete Streets projects throughout the County</p>	<p>Objective: To seek government funding programs and private investments that revitalize downtown areas and expand multi-use trail systems</p>
<p>Potential solutions:</p>	<p>Infrastructure:</p>	<p>Policy / Program:</p>
	<ul style="list-style-type: none"> • Use scheduled infrastructure projects as an opportunity to integrate additional transportation facilities into a right-of-way to better support active transportation and transit • Seek additional funding sources for priority active transportation and Complete Streets funding that fall outside the capital works schedule 	<ul style="list-style-type: none"> • “Where the Region of Niagara Bicycle Network is proposed on a road under local municipal jurisdiction, the Regional Municipality will be responsible for funding of the bicycle facility, subject to Regional Council approval.” <i>City of St. Catharines</i> • “To be cost effective, the municipality shall seek to coordinate and fund the renovation or repair of streets with the Region and utility companies.” <i>Niagara Region Model Policy</i> • “Currently, there is no dedicated resource coordinating the various efforts around Active Transportation planning. A coordinator position can provide support to the two Divisions responsible for the ATP. The coordinator will be a resource to the ATAC and his/her duties will include assisting with the planning, design implementation and evaluation of commuter routes and trails; communications with outside agencies and creation of partnership with school boards, TBDHU and WSIB to name a few as well as developing AT policies which affect other City Divisions” <i>p. 8 Thunder Bay Active Transportation Corporate Report (2008)</i> • “The Municipality shall use scheduled infrastructure projects as an opportunity to integrate additional transportation facilities into a right-of-way to better support active transportation and transit.” <i>Niagara Region Model Policy</i>

Concern #10: Funding

Building and maintaining AT infrastructure may take additional funds, which may not be available or are already identified for other infrastructure improvements.

Examples:

See potential funding sources in table 5 below and online:
<http://completestreetsforcanada.ca/background/complete-streets-funding-programs>

- The Transportation and Works Department will integrate the design and construction of the proposed 110 kilometres of commuter routes as shown in this plan into the Transportation and Works Asset Management “Plan and fund the projects as a component of capital budget road reconstruction.” p. 6 *Thunder Bay Active Transportation Plan*

4.2 Implementation: An overview of Key Stages

4.2.1 Integrating the Municipal Class EA Process

For the purposes of this assignment, implementation is not focused on the design and implementation of specific Complete Streets projects but on establishing a realistic and achievable process. As noted in **Section 3.0**, the intent is not for this project to reinvent the wheel. A process to consider Complete Streets should be integrated into the existing day to day decision making for practitioners at the County and local municipal level. Where possible, planning, design and implementation should become part of the existing conversation for practitioners and should move from being an afterthought to a viable alternative.

The design and implementation of capital works projects throughout Ontario is driven by the Municipal Class Environmental Assessment (EA) process which is outlined in the *Municipal Class Environmental Assessment (EA) Act*. A Municipal Class EA is typically undertaken for roadway, water and wastewater projects. Depending on the level of anticipated impact on the environment or the proposed scale of the project, a project “schedule” is assigned which determines the step-by-step study process. There are three Municipal Class EA schedules:

- **Schedule A** -a project with minimal impact on the surrounding environmental which requires operational changes and or maintenance requirements.
- **Schedule B** -a project which may have some impact on the surrounding environment which requires improvements to the infrastructure or could include expansions to the system (e.g. road widening)
- **Schedule C** - a project which may have significant impacts on the surrounding environment where new facilities are being developed or significant expansions to the existing system are being made.

Complete Streets projects will typically fall into the category of a schedule A or B. To facilitate implementation, practitioners may also select to leverage economies of scale by including Complete Streets elements into large-scale schedule C projects.

The Municipal Class EA Process

There are five phases which make up the Municipal Class EA process. Each phase is made up of a clear set of steps that are to be used as a guide for a project to move from planning through to detailed design and construction. The figure below illustrates the Municipal Class EA process. Points in the process where Complete Streets elements should be integrated and / or considered have been noted. A table is also provided which notes the key elements of each phase.

Table 3 – Summary of Municipal Class Environmental Assessment (EA) Process

Phase 1: Problem & Opportunity	Phase 2: Alternative Solutions	Phase 3: Alternative Design Concepts for Preferred Solutions	Phase 4: Environmental Study Report	Phase 5: Implementation
<ul style="list-style-type: none"> Determine statement of problem / opportunity through staff or through consultation with the public 	<ul style="list-style-type: none"> Identify different solutions to address the problem / opportunity Information is presented for review and consideration (public and stakeholders) Address environmental impacts (as necessary) of solutions First point of consultation Preferred solution is identified 	<ul style="list-style-type: none"> Design concepts are identified for the preferred solution Inventory of natural, social and economic environment is documented Environmental impacts are identified Preferred solution is presented to the public (second point of contact) 	<ul style="list-style-type: none"> Report the findings and potential impacts Provide highlights and overview of the design solution identified 	<ul style="list-style-type: none"> Complete drawings and put project out to tender Construct project Monitor project for success following completion

Consideration for New Amendments to the Class EA Process

In 2014 an amendment to the *Municipal Class Environmental Assessment* was submitted as a result of a five-year review that was completed in 2012. The amendments included a number of changes related to cycling and trail provisions including additional details that:

- Permit the addition of cycling lanes through the conversion of a General Purpose Lane (GPL) byway of a “road diet”. This operational change would be considered a Schedule A+ with no financial limitation. A road diet is the “redesignation” of linear paved facilities through signage or pavement marking modifications and does not require any physical construction.
- Within a road right-of-way, municipalities may construct or remove sidewalks and add a multi-use trail or replace a sidewalk with a multi-use trail. These types of projects are preapproved (Schedule A) with no financial limit and do not require the completion of a Class EA. Clarification needs to be provided on individual projects including the construction or removal of a sidewalk, multi-use trail or cycling facility (including water crossings) with a value of \$3.5M or less. Off-road trail projects that have a budget between \$3.5 million and \$9.5 million would require a Schedule B Class EA. Trail projects exceeding a cost of \$9.5 million would require a Schedule C Class EA.

With the passing of this amendment, it will be far easier for municipalities to undertake projects that include walking, cycling and / or trail elements.

Consulting the Public & Stakeholders

As identified in **Table 3**, the Municipal Class EA process sets out clear points of contact with members of the public. Public and stakeholder consultation is also a requirement under the Planning Act and is a primary principle of any planning related assignment. By gathering input to inform key project milestones, the results / recommendations will more accurately respond to the interests and concerns of those who live, work and play within Grey and Bruce Counties. When moving forward with public and stakeholder sessions the following should be considered:

- A notice (consistent with the Ministry’s requirements) should be prepared notifying the public of the date, time and location of the public event;

- Public engagement activities should be held at key locations throughout the community that either relate to the location of the project or will generate the most interest / input;
- Materials should be prepared in advance and should take into consideration the audience that is being presented to. Where possible an emphasis on visuals should be achieved and plain language should be used to articulate project principles; and
- Materials should be as interactive as possible (e.g. maps where people can write / draw their comments, ranking of alternatives including dots to identify preferred or not preferred, etc.) to not only generate interest but to demonstrate that input is being gathered and used to inform the study findings.

Most typically, consultation takes the form of a public information centre (PIC). However, these more traditional formats of consultation can also alienate some groups (e.g. the mobility challenged), may disinterest others (e.g. youth) and could be considered inconvenient for a hectic day-to-day schedule. In addition to traditional public consultation sessions, some more non-traditional activities / initiatives may be needed to promote consultation opportunities and to generate interest and buy-in. The following are some suggested alternatives that could be considered to complement the consultation requirements of the Municipal Class EA Process.

- **Project Websites:** To avoid confusions and to ensure consistency of information, a singular online source of information could be identified for Complete Streets and / or for related projects. Hosted on County or local municipal webpages the information should be dynamic and understandable for both stakeholders and the public.
- **Promotional Materials:** Momentum is needed to generate interest. Using a study brand or a common identity for Complete Streets projects (such as a logo) could be used to generate a visual identity and has the potential to increase awareness. Materials such as business cards, posters, etc. could be developed around this identity to promote and educate the public.
- **Social Media:** In addition to the project website more dynamic updates regarding initiatives, programs and next steps can be achieved through social media updated. Using existing social

media accounts (if applicable) for the County, local municipalities, the health unit and other local partners, updates can be made and information can be distributed.

- **Community Engagement Tours:** When discussing a specific community location it is important to understand the context and to gather input about the opportunities and challenges from the community and social media accounts (if applicable); tours such as walking or cycling tours can be an effective way of documenting the conditions while gathering valuable input.
- **Interactive Mapping:** The Counties and Owen Sound have developed interactive mapping of the whole County. These tools can be used to gather input on existing conditions as well as future opportunities and challenges that should be considered. This could also be used to identify potential pilot projects in the different municipalities.
- **Mobile Apps:** There are a number of mobile apps such as Map my Ride that can be used to document suggested cycling and / or walking routes. These can also be promoted as another tool to document public input and / or suggested route alignments.
- **Attendance at Local Events:** For consistency throughout the community it is important to educate all relevant geographic areas. Local events tend to be the most well attended activities in the community and are an ideal location to educate the public on the work that has been done and to increase awareness of some of the next steps to be undertaken.

4.2.2 Recommended Actions for Consideration

In addition to the recommendations and process noted above it is also important to set out clear actions for short and long-term implementation. These actions can be used as targets for County and local municipal practitioners. Guided by input provided by the Health Unit and representatives from Grey and Bruce Counties and Owen Sound these actions should be reviewed and strongly considered. For the purposes of this assignment short-term actions are considered initiatives that would take place in the first five years and the long-term actions should occur following this time.

Table 4 – Recommended Short and Long-Term Complete Streets Actions

	Short Term Action	Long Term Action
Policy	<ul style="list-style-type: none"> • When preparing Community Improvement plans identify areas where additional streetscaping improvements can be reinforced • Establish a set of Complete Streets design guidelines / principles for both Grey and Bruce County • Prepare an Active Transportation Master Plan and / or strategy for Grey and Bruce Counties or each individually 	<ul style="list-style-type: none"> • Identify a policy which identifies an approach to prioritization of routes to determine their candidacy as Complete Streets projects • Integrate Complete Streets principles and policy language into the Official Plans for both Grey and Bruce Counties as well as local municipalities (when next updated) • Develop a Transportation Master Plan for Bruce County and engage Grey County for alignment and consistency
Infrastructure	<ul style="list-style-type: none"> • Identify a pilot project in both the urban and rural area for a Complete Streets redesign consistent with an upcoming capital works project, which would allow municipalities and Counties to view possible locations for implementation 	<ul style="list-style-type: none"> • Integrate Complete Streets into relevant roadways planning, design and implementation assignments consistent with the Municipal Class EA Process • Initiate a potential redesign project for key downtown linkages to improve streetscaping and flow of traffic
Programming	<ul style="list-style-type: none"> • Develop an FAQ which can be provided to Councillors and staff regarding the benefits of Complete Streets • Create an education campaign to address the elements and benefits of implementing Complete Streets 	<ul style="list-style-type: none"> • Set-up a partnership program between the Counties and local municipalities to support the implementation of Complete Streets projects
Process	<ul style="list-style-type: none"> • Use the Municipal Class EA process as an opportunity to incorporate Complete Streets concepts and principles into capital works projects • Establish a group of key staff members from Grey and Bruce Counties as well as the Health Unit to meet and discuss future opportunities for Complete Streets 	<ul style="list-style-type: none"> • In addition to collaborating with health unit staff and planners from local municipalities into the committee, engage with engineers and roads or operations professionals to inform decision making

Funding Complete Streets

Many of the actions noted above are intended to be integrated into existing municipal budgets, however, it is important to acknowledge that additional funding may be required to plan, design and implement Complete Streets infrastructure, programs and policies. Where possible, the Counties and local municipalities are encouraged to leverage economies of scale by integrating Complete Streets into large scale infrastructure projects - whether they are a new build or a redesign / rehabilitation.

In addition consideration should be given to identifying:

- Subsidies or grant programs to support route development for AT infrastructure;
- Partnerships with outside organizations and agencies;
- Partnerships with local municipalities, Counties, Cycling Committees, Conservation Authorities, Tourism representatives (RTO) and Grey Bruce Health Unit / Grey Bruce Healthy Communities Partnership;
- Facilities designed and constructed by local developers and / or through development charges (if they so apply); and
- Facilities developed through the site plan approvals process.

Throughout Ontario there are a number of potential funding sources which could be explored to help to finance Complete Streets initiatives. Potential funding is documented in [Table 5](#).

Table 5 – Summary of Potential Federal and Provincial Funding Sources

Source:	Program	What is Funded?	Eligibility	Website & Timeline
Government of Canada	Building Canada Plan	Projects that contribute to the Canadian priorities: cleaner air, water, safe roads, shorter commutes and better communities	Municipal bodies (e.g. cities, towns, villages, and metropolitan authorities)	http://www.infrastructur e.gc.ca/prog/bcp-pcc-eng.html 2007 - 2014
Building Canada Plan - Infrastructure Canada	Canada Fund	Local Roads: road safety, mobility and sustainability. Recreation - Bike paths	Municipal entities	http://www.infrastructur e.gc.ca/prog/bcf-fcc-categ-eng.html#comm 2016 - 2017
Building Canada Plan - PPP Canada	Public-Private Partnership (P3) Fund	Public transit	Provincial, territorial, municipal and First Nations public private partnership infrastructure projects	http://www.p3canada.ca/apply-for-funding/ Round six (6) has closed
Building Canada Plan - Infrastructure Canada	3. Provincial-Territorial Base Fund	Public Transit - Local Roads: road safety, mobility and sustainability. Recreation - Bike paths	Municipal entities	http://www.infrastructur e.gc.ca/prog/ptbase-finbasept-eng.html 2007 - beyond
Government of Canada - Building Canada Plan - Infrastructure Canada	Federal Gas Tax Fund	Public transit Local roads	Municipal entities	http://www.infrastructur e.gc.ca/prog/gtf-fte-eng.html 2005 and beyond

Source:	Program	What is Funded?	Eligibility	Website & Timeline
The Government of Canada Natural Resources Canada and Environment Canada	The Green Municipal Fund	Sustainable Transportation Example: “development of complete streets”	Municipal entities	http://fcm.ca/home/programs/green-municipal-fund/what-we-fund/projects/transportation-funding.htm http://www.ec.gc.ca/scitech/default.asp?lang=En&n=B742DBAF-1 Funding extended and to be opened April 2015
The Government of Ontario	Ontario's Gas Tax Program	Public transit, infrastructure projects.	Ontario municipalities	http://news.ontario.ca/mto/en/2010/04/gas-tax-fuels-better-public-transit-1.html 2004 and beyond
The Government of Ontario	MoveOntario 2020		Municipalities	http://www.metrolinx.com/en/regionalplanning/funding/overview_committed_provincial_funding.aspx 2008 and beyond

Source:	Program	What is Funded?	Eligibility	Website & Timeline
Ministry of Health and Long-Term Care, Ontario	The Healthy Communities Fund (HCF)		Eligible organizations include: not-for-profit organizations, Aboriginal communities, municipalities, and Local Services Boards that have operated and been incorporated for at least one year in Ontario.	http://www.mhp.gov.on.ca/en/healthy-communities/hcf/default.asp
	HCF Grant Program Provincial stream	Enable communities to plan and deliver on initiatives that effectively address local health promotion needs.	Organizations with a provincial mandate to plan and deliver province-wide projects	http://www.mhp.gov.on.ca/en/healthy-communities/hcf/provincial.asp Ongoing
	HCF Grant Program Local/Regional Funding Stream	Local/Regional HCF grants will enable communities to plan and deliver on initiatives that effectively address local health promotion needs.	Local and regional organizations that are well positioned to identify what programs and approaches will be best suited to their communities.	http://www.mhp.gov.on.ca/en/healthy-communities/hcf/local.asp Ongoing
Ministry of Transportation and Climate Change, Ontario	Community Transportation Pilot Grant Program	Pilot projects to facilitate the implementation of community transportation initiatives	Municipalities	http://www.mto.gov.on.ca/english/transit/community-transportation-grant-program.shtml Closed but may reopen

Source:	Program	What is Funded?	Eligibility	Website & Timeline
Ontario Trillium Foundation	Community Program	Through the Community Program, the Foundation makes grants of up to \$375,000 over five years.	Small municipalities (with populations of 20,000 or less) and Municipalities with populations of over 20,000	http://otf.ca/what-we-fund/investment-streams Ongoing

In addition to the opportunities noted above, Grey and Bruce Counties should also remain aware of additional funding opportunities including potential funding as a result of the recently completed #CycleON Strategy - Ontario's Cycling Strategy as well as partnerships with service clubs such as Lions, Rotary and Optimists who often assist with high visibility projects at the community level. The Health Unit and its partners are also encouraged to explore additional funding opportunities to initiate future planning assignments e.g. the development of an AT plan or Complete Streets guidelines manual or pilot projects / educational campaigns.

Another key resource which may help to support the funding of such projects / enhancement would be Community Improvement Plans that have been developed for some of the local communities. These plans often identify potential funding sources that align with community objectives such as downtown revitalization, connectivity and enhanced urban / rural realms. With a number of these plans in place throughout the Counties of Grey and Bruce additional funding opportunities may have already been identified and may be explored in more detail in the complete streets context.

4.2.3 Measuring Success

An integration of project evaluation in Complete Streets planning and implementation practices is critical for ensuring a wider adaptation of the Complete Streets concept⁵⁸. Identifying a set of performance indicators is a key element in this process. To this end, TCAT is currently working with Dr. Raktim Mitra from Ryerson University and Dr. Paul Hess from the University of Toronto to develop an evaluation framework for Complete Streets and to conceptualize the results/performances of a Complete Street in terms of outputs (key measures of enhancements that get built) and outcomes (effects or impacts as a result of Complete Streets project outputs). This evaluation tool is being

produced with funding from the Ministry of Municipal Affairs and Housing through the Places to Grow Implementation Fund and will be released in March 2015.

Also in March 2015 the National Complete Streets Coalition is releasing an introductory guide on how transportation agencies can measure the impact of Complete Streets policies and projects. The guide will include a comprehensive list of performance measures and metrics related to access, safety, economic impact, the environment, and quality of place

Both of these resources will be useful to Grey and Bruce Counties in measuring the success of their Complete Streets policies and projects.

4.2.4 Conclusion

There is a strong case for implementing Complete Streets in many primary and secondary settlements throughout Grey and Bruce Counties, which could yield several benefits, particularly economic and tourism. Based on conversations with Grey Bruce municipal staff and a review of current policies within the Counties, we believe that adding elements that encourage active transportation will enhance the livability and appeal of this geographically and historically diverse region.

This guide provides an initial conversation on the processes, policies and best practices that should be used when implementing Complete Streets in Grey and Bruce Counties. The information in this document is intended to serve as a first important step in creating policies and plans that address the need for safe and accessible streets for all users.

-
- ¹ Ministry of Transportation of Ontario, 2013.
 - ² Toronto Centre for Active Transportation, 2012.
 - ³ Smart Growth America, n.d.a.
 - ⁴ Toronto Centre for Active Transportation, 2013a).
 - ⁵ Smart Growth America & National Complete Streets Coalition, n.d.a.
 - ⁶ Smart Growth America & National Complete Streets Coalition, n.d.b.
 - ⁷ Clark, Harrison & Smith, 2007; Resource Management Consulting Group, 2010.
 - ⁸ Transportation Options, 2015..
 - ⁹ Smart Growth America & National Complete Streets Coalition, n.d.b.
 - ¹⁰ Ibid.
 - ¹¹ Ibid.
 - ¹² City of Owen Sound, 2011.
 - ¹³ City of Owen Sound Public Works Roads Budget. M. Potter (personal communication, March 18, 2015).
 - ¹⁴ Dailey, 2014.
 - ¹⁵ Toronto Centre for Active Transportation, 2013b.
 - ¹⁶ Grey Bruce Health Unit, 2014. p. 4 -5.
 - ¹⁷ Ibid, p. 6.
 - ¹⁸ County of Bruce, 2010.
 - ¹⁹ Grey County, 2013.
 - ²⁰ Ibid.
 - ²¹ Ibid.
 - ²² Ibid.
 - ²³ Ibid.
 - ²⁴ Ibid, p. 26.
 - ²⁵ Ibid.
 - ²⁶ Ibid, p. 29.
 - ²⁷ Ibid, p. 31.
 - ²⁸ Ibid.
 - ²⁹ Nuclear Waste Management Organization, 2014.
 - ³⁰ Grey Bruce Health Unit, 2014. p. 34.
 - ³¹ Grey Bruce Health Unit, 2011. p. 19.
 - ³² Grey Bruce Health Unit, 2014. p. 8.
 - ³³ Ibid, p. 9
 - ³⁴ Ibid, p. 25.
 - ³⁵ Ibid, p. 23.
 - ³⁶ Ibid, p. 15.
 - ³⁷ Highway Traffic Act, 1990.
 - ³⁸ Grey County Cycling Group, 2015.
 - ³⁹ Public Transportation and Highway Improvement Amendment Act, 2013.

-
- ⁴⁰ Ministry of Transportation of Ontario, 2014.
- ⁴¹ Grey County Cycling Group, 2015.
- ⁴² Planning Act, 1990.
- ⁴³ La Route Verte, n.d.
- ⁴⁴ Ibid.
- ⁴⁵ Healthy Living Niagara & Niagara Region, n.d.
- ⁴⁶ Smart Growth America & National Complete Streets Coalition, n.d.c.
- ⁴⁷ Heart and Stroke Foundation, 2013.
- ⁴⁸ Kay-zorowski, 2014.
- ⁴⁹ Matthew Fischer and Associates & Mellor Murray Consulting, 2011.
- ⁵⁰ Transportation Options, 2015.
- ⁵¹ Healthy Living Niagara & Niagara Region, n.d.
- ⁵² Smart Growth America & National Complete Streets Coalition, n.d.b.
- ⁵³ Bruce County, 2015.
- ⁵⁴ Smart Growth America, 2015.
- ⁵⁵ Toronto Centre for Active Transportation, n.d.
- ⁵⁶ Smart Growth America, n.d.b.
- ⁵⁷ Smart Growth America & National Complete Streets Coalition, 2015.
- ⁵⁸ McCann, B. (2013) Completing Our Streets: The Transition to Safe and Inclusive Transportation Networks. Washington DC: Island Press

Sylvia Waters

From: Ray Bacquie
Sent: Monday, October 05, 2020 1:40 PM
To: Brandi Walter
Cc: mpelletier@brucecounty.on.ca; Jennifer Vandermeer; Sylvia Waters
Subject: RE: Bruce County Master Transportation Plan

Hello Brandi,

Thank you for your input.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Brandi Walter <b.walter@svca.on.ca>
Sent: Monday, October 05, 2020 12:28 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Cc: mpelletier@brucecounty.on.ca
Subject: Bruce County Master Transportation Plan

Dear Ray,

Thank you for the opportunity for SVCA staff to provide preliminary comments on the proposed Bruce County Master Transportation Plan. Of particular interest to SVCA are potential improvements to transportation infrastructure that may require SVCA review and approval in accordance with Ontario Regulation 169/06 (SVCA's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation) made under the *Conservation Authorities Act*, as amended. As per the Regulation, development and alteration within SVCA's regulated areas requires the permission of the Authority prior to carrying out the work;

"Development" as defined under the *Conservation Authorities Act* means:

- a) *the construction, reconstruction, erection or placing of a building or structure of any kind;*
- b) *any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure;*
- c) *site grading; or,*
- d) *the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.*

And;

"Alteration" as per Section 5 of Ontario Regulation 169/06 includes the straightening, diverting or interference in any way with a river, creek, stream, or watercourse, or the changing or interfering in any way with a wetland.

As a public commenting body and Regulatory Agency, SVCA staff recommend we be consulted early in the planning process for proposed infrastructure projects resulting from the review. Ideally, staff should be consulted prior to drafting the Transportation Master Plan, which would allow for screening of SVCA concerns / regulatory prohibitions /

conditions early in the planning process. Additionally, SVCA staff welcome the opportunity to review the draft Natural Environment study, which would further inform the planning process.

Once again, thank you for the opportunity to comment at this time. Please contact the undersigned should you have any questions.

Kind Regards,



Brandi Walter, Environmental Planning Coordinator
1078 Bruce Rd. 12, Box 150 Formosa ON N0G 1W0
519-367-3040 Ext. 236 Fax 519-367-3041
b.walter@svca.on.ca
www.svca.on.ca

Please note: As a result of COVID 19, please be aware that as March 17th, our office will be closed to the general public until further notice. Staff are still available for essential services and would be happy to help you over the phone or by email. We thank you for your cooperation and patience.

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Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 8:53 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; barbara.slattery@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; Martin.leyten@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; stephanie.lacey-avon@grey.ca; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; works@arran-elderslie.ca; fhamilton@brockton.ca; gfurtney@brockton.ca; clerk@kincardine.ca; aweishar@kincardine.ca; clerk@northernbruce.ca; pwmanager@northernbruce.ca; clerk@southbruce.ca; operationsmanager@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; lara.widdifield@southbrucepeninsula.com; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; jyungblut@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@bruce telecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcpplan.com; Kevin.Schimus@enbridge.com; YA Ahmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; b.walter@svca.ca; Cliff Lee
Cc: Ray Bacquie; Miguel Pelletier
Subject: 51505-Agency Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
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Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Thursday, April 22, 2021 11:46 AM
To: 'mark.badali1@ontario.ca'
Cc: Ray Bacquie; 'Miguel Pelletier <mpelletier@brucecounty.on.ca>'
Subject: FW: 51505-Agency Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 8:53 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; barbara.slattery@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; Martin.leyten@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; stephanie.lacey-avon@grey.ca; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; works@arran-elderslie.ca; fhamilton@brockton.ca; gfurtney@brockton.ca; clerk@kincardine.ca; aweishar@kincardine.ca; clerk@northernbruce.ca; pwmanager@northernbruce.ca; clerk@southbruce.ca; operationsmanager@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; lara.widdifield@southbrucepeninsula.com; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; jungblut@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; Kevin.Schimus@enbridge.com; YA Ahmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysable.on.ca; b.walter@svca.ca; Cliff Lee <cllee@tnpi.ca>
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <mpelletier@brucecounty.on.ca>
Subject: 51505-Agency Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
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Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Eastern Region Crossing <est.reg.crossing@enbridge.com>
Sent: Wednesday, April 21, 2021 5:26 PM
To: Sylvia Waters
Subject: RE: [External] 51505-Agency Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Hi Sylvia,

Please replace this address in your list with notifications@enbridge.com.

Thanks,

Sarah Taylor

Sr. Analyst, Lands & ROW

ENBRIDGE

TEL 780-392-4765 CELL 403-650-2157 FAX 780-392-4059 EMAIL sarah.taylor@enbridge.com
10175 101 St NW, Edmonton, Alberta T5J 0H3
Mail/Couriers: Suite 330, 10180 - 101 Street, Edmonton, AB T5J 3S4
Canada Post: PO Box 398, Edmonton, AB T5J 2J9

enbridge.com

Safety. Integrity. Respect. Inclusion

From: Sylvia Waters <Sylvia.Waters@rjburnside.com>
Sent: Tuesday, April 20, 2021 6:53 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; Martin.leyten@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; stephanie.lacey-avon@grey.ca; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; works@arran-elderslie.ca; fhamilton@brockton.ca; gfurtney@brockton.ca; clerk@kincardine.ca; aweishar@kincardine.ca; clerk@northernbruce.ca; pwmanager@northernbruce.ca; clerk@southbruce.ca; operationsmanager@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Lara Widdifield <lara.widdifield@southbrucepeninsula.com>; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; jungblut@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; Ann Newman <ann.newman@enbridge.com>; Eastern Region Crossing <est.reg.crossing@enbridge.com>; tony.dominguez@rci.rogers.com; dpresley@mhbcplan.com; Kevin Schimus <Kevin.Schimus@enbridge.com>; Youmna Ahmed <Youmna.Ahmed@enbridge.com>; SecondaryLandUse@HydroOne.com; a.sorensen@greysable.on.ca; b.walter@svca.ca; Cliff Lee <clee@tnpi.ca>
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <mpelletier@brucecounty.on.ca>
Subject: [External] 51505-Agency Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

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This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

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The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at http://secure-web.cisco.com/1zhvKrEZXSE8XJBokm3MrhYU1E9LEaHRT2shyrgQzkB2j4zynkOQPKMw71-gCeAO3N0H57ZYWlqloQK4Y6-08jEHrS9iT1JpGyEBS3I5bEBAYXKyflaDyikOVBPbHYbpeVXf3oquAL8bwoE13Syr46UMWBHXAFxxjQ2k1mIV4-cVcWDbWYnUUaAaNNZscWxuXjMFDqvMQyO594_tfkLjXALvwnSWwGvESaFAU4SBDNqlo5hPI4ikP-vpMTtDNU8fICRAHf4S1DZwhHiiK9KR2r6P7eM31UNkjDJRnlisvmVrkelcQBm5YzqGaFxSF3uSx/http%3A%2F%2Fwww.brucecounty.on.ca%2Ftransportation-master-plan from April 30, 2021 until May 21, 2021.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
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R.J. Burnside & Associates Limited
128 Wellington Street West, Suite 301, Barrie, Ontario L4N 8J6
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http://secure-web.cisco.com/1qiVWrUXLUjPN8v8kAK2sgRDzmNvn8XYBFmQJxFrsGhHqfjjB5rlwtOkBYMLX9TsQv9s1Kc1dNcyru5BXAlvOVDley4LPJb7mpKxEkhsunXI_oymJ8F2DG_XEVEfzs2Vz-oc6KI-wi

COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. Most of our staff are working remotely and continue to serve clients using our well established collaborative technology platforms. For our full COVID 19 response please [click here](#).

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Hydro One Networks Inc
483 Bay St
Toronto, ON

May 13, 2021

Re: County of Bruce Master Transportation Plan

Attention:

Ray Bacquie, P. Eng.

Project Manager

R.J. Burnside and Associates

Thank you for sending us notification regarding (County of Bruce Master Transportation Plan). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area. At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (County of Bruce Master Transportation Plan) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Sylvia Waters

From: Ray Bacquie
Sent: Thursday, May 06, 2021 9:39 AM
To: Sylvia Waters; Jennifer Vandermeer
Subject: FW: File 0012921 - Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Sent: Wednesday, May 5, 2021 5:21 PM
To: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Subject: RE: File 0012921 - Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

**** [CAUTION]:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Miguel,

Thank you for providing us with these updates!

Kind Regards,

Joseph Harvey | Heritage Planner (A)

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street

17th Floor, Suite 1700

Toronto, ON M7A 0A7

613.242.3743

Joseph.Harvey@ontario.ca

From: Miguel Pelletier <MPelletier@brucecounty.on.ca>
Sent: May 5, 2021 11:55 AM
To: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Matthew Meade <MMeade@brucecounty.on.ca>
Subject: RE: File 0012921 - Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

The County is working on a Cultural Action Plan as well as an Archaeological Master Plan. <https://www.planthebruce.ca/heritage>.

The Cultural Plan should be approved this Thursday and the final version of the architectural plan should be available later this year. If you would like more information about either plan, please contact the project lead:

MMeade@brucecounty.on.ca.

The intent is to use the information from the cultural and archeological plans/drafts and apply it to the development of the Master Transportation Plan.

From: Harvey, Joseph (MHSTCI) <Joseph.Harvey@ontario.ca>

Sent: Monday, May 3, 2021 1:03 PM

To: Miguel Pelletier <MPelletier@brucecounty.on.ca>

Cc: Ray.Bacquie@rjburnside.com

Subject: File 0012921 - Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Good Afternoon,

Thank you for providing us with the notice of public information centre for the above referenced undertaking. Can you provide us with an update on the status of technical cultural heritage resource studies for this undertaking?

In addition, we are also interested in learning more about the current status of the counties archaeological management plan and cultural Plan.

Feel free to contact me with any questions or concerns,

Joseph Harvey | Heritage Planner (A)

Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit

Ministry of Heritage, Sport, Tourism and Culture Industries

401 Bay Street

17th Floor, Suite 1700

Toronto, ON M7A 0A7

613.242.3743

Joseph.Harvey@ontario.ca

Individuals who submit letters and other information to Council and its Committees should be aware that any personal information contained within their communications may become part of the public record and may be made available through the agenda process which includes publication on the County's website.

If you have received this communication in error, please notify the sender immediately and delete all copies (electronic or otherwise). Thank you for your cooperation.

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<http://machform.brucecounty.on.ca/view.php?id=22357>. Please be advised that this may restrict our ability to send messages to you in the future.



Meeting Minutes

Meeting Date: December 9, 2020 **Project No.:** 300051505.0000

Project Name: Bruce County Transportation Master Plan

Meeting Subject: Local Municipal Meeting

Meeting Location: Online

Date Prepared: December 9, 2020

Present:

Miguel Pelletier (MP)	Bruce County (County)	MPelletier@brucecounty.on.ca
Scott McLeod (SM)	Municipality of Arran-Elderslie	works@arran-elderslie.ca
Lara Widdifield (LW)	South Bruce Peninsula	Lara.Widdifield@southbrucepeninsula.com
Greg Furtney (GF)	Municipality of Brockton	GFurtney@brockton.ca
John Yunsblut (JY)	Township of Huron Kinloss	JYungblut@huronkinloss.com
Josh Fuller (JF)	Municipality of South Bruce	operationsmanager@southbruce.ca
Troy Cameron (TC)	Northern Bruce Peninsula	pwmanager@northernbruce.ca
Ray Bacquie (RB)	R.J. Burnside & Associates	Ray.bacquie@rjburnside.com
Henry Centen (HC)	R.J. Burnside & Associates	Henry.Centen@rjburnside.com
Nansen Feng (NF)	R.J. Burnside & Associates	Nansen.Feng@rjburnside.com

The following items were discussed

Action by

1. Project Presentation

RB walked through the project presentation including:

- 1) Project overview
- 2) Scope and master plan process
- 3) Work to date
 - a) Transportation system inventory, existing road network, transit services and active transportation.

The following items were discussed

Action by

- b) Traffic forecasts
 - c) Safety review
 - d) Summary of transportation needs and opportunities
 - 4) Summary of alternative strategies
 - 5) Next step
- Full presentation material is attached in this meeting minutes.

2. Comments from Municipalities

MP mentioned Grey County is moving forward with bus system and proposing to introduce Uber-like services, there are opportunities to implement similar improvement to Bruce County's transportation system.

SM inquired about the timeline and current status of this project.

RB clarified that we are approximately halfway through the study. RB indicated that issues and opportunities have been identified and the study will be focusing on completing the TMP to address the issues and suggest future improvements.

RB also suggested that any comments or concerns from municipalities are still welcomed and could be documented and considered in future steps.

JY suggested that there are two intersections within Huron Kinloss and inquired when the municipality would be approached for further discussion.

RB suggested that needs for future studies will be identified and proposed in this TMP project and could be discussed separately afterwards.

JY mentioned that Huron Kinloss is proposing some improvements for a unique intersection in Ripley.

TC inquired about if there are any considerations for County to take on some municipal roads.

RB mentioned that the 2004 report has been reviewed and confirmed that recommendations will be made in this TMP project for uploading or downloading responsibilities.

The following items were discussed

Action by

HC added that municipalities can share their thoughts on specific roads for consideration to Burnside and Burnside will take them into consideration.

LW noted that she agreed on the issues that have been raised.

LW suggested that it would be helpful to involve the local municipalities in future studies regarding traffic speed or road safety related issues. The reason being the residences would bring these types of issues to local municipalities and the messaging to local municipalities will be important.

RB confirmed that Burnside recognizes that the messaging is critical in the public process and will keep all stakeholders informed.

JF joined late and suggested that he would provide comments and items for clarifications through email.

3. Closing

RB suggested that all municipalities can provide comments or suggestions on the alternatives to RB or Miguel prior to the Council meeting in Mid-January 2021.

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Nansen Feng, E.I.T.
Transportation Planner
NF:js

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Bruce County TMP Minutes 20201208.docx
5/26/2021 2:48 PM



Minutes of Meeting

Meeting Date: December 10, 2020 **Project No.:** 300051505.0000

Project Name : Bruce County Transportation Master Plan

Meeting Subject: Local Municipal Meeting

Meeting Location: Online

Date Prepared: May 25, 2021

Those in attendance were:

Miguel Pelletier (MP)	Bruce County (County)	MPelletier@brucecounty.on.ca
Adam Weishar (AW)	Municipality of Kincardine	AWeishar@kincardine.ca
Amanda Froese (AmF)	Saugeen Shores	Amanda.Froese@saugeenshores.ca
Ray Bacquie (RB)	R.J. Burnside (Burnside)	Ray.bacquie@rjburnside.com
Henry Centen (HC)	Burnside	Henry.Centen@rjburnside.com
Jennifer Vandermeer (JV)	Burnside	Jennifer.Vandermeer@rjburnside.com
Nansen Feng (NF)	Burnside	Nansen.Feng@rjburnside.com

The following items were discussed

Action by

1. Project Presentation

RB walked through the project presentation including:

- 1) Project overview
- 2) Scope and master plan process
- 3) Work to date
 - a) Transportation system inventory, existing road network, transit services and active transportation.
 - b) Traffic forecasts
 - c) Safety review
 - d) Summary of transportation needs and opportunities
- 4) Summary of alternative strategies

The following items were discussed

Action by

5) Next step

Full presentation material is attached in this meeting minutes.

2. Comments from Municipalities

AmF mentioned that Grey-Bruce Airbus has been closed due to COVID-19. AmF also mentioned that inter-community transit was expected in Saugeen Shore TMP based on the feedback and request from the public.

AmF suggested that speed management on Hwy 21 between Kincardine and Bruce Power Plant should be addressed.

RB inquired if more discussion had been initiated with Bruce Power Plant.

MP mentioned that economic development staff had discussions with Bruce Power and it could be possible to be tied into a clean/green energy initiative with Bruce Power.

AmF mentioned that the following concerns should be investigated:

- Consider a roundabout at Bruce Road 13/ Turner St. intersection.
- General safety concerns at Bruce Road 40/ Hwy 21 intersection and Bruce Road 20/ Hwy 21 intersection due to Bruce Power traffic.

AW mentioned that the following concerns had been brought up by public and should be investigated:

- Bruce Road 23 road safety concerns
- Bruce Road 15 speeding complaints
- Traffic on Hwy 21 due to Bruce Power traffic
- Intersection design of Bruce Road 20 and Hwy 21
- Great Lakes Waterfront Trail initiative. would like to see cycling opportunities across the County and connections between different municipalities.

AmF added that employees of Bruce Power sometimes commute on Bruce Road 33 riding bikes.

The following items were discussed	Action by
<p>HC provided overview of road rationalization analysis and suggested that municipalities could provide comments feeding into the analysis.</p> <p>3. Next Step and Other Items</p> <p>RB suggested the County and the Municipalities to provide feedback on the alternative strategies before January 7, 2021.</p> <p>MP mentioned pressure was coming from SMART initiative. MP mentioned that the County was not able to include SMART in the budget and might need some solution before the TMP being completed. MP suggested to brainstorm for other solutions how this imitative can keep moving forward.</p>	<p>County, Municipalities</p>

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:



R.J. Burnside & Associates Limited

Nansen Feng
Transportation Planner, E.I.T.
NF:js

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Minutes of Meeting

Meeting Date: April 08, 2021 **Project No.:** 300051505.0000
Project Name: Bruce County TMP
Meeting Subject: Local Municipalities Meeting
Meeting Location: Online
Date Prepared: April 08, 2021

Those in attendance were:

Miguel Pelletier (MP)	Bruce County	MPelletier@brucecounty.on.ca
Adam Weishar (AW)	Municipality of Kincardine	AWeishar@kincardine.ca
Troy Cameron (TC)	Municipality of North Bruce Peninsula	pwmanager@northernbruce.ca
John Yungblut (JY)	Township of Huron- Kinloss	iyungblut@huronkinloss.com
Gergory Furtney (GF)	Municipality of Brockton	gfurtney@brockton.ca
Scott McLeod (SM)	Municipality of Arran- Elderslie	works@arran-elderslie.ca
Ray Bacquie (RB)	Burnside	Ray.Bacquie@rjburnside.com
Jennifer Vandermeer (JV)	Burnside	Jennifer.Vandermeer@rjburnside.com
Henry Centen (HC)	Burnside	Henry.Centen@rjburnside.com
Nansen Feng (NF)	Burnside	Nansen.Feng@rjburnside.com

The following items were discussed

Action by

1. Presentation

RB presented the slide deck to the group, updated the group about

- Work to date
- Summary of alternative strategies
- Details about alternative 0 – 4

The following items were discussed	Action by
<ul style="list-style-type: none">• Preliminary evaluation of different alternatives• Plan for future work and consultations <p>The full presentation deck is attached for reference.</p> <p>MP mentioned that the Teeswater River Bridge and Durham Street Bridge will be replaced instead of improved. MP confirmed that the most updated capital project list for bridges will be shared with Burnside.</p> <p>MP mentioned that safety investigation / improvement at 2 additional intersections should be included in all alternatives:</p> <p>County Road 15 @ Lake Street</p> <p>County Road 15 @ Highway 21</p> <p>Another intersection County Road 13 @ Highway 23 will be investigated in the Saugeen Shores TMP as well.</p>	County
<p>2. Comment and Discussion</p> <p>MP commented that other than alternative 0, there might be some pushbacks from municipality Councils and questions about why the County would involve in municipal level projects. MP mentioned that the County hope to be more involved in transit initiatives.</p> <p>AW mentioned that the concept of connecting the active transportation facility is appreciated.</p> <p>AW inquired how would County Council communicate / collaborate with local municipalities to implement different alternatives.</p> <p>MP suggested that the County needs to identify the role and involvement first.</p> <p>After making the decision at the County Council level, County will discuss with local municipalities about the impact as well as potential partnership.</p> <p>AW mentioned that an information package for local municipalities about different alternatives would be appreciated.</p> <p>RB mentioned that supporting information could be provided to local municipalities if requested.</p>	

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Nansen Feng
Transportation Planner, E.I.T.
NF:js

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Bruce County TMP Minutes 20210408 Local Municipality Meeting.docx
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Minutes of Meeting

Meeting Date: April 13, 2021 **Project No.:** 300051505.0000
Project Name : Bruce County Transportation Master Plan
Meeting Subject: Local Municipal Meeting
Meeting Location: Online
Date Prepared: May 25, 2021

Those in attendance were:

Miguel Pelletier (MP)	Bruce County (County)	MPelletier@brucecounty.on.ca
Jamie Morgan (JM)	South Bruce	JMorgan@southbruce.ca
Amanda Froese (AmF)	Saugeen Shores	Amanda.Froese@saugeenshores.ca
Lara Widdifield (LW)	South Bruce Peninsula	Lara.Widdifield@southbrucepeninsula.com
Ray Bacquie (RB)	R.J. Burnside (Burnside)	Ray.bacquie@rjburnside.com
Henry Centen (HC)	Burnside	Henry.Centen@rjburnside.com
Jennifer Vandermeer (JV)	Burnside	Jennifer.Vandermeer@rjburnside.com
Nansen Feng (NF)	Burnside	Nansen.Feng@rjburnside.com

The following items were discussed

Action by

1. Project Presentation

RB walked through the project presentation.

2. Comments from Municipalities

LW mentioned that transit initiative is appreciated.

AmF mentioned that the alternatives align well with Saugeen Shores master plan initiatives (bike friendly, key road safety concerns are identified)

JM inquired if there is more background information for reference.

RB to send previous meeting minutes and presentation materials.

RB

The following items were discussed

Action by

MP mentioned that the TMP is two-fold including identify the needs for County roads as well as expanding what County does regarding active transportation and transit.

MP also mentioned that demand for public transit has been increasing and the County is looking for support for aera municipalities.

AmF identified the following intersections to be investigated:

- Hwy 21/ County Road 40
- Hwy 21/ County Road 20
- Hwy 21/ County Road 3

AmF suggested that roundabout might be in demand.

The preceding are the minutes of the meeting as observed by the undersigned. Should there be a need for revision, please advise Burnside within seven days of issuance. In the absence of notification to the contrary, these minutes will be deemed to be an accurate record of the meeting.

Minutes prepared by:

R.J. Burnside & Associates Limited



Nansen Feng
Transportation Planner, E.I.T.
NF:js

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Memo: Indigenous Consultation

Date: June 2, 2021 **Project No.:** 300051505.0000

Project Name: Bruce County Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Sylvia Waters, EA Technical Administrator

Reviewed By: Jennifer Vandermeer, Senior Environmental Coordinator

1.0 Project Contact List

A Project Contact List was developed during the initiation of the County of Bruce Master Transportation Plan to include Indigenous communities, provincial agencies, municipalities, conservation authority, utilities, local school boards, as well as public. The List was continually updated throughout consultation, as required. The most up-to-date version of the Project Contact List is provided in Attachment A.

2.0 Project Website

The County of Bruce maintains a Project website located at the following URL:
www.brucecounty.on.ca/transportation-master-plan.

The website provides an overview of the Master Transportation Plan Study which will analyze the status and future needs of the County's Land Transportation Systems (road network, public transit, specialized transit, taxi/ride share and active transportation). The purpose of this Study is to create a safe and reliable transportation system within the County that meets the needs of all persons and businesses. Available on the website is contact information for the Project, and an overview of the Public Consultation to date, including a link to Project Public Notices.

The Project Public Notices page contains the initial Notice of Commencement (NOCm) and Public Information Centre #1 (PIC) and PIC #2, the corresponding presentation slides for the PICs, and the Comment Sheet provided.

3.0 Indigenous Consultation

During the Study six Indigenous communities were contacted. All communities were emailed the release NOCm and PIC #1 and Notice of PIC #2 and Notice of Study Completion. In addition to emailing of the Notices to Indigenous communities the Study Team made follow-up calls to communities which had not responded, following the email of Notices to confirm receipt of Notice and ascertain level of interest in the Study.

There was a comment from the Historic Saugeen Métis, noting the community had no comment at this time, but would appreciate the opportunity to be kept informed.

On May 31, 2021 Burnside spoke with Juanita Meekins, of the Saugeen Ojibway Nation (SON), who represents the Chippewas of Nawash First Nation as well as the Saugeen First Nation. She noted that the communities’ main interest is with the archaeology assessments and the natural environment. It was expressed that there is a lot of development currently occurring and staff are very busy and does not have the capacity to review transportation specifically.

Table 1 summarizes the comments received from these Indigenous communities and the Study Team response. Copies of correspondence with Indigenous communities is provided in Attachment B.

Table 1: Indigenous Community Comments and Responses

Indigenous Community	Comment Received	Study Team Response
Saugeen Ojibway Nation (SON) Chippewas of Nawash First Nation Saugeen First Nation	In response to email sent by Burnside with attached NOCm and PIC #1, on August 19, 2020 an automated email from Doran Ritchie was received that he was on leave until further notice, and to contact Juanita Meekins. On May 31, 2021 Burnside phoned and spoke with J. Meekins. The communities’ main interest is with the archaeology assessments. and the Natural Environment. J. Meekins noted that there is a lot of development occurring and staff are very busy. Currently, the community does not have the capacity to review	Burnside sent through email on August 18, 2020 the NOCm and PIC #1 to initiate the Master Transportation Plan Study. Following the release of Notice, Burnside made a follow-up call to the community on October 13, 2020 and left a message for both Juanita Meekins and Doran Ritchie, regarding receipt of the Notice, whether the community (Chippewas of Nawash First Nation, Saugeen First Nation,

Indigenous Community	Comment Received	Study Team Response
	<p>transportation specifically. Also, it was noted that Doran Ritchie had recently become a Councilor and has left his position. Emily Martin will be replacing D. Ritchie.</p>	<p>Saugeen Ojibway Nation (SON)) had any issues/ concerns/ comments. On April 20, 2021 Burnside emailed the Notice of PIC #2.</p>
<p>Historic Saugeen Metis</p>	<p>On September 10, 2020 Chris Hachey, Coordinator, Lands, Resources and Consultation, Historic Saugeen Métis, noting there was no comment at this time, but would appreciate the opportunity to be kept informed</p>	<p>Burnside sent through email on August 18, 2020 the NOCm and PIC #1 to initiate the Master Transportation Plan Study. Burnside responded on September 15, 2020; the community would be kept apprised of the Study progress. On April 20, 2021 Burnside emailed the Notice of PIC #2.</p>
<p>Métis Nation of Ontario</p>	<p>No response</p>	<p>Burnside sent through email on August 18, 2020 the NOCm and PIC #1 to initiate the Study. On April 20, 2021 Burnside emailed the Notice of PIC#2.</p>
<p>Métis Nation of Ontario, Great Lakes Métis Council</p>	<p>No response</p>	<p>Burnside sent through email on August 18, 2020 the NOCm and PIC #1 to initiate the Study. Following the release of Notice, Burnside made a follow-up call to the community on October 13, 2020 and left a message regarding receipt of Notice, whether the community has any issues/ concerns/ comments.</p>

Indigenous Community	Comment Received	Study Team Response
		On April 20, 2021 Burnside emailed the Notice of PIC#2

R.J. Burnside & Associates Limited



for Sylvia Waters
EA Technical Administrator
SLW:slw

Enclosure(s) Attachment A – Project Contact List
 Attachment B – Indigenous Community Correspondence Record

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Bruce MTP - 5.3 Indigenous Consultation
8/17/2021 3:07 PM

LEGEND

Agency/ Organization	Title	First Name	Last Name	Position	Address 1	Address 2	City	Prov.	Postal Code	Email	Telephone	Comments Received	Response Given
Chippewas of Nawash First Nation	Chief	Greg	Nadjiwon	Chief	c/o Band Office	135 Lakeshore Blvd.	Neyaashiinigmiling	ON	N0H 2T0	juanita.meekins@saugeenojibwaynation.ca	519-534-5507	210531_Call between J. Meekins and SLW, communities main interest is with arch. and NER. There is alot of development occurring and staff are very busy. Doran Ritchie became a councilor in July, 2020) and has left his position.Emily Martin will be replacing D. Ritchie and her contact information will be sent to Burnside. Currently, the community does not have the capacity to review transportation specifically. 200819_Email from D. Ritchie, on leave until further notice, pls. contact: (1) Juanita Meekins, juanita.meekins@saugeenojibwaynation.ca for Parks Canada, Aggregates, Municipal Infrastructure & Archeology (2) Geewadin Elliot, geewadin.elliot@saugeenojibwaynation.ca for Burials & Conservation Easements (3) Cindy Ashkewe, execassistant@saugeenojibwaynation.ca for Planning Applications & Invoicing (4) Kathleen Ryan, kathleen.ryan@saugeenojibwaynation.ca all other inquiries	210420_Email from SLW with PIC#2 201013_Call, SLW left msg. for J. Meekins (519-534-5507) & LM on D. Ritchie cell phone (seemed to still be active). Regarding NOCm/PIC sent Aug. 18, pls. confirm receipt, are there any issues/ concerns/ comments (with Chip.Nawash or Saugeen FN)? Left email & No. to return call/ email; also enquired about, Cnty. Rd. 4 & Amabel. 200818_Email from SLW with NOCm-PIC
Historic Saugeen Metis	Mr.	Chris	Hachey	Coordinator, Lands, Resources and Consultation	204 High Street	P.O. Box 1492	Southampton	ON	N0H 2L0	hsmasstrcc@bmts.com		200910_Email from C. Hachey, The Historic Saugeen Metis (HSM) Lands, Resources and Consultation Dept. has no comments at this time, but would appreciate the opportunity to be kept informed as the study moves forward. We look forward to future updates.	210420_Email from SLW with PIC#2 200915_Email from Burnside, Thanks for your response. We will keep you apprised of the study progress. 200818_Email from SLW with NOCm-PIC
Historic Saugeen Metis	Mr.	George	Govier	Land & Resource Coordinator	204 High Street	P.O. Box 1492	Southampton	ON	N0H 2L0	saugeenmetisadmin@bmts.com ; saugeenmetis@bmts.com	519-483-4000		210420_Email from SLW with PIC#2 201013_Call from SLW left msg., regarding NOCm/PIC sent Sept. 1, pls. confirm receipt, are there any issues/ concerns/ comments; left email & No. to return call/ email. Also, enquired of Bruce Cnty. MTP. 200909_Email from SLW, with NOCmPIC. 200818_Email from SLW with NOCm-PIC
Métis Nation of Ontario		Jesse	Fieldwebster	Consultation Assessment Coordinator	255 Cranston Crescent	P.O. Box 4	Midland	ON	L4R 4K6	consultations@metisnation.org	705-526-6335 ext. 220		210420_Email from SLW with PIC#2 200818_Email from SLW with NOCm-PIC
Métis Nation of Ontario Great Lakes Métis Council	Mr.	Peter	Coture	President	380 9th Street East		Owen Sound	ON	N4K 1P1	peterc1908@hotmail.com	519-370-0435		210420_Email from SLW with PIC#2 201013_Call from SLW left msg., regarding NOCm/PIC sent Sept. 1, pls. confirm receipt, are there any issues/ concerns/ comments; left email & No. to return call/ email. Also, enquired of Amabel. 200818_Email from SLW with NOCm-PIC
Saugeen First Nation	Chief	Lester	Anoquot	Chief	6493 Highway 21	R.R. #1	Southampton	ON	N0H 2L0	lester.anoquot@saugeen.org ; cc: band.admin@saugeen.org ; cherre.urscheler@saugeen.org (failed); joe.wesley@saugeen.org ;	519-797-2781	210531_Call between J. Meekins and SLW, communities main interest is with arch. and NER. There is alot of development occurring and staff are very busy. Doran Ritchie became a councilor in July, 2020) and has left his position.Emily Martin will be replacing D. Ritchie and her contact information will be sent to Burnside. Currently, the community does not have the capacity to review transportation specifically. 200818_Email to Cherre Urscheler failed; all others went through.	210420_Email from SLW with PIC#2 201013_Call, SLW left msg. for J. Meekins (519-534-5507) & LM on D. Ritchie cell phone (seemed to still be active). Regarding NOCm/PIC sent Aug. 18, pls. confirm receipt, are there any issues/ concerns/ comments (with Chip.Nawash or Saugeen FN)? Left email & No. to return call/ email; also enquired about, Cnty. Rd. 4 & Amabel. 200818_Email from SLW with NOCm-PIC
Saugeen Ojibway Nation (SON)		Emily	Martin	Infrastructure and Resource Associate						emily.martin@saugeenojibwaynation.ca ;		210531_Call between J. Meekins and SLW, Doran Ritchie became a councilor in July, 2020 and has left his position. Emily Martin will be replacing D. Ritchie.	
Saugeen Ojibway Nation (SON)		Juanita	Meekins	Parks Canada, Aggregates, Municipal Infrastructure & Archeology						juanita.meekins@saugeenojibwaynation.ca	519-534-5507	210531_Email, appreciate phone call. As discussed I believe that this project we will keep an eye on but at this time will not have comment. Emily Martin has taken the position of Infrastructure and Resource Associate; in the future for notices could you please include emily.martin@saugeenojibwaynation.ca . 210531_Call between J. Meekins and SLW, communities main interest is with arch. and NER. There is alot of development occurring and staff are very busy. Doran Ritchie became a councilor in July, 2020) and has left his position.Emily Martin will be replacing D. Ritchie and her contact information will be sent to Burnside. Currently, the community does not have the capacity to review transportation specifically. 200819_Email from D. Ritchie, on leave until further notice, pls. contact: (1) Juanita Meekins, juanita.meekins@saugeenojibwaynation.ca for Parks Canada, Aggregates, Municipal Infrastructure & Archeology.	210420_Email from SLW with PIC#2 201013_Call, SLW left msg. for J. Meekins (519-534-5507) & LM on D. Ritchie cell phone (seemed to still be active). Regarding NOCm/PIC sent Aug. 18, pls. confirm receipt, are there any issues/ concerns/ comments (with Chip.Nawash or Saugeen FN)? Left email & No. to return call/ email; also enquired about, Cnty. Rd. 4 & Amabel. 200819_Email from SLW with NOCm-PIC

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: d.ritchie@saugeenojibwaynation.ca
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Chippewas of Nawash First Nation and Saugeen Ojibway Nation-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Doran Ritchie, Land Use Planning for Saugeen Ojibway Nation and on behalf of Chippewas of the Nawash First Nation

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Wednesday, August 19, 2020 10:36 AM
To: 'juanita.meekins@saugeenojibwaynation.ca'
Cc: Avid Banihashemi
Subject: FW: Out of office Re: 51505-Chippewas of Nawash First Nation and Saugeen Ojibway Nation-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Juanita, as per Doran's email below please see below.

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: pc.bruce-fathomfive.pc@canada.ca; lisa.myslicki@infrastructureontario.ca; carolyn.hamilton@ontario.ca; damian.dupuy@ontario.ca; erick.boyd@ontario.ca; ken.mott@ontario.ca; eanotification.swregion@ontario.ca; karla.barboza@ontario.ca; jasan.boparai@ontario.ca; judy.rhodes-munk@ontario.ca; susan.rapin@opg.com; heather.morrison@grey.ca; huronadmin@huroncounty.ca; clerk@arran-elderslie.ca; fhamilton@brockton.ca; clerk@kincardine.ca; clerk@northernbruce.ca; clerk@southbruce.ca; amanda.froese@saugeenshores.ca; linda.white@saugeenshores.ca; Angie.Cathrae@southbrucepeninsula.com; edance@huronkinloss.com; donnab@wellington.ca; nicholas.kellar@bell.ca; Kathryn.Freimanis@brucepower.com; admin@brucetelecom.com; dan.oswald@corp.eastlink.ca; vince.cina@enbridge.com; ann.newman@enbridge.com; est.reg.crossing@enbridge.com; tony.dominguez@rci.rogers.com; dpresley@mhbcpplan.com; skorpal@tnpi.ca; Kevin.Schimus@enbridge.com; YAhmed@uniongas.com; SecondaryLandUse@HydroOne.com; a.sorensen@greysauble.on.ca; e.downling@svca.on.ca; publichealth@publichealthgreybruce.on.ca; communications@bwdsb.on.ca; bruce_grey@bgcdsb.org
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>; Miguel Pelletier <MPelletier@brucecounty.on.ca>; Avid Banihashemi <Avid.Banihashemi@rjburnside.com>
Subject: 51505-Agency-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

From: Doran Ritchie <d.ritchie@saugeenojibwaynation.ca>

Sent: Tuesday, August 18, 2020 8:57 AM

To: Sylvia Waters <Sylvia.Waters@rjburnside.com>

Subject: Out of office Re: 51505-Chippewas of Nawash First Nation and Saugeen Ojibway Nation-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce

Thank you for contacting the Saugeen Ojibway Nation Environment Office. I am on leave until further notice but in the meantime, please contact the following staff.

Juanita Meekins, juanita.meekins@saugeenojibwaynation.ca for inquiries related to: **Parks Canada, Aggregates, Municipal Infrastructure and Archeology**

Geewadin Elliot, geewadin.elliott@saugeenojibwaynation.ca for inquiries related to: **Burials and Conservation Easements**

Cindy Ashkewe, execassistant@saugeenojibwaynation.ca for inquires relating to: **Planning Applications and Invoicing**

Please contact Kathleen Ryan, kathleen.ryan@saugeenojibwaynation.ca for all other inquiries

Chi-Miigwetch,
Doran

--

Doran Ritchie | Manager of Resources and Infrastructure
Saugeen Ojibway Nation Environment Office
25 Maadookii Subdivision, Neyaashiinigiing, ON, N0H 2T0
Cell: 519-374-9210 | Office: 519-534-5507 | Fax: 519-534- 5525

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: lester.anoquot@saugeen.org
Cc: band.admin@saugeen.org; cherre.urscheler@saugeen.org; joe.wesley@saugeen.org; Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Saugeen First Nation-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Lester Anoquot, Chief of the Saugeen First Nation

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

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Services Bruce County
30 Park St.
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Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.

Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: saugeenmetisadmin@bmts.com; saugeenmetis@bmts.com
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Historic Saugeen Metis-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello George Govier, Land and Resource Coordinator, Historic Saugeen Metis

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: hsmasstrcc@bmts.com
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Historic Saugeen Metis-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Chris Hachey, Coordinator Lands and Resources Consultation for Historic Saugeen Metis

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
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Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
Tel: 519-881-2400
Email: mpelletier@brucecounty.on.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Ray Bacquie
Sent: Tuesday, September 15, 2020 2:50 PM
To: Chris Hachey; mpelletier@brucecounty.on.ca
Cc: Sylvia Waters; Jennifer Vandermeer
Subject: RE: Request for Comments - Bruce County - Notice of Study Commencement / Master Transportation Plan

Hello Chris,

Thank you for your response. We will keep you apprised of the study progress.

Regards,
Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Chris Hachey <hsmasstlrcc@bmts.com>
Sent: Thursday, September 10, 2020 10:17 AM
To: mpelletier@brucecounty.on.ca; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: Request for Comments - Bruce County - Notice of Study Commencement / Master Transportation Plan

Your File: Notice of Study Commencement / Master Transportation Plan
Our File: Bruce County - Projects

Dear Mr. Pelletier & Mr. Bacquie,

The Historic Saugeen Metis (HSM) Lands, Resources and Consultation Department has no comments at this time related to the Bruce County Master Transportation Plan but would appreciate the opportunity to be kept informed as the study moves forward.

We look forward to future updates.

Regards,

Chris Hachey

Coordinator, Lands, Resources and Consultation
Historic Saugeen Métis
204 High Street
Southampton, Ontario, N0H 2L0
Telephone: (519) 483-4000
Fax: (519) 483-4002
Email: hsmlrcc@bmts.com

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Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: consultations@metisnation.org
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Metis Nation of Ontario-Notice of Study Commencement and Public Information Centre ,
Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Jesse Fieldwebster, Consultation Assessment Coordinator, for Metis Nation of Ontario

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
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Services Bruce County
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Tel: 519-881-2400
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Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, August 18, 2020 8:57 AM
To: peterc1908@hotmail.com
Cc: Ray Bacquie; Miguel Pelletier; Avid Banihashemi
Subject: 51505-Métis Nation of Ontario Great Lakes Métis Council-Notice of Study Commencement and Public Information Centre , Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC1-Final.pdf

Hello Peter Coture, President of the Métis Nation of Ontario Great Lakes Métis Council

On behalf of the County of Bruce (County), please see the attached Notice of Commencement and Public Information Centre for the Master Transportation Plan.

Due to the current closures of public spaces for large gatherings, an on-line Public Information Centre (PIC) will be held on the County website at www.brucecounty.on.ca starting **September 2, 2020**.

Your comments on the project and information materials are encouraged **by September 30, 2020**. Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

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R.J. Burnside and Associates
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Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 9:06 AM
To: juanita.meekins@saugeenojibwaynation.ca
Cc: Ray Bacquie; Miguel Pelletier; lester.anoquot@saugeen.org; band.admin@saugeen.org; joe.wesley@saugeen.org
Subject: 51505-Saugeen Ojibway Nation Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

Hello Juanita Meekins

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. At the request of Chief, Greg Nadjiwon, Chippewas of Nawash First Nation and also requested by Saugeen First Nation please see attached for review on their behalf.

Due to the current closures of public spaces for large gatherings, will be held virtually. The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
Director, Transportation and Environmental
Services Bruce County
30 Park St.
Walkerton, Ontario N0G 2V0
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Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Juanita Meekins <juanita.meekins@saugeenojibwaynation.ca>
Sent: Monday, May 31, 2021 12:19 PM
To: Sylvia Waters
Cc: Emily Martin
Subject: Re: 51505-Saugeen Ojibway Nation Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce

Good afternoon Sylvia,

Thank you for your phone call in regards to the Bruce County Master Transportation Plan. As we discussed I believe that this is a project that we will keep an eye on but at this time will not have comment.

As I had explained that Emily Martin has taken the position of Infrastructure and Resource Associate and I have CC'd here in this email. So in the future for notices could you please include emily.martin@saugeenojibwaynation.ca.

Thank you,
Juanita

--

Juanita Meekins

Executive Assistant to Resources and Infrastructure
519-534-5507 (Office) 519-379-0558 (Cell)



**Environment
Office**

**Saugeen Ojibway
Nation.**

25 Maadookii Subdivision
Neyaashiinigiing
Ontario, N0H 2T0
saugeenojibwaynation.ca

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 8:54 AM
To: hsmasstrlcc@bmts.com; saugeenmetisadmin@bmts.com; saugeenmetis@bmts.com
Cc: Ray Bacquie; Miguel Pelletier
Subject: 51505-Historic Saugeen Metis Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

Hello George Govier and Chris Hachey,

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

Miguel Pelletier, P. Eng.
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6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 8:54 AM
To: consultations@metisnation.org
Cc: Ray Bacquie; Miguel Pelletier
Subject: 51505-MNO Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

Hello Jesse Fieldwebster, Consultation Coordinator

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

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6990 Creditview Road, Unit 2
Mississauga, Ontario L5N 8R9
Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com

Sylvia Waters

From: Sylvia Waters
Sent: Tuesday, April 20, 2021 8:55 AM
To: peterc1908@hotmail.com
Cc: Miguel Pelletier; Ray Bacquie
Subject: 51505-MNO, Great Lakes Métis Council Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan, County of Bruce
Attachments: 051505-NOCm PIC2_FINAL.pdf

Hello Peter Coture

On behalf of the County of Bruce (County), please see the attached Notice of Public Information Centre (PIC) #2 for the Master Transportation Plan. Due to the current closures of public spaces for large gatherings, will be held virtually.

The second on-line Public Information Centre (PIC #2) presentation and engagement material can be found at www.brucecounty.on.ca/transportation-master-plan from **April 30, 2021** until **May 21, 2021**.

Please contact either of the following Project Team members if you are unable to access the online information concerning this Study.

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Director, Transportation and Environmental
Services Bruce County
30 Park St.
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Tel: 905-821-5891
Email: Ray.Bacquie@rjburnside.com



BURNSIDE

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Appendix B

Natural Environment Review



Memo: Natural Environment Review

Date: July 31, 2020 **Project No.:** 300051505.0000

Project Name: Bruce County Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Deanna De Forest, Senior Environmental Coordinator,

Reviewed By: Ray Bacquie, Senior Vice President / Project Manager

The Bruce County (County) has initiated a Master Transportation Plan under the Municipal Class Environmental Assessment (EA) process to assess future land transportation needs at the County level to inform the on-going Bruce County Official Plan update.

As part of the Master Plan process, R.J. Burnside & Associates Limited (Burnside) completed a natural heritage information review to identify documented natural heritage features and potential constraints to transportation networks and services in the County. Relevant federal and provincial environmental policy and regulation, municipal planning documents and available background and database information was reviewed to outline the policy framework of the Study Area and to characterize the natural heritage features of the County. This information was used to map the natural features of the County.

Potential impacts to the natural heritage conditions of the Study Area will be assessed through the evaluation of the alternative solutions determined through the EA process and documented in the Master Plan document.

1.0 Environmental Policy, Regulation and Planning

1.1 Federal Legislation

National Parks

Parks Canada is responsible for protecting the natural areas representative of Canada's natural heritage and national historic importance and the management of National Parks. Parks Canada is also responsible for erecting and maintaining a variety of heritage markers.

The legislation mandating Parks Canada activities includes the *National Parks Act*, the *Historic Sites and Monuments Act*, the *Heritage Railway Stations Protection Act*, and the *Department of Transport Act*. (Parks Canada, 2018)

Fisheries Act

Construction of new transportation infrastructure and improvements to existing transportation infrastructure that have the potential to impact fish or fish habitat must be constructed and operated in compliance with the federal *Fisheries Act*. If the death of a fish by means other than fishing, or the harmful alteration, disruption or destruction of fish habitat will likely result from a project, the proponent responsible for the activities is required to obtain an *Authorization* from the Minister of Fisheries and Oceans Canada (DFO) as per Paragraph 34.4(2) and 35(2)(b) of the *Fisheries Act*. (Justice Laws website, 2020)

On February 6, 2018, the Government of Canada introduced Bill C-68, which reflected a commitment to review the changes made in 2012 to the Fisheries Act, in order to restore lost protections and incorporate modern safeguards. Among of other updates, proposed changes to the *Fisheries Act* included:

- Protecting all fish and fish habitats;
- Restoring the previous prohibitions against “harmful alteration, disruption, or destruction of fish habitat” (HADD), and;
- Restoring a prohibition against cause “the death of fish by means of than fishing”.

On August 28, 2019, Bill C-68 including the provisions listed above, came into force. The updated provisions supersede previous conditions of the *Fisheries Act* to provide modern safeguards to fish and fish habitat throughout Canada. (Fisheries and Oceans Canada, 2019).

The Department of Fisheries and Oceans (DFO) may authorize work that may result in serious harm to fish, subject to various conditions, appropriate mitigation and restoration.

Migratory Bird Convention Act

The *Migratory Birds Convention Act, 1994* (MBCA) and the Migratory Bird Regulations (MBR) are federal legislative requirements that are binding on members of the public and all levels of government, including federal and provincial governments. The legislation protects certain species¹, controls the harvest of others, and prohibits commercial sale of all species. (Government of Canada, 2018)

One key responsibility under the MBCA is described in Section 6 of the associated MBR:

Subject to subsection 5(9), no person shall disturb, destroy or take a nest, egg, nest shelter, eider duck shelter or duck box of a migratory bird, or have in his possession a live migratory bird, or a carcass, skin, nest or egg of a migratory bird except under authority of a permit therefor.

The “incidental take” of migratory birds and the disturbance, destruction or taking of the nest of a migratory bird is prohibited. “Incidental take” is the killing or harming of migratory birds due to actions, such as economic development, which are not primarily focused on taking migratory birds.

No permit can be issued for the incidental take of migratory birds or their nest or eggs as a result of economic activities. These prohibitions apply throughout the year.

Several bird species may inhabit the general Study Area. Many receive protection nationally under the MBCA. Proposed transportation works would be subject to mitigation measures to avoid direct impact to bird species which may include timing restrictions for the removal of vegetation, minimizing the footprint of construction, and exclusion of the construction area.

Species at Risk Act

The *Species at Risk Act, 2002* (SARA), provides protection for Species at Risk (SAR) and their habitat on federal lands. Schedule 1 of SARA is considered the official list of wildlife species at risk that receive legal protection under the Act and includes species that have been assessed by the Committee on the Status of Endangered Wildlife in Canada (COESWIC) as Extirpated, Endangered, Threatened, or Special Concern (Government of Canada, 2020).

To ensure the protection of SAR, Section 32(1) and (2) of the SARA states,

(1) No person shall kill, harm, harass, capture or take an individual of a wildlife species that is listed as an extirpated species, an endangered species, or a threatened species

¹ Bird species not regulated under the Act include: Rock Dove, American Crow, Brown-headed Cowbird, Common Grackle, House Sparrow, Red-winged Blackbird, and European Starling. In addition, raptors are not regulated under the MBCA. However, they are protected under provincial legislation which restricts and regulates the taking or possession of eggs and nests. Furthermore, if the species identified is protected under Ontario’s ESA or the federal SARA, additional restrictions may apply.

(2) No person shall possess, collect, buy, sell or trade an individual of a wildlife species that is listed as an extirpated species, an endangered species or a threatened species, or any part or derivative of such an individual

And Section 33 of the SARA states,

No person shall damage or destroy the residence of one or more individuals of a wildlife species that is listed as an endangered or threatened species, or that is listed as an extirpated species if a recovery strategy has recommended reintroduction of the species into the wild in Canada

SARA prohibitions pertaining to private lands include:

- Aquatic species listed on Schedule 1 as Endangered, Threatened or Extirpated
- Migratory birds listed in the MBCA and also listed on Schedule 1 as Endangered, Threatened or Extirpated
- May apply through an order, to other species listed on Schedule 1 (i.e., not an aquatic or migratory bird species) as Endangered, Threatened or Extirpated, if provincial/territorial legislation or voluntary measures do not adequately protect the species and its habitat.

Although Environment and Climate Change Canada (ECCC) is the overall administrator of SARA, responsibility for implementation of the Act is shared by ECCC and the Canadian Wildlife Service, Parks Canada, and DFO. On private lands, ECCC oversees matters related to migratory birds, while DFO oversees matters related to aquatic species. In most cases pertaining to non-aquatic species on private lands, provincial laws (e.g., the *Endangered Species Act, 2007*) provide protection for critical habitat (i.e., habitat that is necessary for the survival or recovery of a listed endangered, threatened or extirpated species).

Duty to Consult

Saugeen Ojibway Nation (SON)

The Saugeen Ojibway Nation collectively refers to the Chippewas of Nawash Unceded First Nation and the Chippewas of Saugeen First Nation (SON). The SON traditional territory encompasses the Saugeen (Bruce) Peninsula, extending south of Goderich and east of Collingwood. The SON Environment Office provides the infrastructure and expertise for environmental matters that affect the interests of the Saugeen Ojibway Nation and assist the Chiefs and Councils of the Saugeen Ojibway Nation in asserting First Nation jurisdiction over the environment of the Traditional Territory. The SON Infrastructure Planning Coordinator is the main point of contact for infrastructure developments in the Traditional Territory, among other tasks, they coordinate SON reviews of environmental assessments for projects that require consultation and are the liaison with proponents, Crown agencies, Conservation Authorities, etc. to ensure fulfillment of duty to consult on proposed development projects (Saugeen Ojibway Nation Environment Office, 2018).

1.2 Provincial Legislation

Provincial Parks and Conservation Reserves Act

The purpose of the Provincial Parks and Conservation Reserves Act (PPCR) is to permanently protect a system of provincial parks and conservation reserves that includes ecosystems that are representative of all of Ontario's natural regions, protects provincially significant elements of Ontario's natural and cultural heritage, maintains biodiversity and provides opportunities for compatible, ecologically sustainable recreation (Ontario, 2012-20).

For municipal purposes, section 31 (1) states any land set apart as a provincial park or conservation reserve or added to a provincial park or conservation reserve shall, so long as it remains part of the provincial park or conservation reserve, be deemed to be separated from any municipality of which it formed a part immediately before it became a provincial park or conservation reserve or a part of one.

Endangered Species Act (ESA)

The *Endangered Species Act, 2007* (ESA) provides protection for Species at Risk (SAR) and their habitat. The ESA is now administered by the Ministry of the Environment, Conservation and Parks (MECP) and provides policies for the protection of Extirpated, Endangered and Threatened species, as well as species of Special Concern. These four categories of species form the Species at Risk in Ontario (SARO) List, which are classified by the Committee on the Status of Species at Risk in Ontario (COSSARO). COSSARO is also responsible for maintaining criteria for assessing and classifying SAR (Ontario, 2014).

Under *the Endangered Species Act, 2007*, Section 9(1) (Ontario, 2012-20):

“No person shall, (a) kill, harm, harass, capture or take a living member of a species that is listed on the Species at Risk in Ontario list as an extirpated, endangered or threatened species.”

Furthermore, according to Section 10(1):

“No person shall damage or destroy the habitat of, (a) a species that is listed on the Species at Risk in Ontario List as an endangered or threatened species; or (b) a species that is listed on the Species at Risk in Ontario List as an extirpated species, if the species is prescribed by the regulations for the purpose of this clause.”

The ESA includes a general habitat regulation as well as species-specific habitat regulations. Species uplisted to Endangered or Threatened automatically receive general habitat protection under the ESA. The province is then required to prepare a species recovery strategy and establish a habitat regulation according to requirements of the ESA (Ontario, 2014).

Potential habitat of Species at Risk should be avoided. Proposed transportation works would be subject to mitigation measures to avoid direct impact to SAR which may include rules in regulation, timing restrictions for the removal of vegetation, minimizing the footprint of construction, and exclusion of the construction area.

Planning Act

The 2020 Provincial Policy Statement (PPS) (Ontario, 2020) is the complimentary policy document to the *Planning Act*, issued under Section 3 of the *Planning Act*. The PPS provides general policies on land use planning and development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment across Ontario. It is to be read in its entirety and the relevant policies are to be applied to each project. The language of each policy, including the Implementation and Interpretation policies, assists municipalities in understanding how the policies are to be implemented.

Section 1.6 of the PPS contains specific guidance on Infrastructure and Public Service Facilities:

“1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning so that they are:

Financially viable over their life cycle, which may be demonstrated through asset management planning; and

Available to meet current and projected needs.

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

a) The use of existing infrastructure and public service facilities should be optimized; and

b) Opportunities for adaptive re-use should be considered, wherever feasible.”

Other policies include the Natural Heritage and Water policies in Section 2.1.

Eight types of natural heritage features are identified in Sections 2.1.4 and 2.1.5 of the PPS where development and site alteration are not permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions:

2.1.4 Development and site alteration shall not be permitted in:

- a) Significant Wetlands in Ecoregions 5E, 6E and 7E;*
- b) Significant Coastal Wetlands;*

2.1.5 Development and site alteration shall not be permitted in:

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*

- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- d) significant wildlife habitat;*
- e) significant areas of natural and scientific interest; and*
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b)*

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Sections 2.1.6, 2.1.7, and 2.1.8 identify three additional development and site alteration prohibitions and exemptions, as follows:

- *Fish habitat except in accordance with provincial and federal requirements;*
- *Habitat of Endangered and Threatened species, except in accordance with provincial and federal requirements; and*
- *On adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

The PPS defines development as the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include activities that create or maintain *infrastructure* authorized under an environmental assessment process.

Natural Heritage Reference Manual

The Natural Heritage Reference Manual provides guidance for implementing the natural heritage policies of the Provincial Policy Statement. It can be used as a reference by municipalities, planning boards, approval authorities, developers and other organizations or individuals. Provincially significant natural features are natural areas that have been identified by the MNR in the Natural Heritage Reference Manual as being valuable. Some of these areas are determined by established ranking systems, and others are determined by the wildlife they support (Ministry of Natural Resources, 2010).

Niagara Escarpment Planning and Development Act

The Niagara Escarpment, a World Biosphere Reserve, is a significant landform spanning across southern Ontario with significant portions located within Bruce County. Land use within the Niagara Escarpment Plan Area is regulated by the Niagara Escarpment Commission through the Niagara Escarpment Planning and Development Act, the Development Control Regulations (Ontario Regulation 828/90), and local municipal zoning by-laws where Development Control is

not in effect. Development is limited through the Niagara Escarpment Plan which allows only for development that is compatible with that natural environment. All development, changes of use and lot creation within the Niagara Escarpment Plan Area shall conform to the Land Use Policies and Development Criteria of the Niagara Escarpment Plan, and the appropriate policies of the Bruce County Official Plan and local Official Plans where they exist (County of Bruce, 2017).

Clean Water Act -Source Water Protection

As a result of the *Clean Water Act*, (O.Reg.287/07) communities in Ontario are required to develop Source Protection Plans in order to protect their municipal sources of drinking water. These plans identify risks to local drinking water sources and develop strategies to reduce or eliminate these risks. (Conservation Ontario).

The *Clean Water Act* defines a “drinking water threat” as “an activity or condition that adversely affects or has the potential to adversely affect the quality or quantity of any water that is or may be used as a source of drinking water and includes an activity or condition that is prescribed by source protection regulation as a drinking water threat.” (Ontario 2012-2020). The Province has identified 22 activities that could pose a threat if they are present in vulnerable areas, (set out in Section 1.1 of O. Reg. 287/07, under the *Clean Water Act*). Transportation infrastructure is not listed as a prescribed drinking water threat and therefore, is not anticipated to pose a risk to drinking water however, secondary to transportation infrastructure is the potential application of road salt, which is listed as a prescribed threat.

Conservation Authorities Act

Ontario’s 36 Conservation Authorities fall under the jurisdiction of the *Conservation Authorities Act* which was originally created to ensure the conservation, restoration, development and management of Ontario’s natural resources through delivery of watershed-based programs and services. Under the *Conservation Authorities Act*, each Conservation Authority has its own “*Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*” Regulation. In the County of Bruce, the Saugeen Valley Conservation Authority, Maitland Valley Conservation Authority and Grey Sauble Conservation Authority regulate development and activities in or adjacent to river or stream valleys, Great Lakes and inland lakes shorelines, watercourses, hazardous lands and wetlands. Development taking place on these lands may require permission from the Conservation Authority to confirm that the control of flooding, erosion, dynamic beaches, pollution or the conservation of land are not affected. They also regulate the straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream, watercourse or for changing or interfering in any way with a wetland. (Conservation Ontario)

1.3 Municipal Planning and Policy

Bruce County Official Plan, Consolidated September 2017

In the County's Official Plan, natural environment land use designations are identified and include Escarpment Natural Area, Hazard Lands, Provincially and Locally Significant Wetlands, Dynamic Beaches, Areas of Natural and Scientific Interest, Karst, County Forests and Parklands and, Special Policy Areas.

The General Policies of the Official Plan include Cold and Warm Water Streams, Drinking Water Source Protection, Areas of Natural or Scientific Interest (ANSI), Locally and Provincially Significant Wetlands, Significant Woodlands, Threatened and Endangered Species, Significant Valleylands, Deer Wintering Areas, Significant Wildlife Habitat, Karst, Headwater/Recharge Areas. Criteria are defined in the County's Official Plan.

Natural features, such as significant ravines, valley, river and stream corridors, significant woodlands, significant portions of threatened and endangered species habitat, significant fish habitat and significant wildlife habitats have not been specifically identified on the Official Plan Schedules. In the absence of mapping showing the various components of the natural areas, the Official Plan rely on Environmental Hazard mapping, ANSI mapping and Wetland mapping.

These lands are generally protected from adverse effects of development.

2.0 Natural Heritage Features

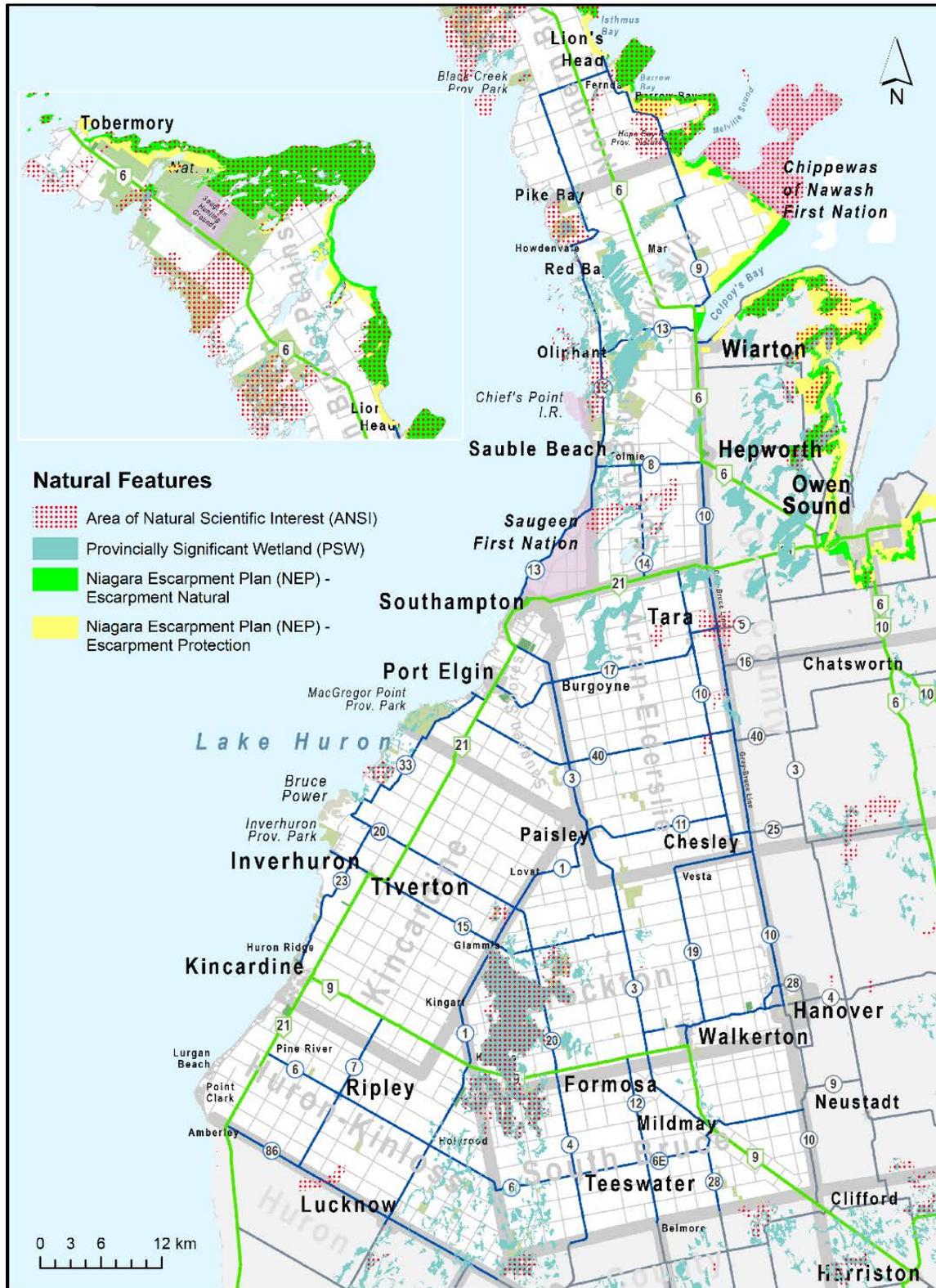
Natural heritage features have been identified based on a review of available provincial and municipal databases, including the following existing data sources:

- Bruce County Official Plan (Consolidated 2017)
- MNR Land Information Ontario, Make a Map: Natural Heritage Areas (aerial photography, source water protection, Aquatic Resource Atlas, Natural Heritage Information Centre ("NHIC") database)
- Niagara Escarpment Plan
- Ministry of the Environment, Conservation and Parks (MECP): Source Water Protection Atlas
- Parks Canada
- Ontario Parks
- Saugeen Valley Conservation Authority, Maitland Valley Conservation Authority and Grey Sauble Conservation Authority

The following section describes the designated natural areas, terrestrial and aquatic habitat in Bruce County.

Figure 1 provides an illustration of the natural features within the Study Area.

Figure 1 – Natural Features



2.1 Designated Natural Areas

National Parks- National parks protect the habitats, wildlife and ecosystem diversity representative of the natural regions (Parks Canada, 2019-07-09). There are two National Parks in Bruce County;

- Bruce Peninsula National Park, a 156 square kilometre park managed as a protected wildlife preserve with hiking, camping (Parks Canada, 2019-09-20).

Fathom Five National Marine Park is a large archipelago and freshwater ecosystem with diving, hiking and camping (Parks Canada 2020-02-19).

Provincial Parks- Provincial Parks within the Study Area are classified into the following classifications (Wikipedia, 2019-10-19):

Nature Reserve Class- represents and protects distinctive nature habitats and landforms in the province for educational and research purposes. Public access may be limited. Within the Study Area, the following provincial parks are identified as a nature reserve class:

- Little Cove Provincial Park (Nature Reserve Class)
- Cabot Head Provincial Park (Nature Reserve Class)
- Johnston Harbour-Pine Tree Point Provincial Park (Nature Reserve Class)
- Smokey Head-White Bluff Provincial Park (Nature Reserve Class)
- Ira Lake Provincial Park (Nature Reserve Class)
- Lion's Head Provincial Park (Nature Reserve Class)
- Hope Bay Forest Provincial Park (Nature Reserve Class)

Natural Environment Class- protects the landscape and special features of an area while providing recreational opportunities such as swimming and camping. Within the Study Area, the following provincial parks are identified as Natural Environment Class:

- Black Creek Provincial Park (Natural Environment Class)
- Macgregor Point Provincial Park (Natural Environment Class)

Recreational Class- provide opportunities for outdoor recreation, such as beaches and campgrounds with amenities. Within the Study Area, the following provincial park was identified as Recreational Class:

- Sauble Falls Provincial Park (Recreational Class)

Cultural Heritage Class- protects historical and cultural resources, in an outdoor setting. Within the Study Area, the following provincial park was identified as Cultural Heritage Class:

- Inverhuron Provincial Park (Cultural Heritage Class)

Niagara Escarpment Plan Designation- The description of the Niagara Escarpment Land Use Designations within the Study Area is provided as excerpts from the Niagara Escarpment Plan (Ontario, 2017)

Escarpment Protection Area- Escarpment Protection Areas are important because of their visual prominence and their environmental significance, including increased resilience to climate change through the provision of essential ecosystem services. They are often more visually prominent than Escarpment Natural Areas. Included in this designation are Escarpment Related Landforms and natural heritage and hydrologic features that have been significantly modified by land use activities, such as agriculture or residential development, as well as lands needed to buffer Escarpment Natural Areas and natural areas of regional significance. The policies aim to protect and enhance natural and hydrologic features and the open landscape character of the Escarpment and lands in its vicinity.

Escarpment Natural Area- Escarpment features that are in a relatively natural state and associated valleylands, wetlands and woodlands that are relatively undisturbed are included within this designation. These areas may contain important cultural heritage resources, in addition to wildlife habitat, geological features and natural features that provide essential ecosystem services, including water storage, water and air filtration, biodiversity, support of pollinators, carbon storage and resilience to climate change. These are the most sensitive natural and scenic resources of the Escarpment. The policies aim to protect and enhance these natural areas.

Escarpment Rural Area- Escarpment Rural Areas are an essential component of the Escarpment corridor, including portions of the Escarpment and lands in its vicinity. They provide a buffer to the more ecologically sensitive areas of the Escarpment.

Mineral Resource Extraction Area- The Mineral Resource Extraction Area designation includes mineral aggregate operations licensed pursuant to the Aggregate Resources Act and areas where mineral aggregate resource extraction may be permitted, subject to the policies of this Plan.

Escarpment Recreation Area- Designated Recreation Areas are areas of existing or potential recreational development associated with the Escarpment. Such areas may include both seasonal and permanent residences.

Urban Area- This designation identifies Urban Areas in which the Escarpment and closely related lands are located. In some areas, the Escarpment is still largely undeveloped although surrounded by existing development (e.g., Hamilton). In other areas, urban growth already has encroached substantially on the Escarpment.

Natural Heritage System Area- The identified Natural Heritage System Area (NHS) within Bruce County is undifferentiated, developed from the Niagara Escarpment Planning and Development Act.

Escarpment Natural Area- The County of Bruce has identified local land use designations within the Niagara Escarpment Plan area. The most significant natural and scenic areas of the Escarpment are included in the Escarpment Natural Area designation, including features which contain important plant and animal habitats and geological features and cultural heritage features. Essential transportation and utilities are included among the Permitted Uses in this designation. "Essential" is defined in the Niagara Escarpment Plan as "that which is deemed necessary to the public interest after all alternatives have been considered". The policies and development criteria of the Niagara Escarpment Plan apply to all lands within its boundary and take precedence over the policies of the County Official Plan except where the policies of the County of Bruce Official Plan are more restrictive.

Areas of Natural and Scientific Interest are areas of land and water containing unique natural landscapes or features. These features have been scientifically identified by the Province of Ontario as having life or earth science values related to protection, scientific study or education (MECP). The identification of ANSIs is intended to encourage the protection of a system of natural heritage areas representative of Ontario's natural diversity. In Bruce County, Provincially significant ANSIs are protected under the Provincial Policy Statement (S. 2.1.5) and the Niagara Escarpment Plan. County Council has designated those areas identified by the Province as ANSIs and consider use of land within an ANSIs in accordance with the underlying land use designation provided development will not have adverse impact on the ANSI. Both Earth Science and Life Science ANSIs are identified in Bruce County. Earth science ANSIs are geological in nature and contain significant examples of bedrock, fossils, landforms or ongoing geological processes. Life science ANSIs represent biodiversity and natural landscapes. They include specific types of forests, valleys, prairies, wetlands, native plants, native animals and their supportive environments. Life science ANSIs contain relatively undisturbed vegetation and landforms and their associated species and communities.

Wetlands (Provincially Significant Wetlands, Locally Significant Wetlands)- The Province of Ontario identifies wetlands that have been evaluated using the Ontario Wetland Evaluation System as provincially significant or non-provincially significant, as well as wetlands that have not been evaluated, but have been mapped using other procedures. The County of Bruce has identified locally significant wetlands and Provincially Significant Wetlands and an associated 120 metre off-set. Wetlands in Bruce County are also identified and contained within the mapping of the Regulated Area under the jurisdiction of the local Conservation Authorities subject to "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" Regulation, O.Reg.169/06, O.Reg. 16/06 and O.Reg.151/06. It is County Council policy that development shall not be permitted within Provincially Significant Wetlands except for infrastructure permitted by the Provincial Policy Statement. Within the Niagara Escarpment Plan Area, development shall locate outside all Provincially, Regionally and locally significant wetlands. The protection of locally significant wetlands is encouraged by County Council. Development on adjacent lands (within 120 metres) is subject to conditions outlined in Section 4.3.2.5 of the Bruce County Official Plan, supported by a site-specific Environmental Impact Study (EIS).

Hazard Lands, (Provincially and Locally Significant Wetlands, Dynamic Beaches)- Hazard Lands of the Bruce County Official Plan are those areas that include flood and erosion susceptibility areas, steep slopes, organic soils, or other physical conditions which are severe enough to cause property damage or potential loss of life if the lands were to be developed. These areas may also include important environmental features such as Provincially and regionally significant wetlands. Hazard Lands also include the Great lakes Shoreline Hazard Area identified by the Province of Ontario and Conservation Authorities and includes mapping of shoreline floodplain erosion and dynamic beach features. Permitted land uses include existing lands uses and restricted land uses to only those that don't impair the ecological processes or the identified environmental features.

Aquatic Habitat- Several watercourses are located within Bruce County that provide aquatic habitat and fish habitat. Land Information Ontario, Aquatic Resource Inventory (ARA) mapping illustrates the watercourses, named and classified as a cold, cool, warm, unknown or other thermal regime, with a summary of fish species, where information is available.

County Forest and Park Lands- These lands are among public lands contained within the Major Open Space Area designation of the Bruce County Official Plan which includes Crown Lands, Conservation Authority Lands, County Forests, National Parks and Provincially owned lands. The predominant use of land designated Major Open Space Area include outdoor recreation and preservation of natural areas, including forestry, conservation and golf courses and compatible other uses including public utilities.

Special Policy Areas- The County of Bruce contains certain areas where specific planning policies have been developed to ensure that certain environmental or development considerations have been met. County Council, or Local Councils will review these special policies to determine whether revisions and updating is required. Policy Area 3 of the Official Plan is governed by the policy and permitted uses of the Escarpment Natural Area and Land Use Policies of the Niagara Escarpment Plan.

Karst- The Bruce-Grey Regional Groundwater Study identifies areas of karst topography, illustrated on mapping of Schedule C of the Bruce County Official Plan. Development or site alteration in areas having karst topography require a detailed evaluation investigating the potential threat of the proposed development or site alteration on groundwater resources. Development is prohibited unless it can be shown that threats can be mitigated.

Source Water Protection Features- The Source Water Protection Information Atlas indicates three Source Water Protection Areas (SPA) are located within Bruce County; The Northern Bruce Peninsula SPA, Grey Sauble SPA, and Saugeen Valley SPA.

Several Wellhead Protection Areas (WHPA) are located within Bruce County. The size, or classification, of a Wellhead Protection Area is determined by how quickly water travels underground to the well, measured in years. WHPA-A is the closest radius (100m) around a municipal well, WHPA-B is the area where water can flow to the well in 2 years, WHPA-C is the

area where water can flow to the well in 5 years, WHPA-D is the area where water can flow to the well in 25 years, WHPA-E GUDI are Groundwater Under the Direct Influence of surface water, where surface water can reach the well within 2 hours. There are municipal wells in Bruce County where surface water has been detected in the groundwater supply. This makes the activities that occur near the closest water source more likely to impact the well water (Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region, 2020)

Intake Protection Zones (IPZ) are the areas on the water and land surrounding a municipal surface water intake. The size of each zone is determined by how quickly water flows to the intake, in hours. IPZ for Bruce County include IPZ-1, a radius of 1000 metres (1 km) from the centre point of every intake that serves as the source or entry point of raw water supply for the system, and IPZ-2, is the zone based on a two hour time of travel to the centre point of the water supply (Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region, 2020).

Areas of Bruce County are considered a Significant Ground Water Recharge Areas. Significant Groundwater Recharge Areas of high vulnerability are assessed a vulnerability score of 6 out of 10, while moderate areas are scored 4 and low areas are scored 2. A recharge area is considered significant in areas where the highest volumes of groundwater infiltrate to help maintain the water level in an aquifer that supplies a drinking water system (Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region, 2015).

Areas of Highly Vulnerable Aquifer are located within Bruce County. A Highly Vulnerable Aquifer is one that is particularly susceptible to contamination because of either its location near the ground surface or because of the type of overlying geological materials. The aquifer vulnerability increases as the amount of protection provided by the overlying geological materials decreases (Saugeen, Grey Sauble, Northern Bruce Peninsula Source Protection Region, 2020).

Species at Risk

Several Species at Risk (SAR) have the potential to be present in Bruce County. Species at Risk, Threatened and Endangered, are species listed as protected by law under the Provincial ESA, (2007) (SARO) or the federal SARA (2002). Special Concern species do not have species or habitat protection under Ontario's ESA (2007) or the federal SARA (2002), however, they may receive protection by some agencies, such as provincial and national parks, or other Acts, such as the Ontario Fish and Wildlife Conservation Act, and the Migratory Birds Convention Act (MBCA), which prohibits the killing, capturing, injuring, harassment and trapping of specially protected species.

The following SAR were identified through review of the NHIC database to have potential to be present in Bruce County:

Terrestrial Species at Risk

<u>Common Name</u>	<u>Scientific Name</u>	<u>SARO Status</u>	<u>SARA Status</u>
Wood Thrush	<i>Hylocichla mustelina</i>	SC	THR
Eastern Wood-Pewee	<i>Contopus virens</i>	SC	SC
Canada Warbler	<i>Wilsonia canadensis</i>	SC	THR
Bald Eagle	<i>Haliaeetus leucocephalus</i>	SC	Not listed
Golden Winged Warbler	<i>Vermivora chrysoptera</i>	SC	THR
Peregrine Falcon	<i>Falco peregrinus</i>	SC	SC
Loggerhead Shrike	<i>Lanius ludovicianus</i>	END	END
Eastern Ribbon Snake	<i>Thamnophis sauritus</i>	SC	SC
Tuberous Indian-plantain	<i>Arnoglossum plantagineum</i>	SC	SC

Aquatic Species at Risk

<u>Common Name</u>	<u>Scientific Name</u>	<u>SARO Status</u>	<u>SARA Status</u>
Rainbow Muscle	<i>Villosa iris</i>	SC	SC
Pugnose Shiner	<i>Notropis anogenus</i>	THR	THR
Black Redhorse	<i>Moxostoma duquesnei</i>	THR	THR

SARO Status

END – Endangered. A species that lives in the wild in Ontario but is facing imminent extinction or extirpation.

THR – Threatened. A species that lives in the wild in Ontario, is not endangered, but is likely to become endangered if steps are not taken to address factors threatening to lead to its extinction or extirpation.

SC – Special Concern. A species that lives in the wild in Ontario, is not endangered or threatened, but may become threatened or endangered because of a combination of biological characteristics and identified threats.

SARA Status

END - Endangered. A species facing imminent extirpation or extinction throughout its range.

THR - Threatened. A species likely to become endangered if nothing is done to reverse the factors leading to its extirpation or extinction.

SC - Special Concern. A species of special concern particularly sensitive to human activities or natural events. Does not include an extirpated, endangered or threatened species.

Areas of critical habitat for aquatic SAR are identified by DFO and protected under the federal SARA. Critical habitat is habitat that is vital for the survival or recovery of wildlife species. Critical habitat for the Pugnose Shiner is identified within a portion of the Teeswater River, south of Cargill.

Additional SAR and rare species may be present within the Study Area, depending on the presence of suitable habitat.

R.J. Burnside & Associates Limited



for Deanna De Forest
Senior Environmental Coordinator
DD:sc

Enclosure(s) Figure 1 Natural Features

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BURNSIDE

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Appendix C

Complete Streets Policy



Memo: Complete Streets Policy

Date: April 5, 2021 **Project No.:** 300051505.0000

Project Name: Bruce County - Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Ray Bacquie, P.Eng., MBA Senior Vice President / Project Manager

1.0 Existing County Road System

Bruce County maintains and operates approximately 680 km of mostly paved two lane roads. The purpose of the County road system is to connect area municipalities, provide efficient movement of people and goods within and through the County and provide access to the Provincial highway system.

1.1 Official Plan County Road Policies

Schedule B of the County's Official Plan functionally classifies the County's roads as Arterial roads or Collector roads. The road classification reflects the attributes (i.e. traffic volumes and the balance between facilitating access or connectivity).

The County maintains **Arterial Roads** to "ensure improved regional access to major markets and urban centres". County and area municipalities "encourage the construction of by-passes around Primary and Secondary Urban Areas, where traffic volumes and congestion warrant".

County Road Rights-of-Way

"County roads shall have a minimum right-of-way width of 30 metres for those road sections shown as 'rural' on Schedule 'B' of the Official Plan. All other County Roads shall have a minimum right-of-way width of 20 metres".

The County **Collector Roads** supplement the arterial roads and provide connectivity to key destinations. It is County policy to ensure a "continued program of improvements to the County Collector Road network, or Primary Urban Communities, Secondary Urban Communities, Rural Recreational Area, the BNPD / BEC and other major destination points.

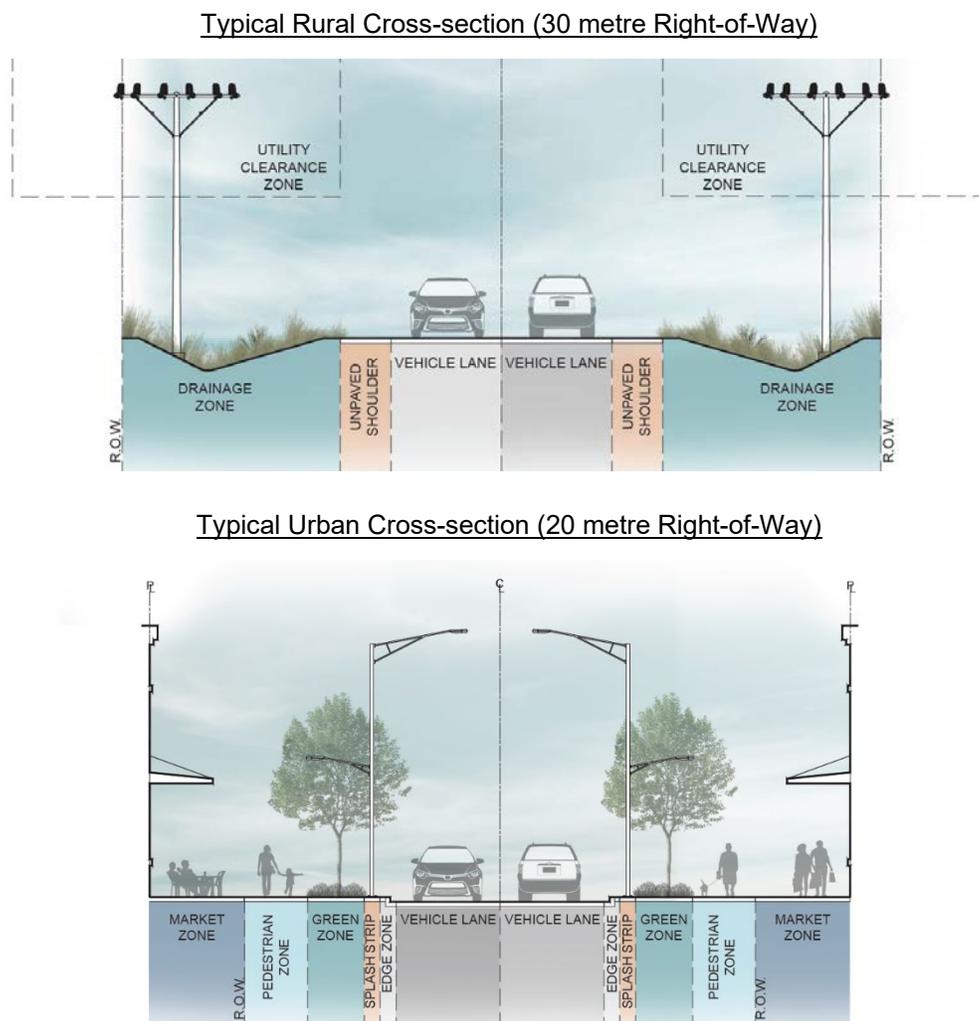
It is Bruce County Official Plan policy to develop a network of **Scenic Roads**, though the County road system or jointly with local municipalities. There are currently no designated County Scenic Roads.

1.2 Current Road Cross-sections

Bruce County does not have a road design guideline document, rather, road designs are based on the Transportation Association of Canada Geometric Design Guide for Canadian Roads. Official Plan policy 4.6.3.5.2 identify the minimum right-of-way widths required to accommodate typical designs.

Figure 1 illustrates the current typical urban and rural cross-sections for County Roads. The wider rural cross-section accommodates the right-of-way needs of ditch drainage. Current designs do not necessarily provide designated space for cycling, pedestrians, streetscaping features or other elements supportive of commercial areas.

Figure 1: Current Road Cross-sections



2.0 Complete Streets Approach Background

2.1 Policy Context for Complete Streets

There is an opportunity to accommodate active transportation utilizing the County Road system, by supplementing the design of County Roads to include a complete streets approach that identifies space within road rights-of-way for cyclists and pedestrians, particularly within urbanized areas.

The Provincial Policy Statement (PPS) provides overall direction for planning and development in the Province of Ontario. The PPS provides support for a context-sensitive approach to road design, stating “transportation and land use considerations shall be integrated at all stages of the planning process”

According to the Toronto Centre of Active Transportation a Complete Street is:

“A Complete Street is designed for all ages, abilities and modes of travel, where safe and comfortable access for pedestrians, cyclists, transit users and people with disabilities is integrated into transportation planning”.

Complete streets policy has been incorporated into other Provincial documents, including: the Growth Plan for the Greater Golden Horseshoe 2017 update. Within the past 10 years many Ontario municipalities have adopted complete streets policies and design guidelines. Grey Bruce Healthy Communities Partnership commissioned a Complete Streets Policy & Implementation Guide for Grey Bruce. The goal of this project was to develop a “made in Grey Bruce” Complete Streets policy. Elements of the policy include:

- application of complete streets to “all projects including new projects, retrofit / reconstruction projects, and repair / maintenance and / or other projects for the entire right-of-way”,
- “exceptions to the policy are clear and require a procedure for approval”,
- “use of the latest and best design criteria and guidelines to aid in implementation”,
- “a comprehensive, integrated, connected network to benefit all users and modes”, and
- “the context of the roadway and the surrounding community context dictates what Complete Streets elements will be accommodated”.

This Bruce County Complete Streets Guideline builds upon the Grey Bruce Complete Streets Policy & Implementation Guide. For the purposes of achieving the design goals for the Bruce County road network, implementation of complete streets requires a strategy to help determine where and when complete streets elements are included.

2.2 Context Sensitive Design

The appropriateness of accommodating roadway design elements may not be the same in all road instances. The roadway context is relevant. The relationship between major roadways and the surrounding land use is a coordination of planning and roadway engineering objectives. This planning / engineering relationship provides balanced approach assessing often competing priorities:

- the land use and natural heritage environment of the roadway,
- the role of the roadway for commuting and goods movement,
- current need and potential demand for walking, cycling and aesthetic design elements,
- the desirable operating conditions such as appropriate speed and roadside safety, and
- constraints and cost management.

The Institute for Transportation Engineers and the Congress for New Urbanism published a recommended practice in 2006 titled *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*. The book, sponsored by the US Federal Highway Administration provides planners and engineers guidelines in order to achieve context sensitive approaches for major roadways. The approach identifies “context zones” (see Figure 2) and builds upon, rather than discards the road functional classification system.

Figure 2: Context Zones



With the objective of considering complete streets for all County Road initiatives, it is appropriate to assess the context of the road. Context sensitive design (CSD) can be defined as roadway design approach that is flexible and sensitive to the roadway environment allowing a balance between economic, social and environmental objectives.

2.3 Best Practices in Complete Streets

Roadway design policy of other jurisdictions were referenced to assess state of the practice and identify key components of the complete street planning and design. There were common themes amongst the reference documents. Most complete street practices identify a vision for the road, assess the road environment and prioritize road elements.

Most guidelines include a policy framework for complete streets. For Bruce County, the following elements provide that framework for the design process:

- **Step 1:** Categorize the roadway environment into contextual classes
- **Step 2:** Identify and prioritize roles and functions of the roadway for each road class
- **Step 3:** Define the necessary and supplementary components for each road classification

3.0 Road Contextual Classes

3.1 Roadway Environment Observations

To gain insights into the range of Bruce County road typologies, a tour and virtual tour of County roads was conducted. It assessed adjacent land uses, frequency of land access, forests and natural heritage features, posted speed, travel lane and shoulder conditions, accommodation of pedestrians and cyclists, storm drainage conveyance and streetscape elements. Based on the review, 3 road typologies were identified.

The majority of the 680 km County Road system is comprised of rural road environment. Adjacent land uses are agricultural or natural open space. Operating speeds are typically 80 kmph. Figure 3 illustrates examples of the rural road environment.

Figure 3: Rural Road Typology



As County roads enter urban areas rights of way are more constrained and storm drainage changes from rural ditch to urban storm drains. Posted speeds are commonly 50 kmph or 60 kmph. Sidewalks may be provided, but cycling facilities are limited. Figure 4 illustrates examples of the urban residential environment.

Figure 4: Urban Residential Road Typology



Bruce County Roads in urban environments within predominantly commercial land uses also have urban drainage and lower posted speeds of 50 kmph or 60 kmph. Sidewalks are provided as a continuous pedestrian space. On-street parking is common and streetscape features are often implemented. Figure 5 illustrates commercial corridors on County roads.

Figure 5: Urban Commercial Road Typology



3.2 Roadway Role and Function

In order to categorize Bruce county roadways into contextual classes, there is a need to understand and prioritize the competing demands for the function of roads. These functions may include commuter and goods movement, land access, safe pedestrian and cycling travel, stormwater conveyance and placemaking and aesthetic objectives of the streetscape. To assess priorities, roadway classifications should take into consideration the primary, secondary and supplementary functions of the road.

Within an urban environment, there are different priorities between specific County road corridors. Certain roads serve commuting and goods movement throughout the County as the primary function with no significant secondary function. Other urban roads support commercial areas directly including parking needs and streetscape elements. Urban roads in residential areas may accommodate active transportation activity. Supplementary functions may include placemaking in support of liveable communities and stimulating economic activity and low impact development design approaches.

In a rural environment, Bruce County roads primarily serve commuting and goods movement function. The roadway environment, however may be constrained by natural features or may be more scenic and serve a more recreational function.

In planning for future, design approaches can be modified through complete streets concepts for those corridors selected to better accommodate cycling and walking. Typical preferred design treatments include: bike lanes or multi-use paths in urban environments and paved shoulder bicycle facilities in rural environments.

3.3 Design Speed for the Road Context

Bruce County, like many jurisdictions, have roads that have changing roadway environments and as a result the desirable operating speed may change along a corridor. When passing through small urban areas or when entering towns posted speeds are typically reduced to be more conducive with the roadway environment and the comfort and safety of the public.

Posted speed signage defines the regulatory speed limit for drivers, however elements of the road design also influence driver behaviour. In designing a road, it is first necessary to decide what specific functions it serves. The objective is never simply to “reduce speed” but to influence drivers to adopt a speed appropriate to the conditions. Good infrastructure design (e.g. geometry, lane widths, boulevard elements) can induce drivers to reduce speed “instinctively”.

3.4 Road Classifications

Based on the current County road environments and the function of existing and future active transportation corridors, six (6) road classifications have been identified in a classification matrix. The classes include 3 urban and 3 rural street types. Two of the urban classes

accommodate active transportation as part of complete streets. One rural class has design elements that accommodate cycling. In recognition of Bruce County Official Plan policy 4.6.3.6, which states that “County Council to develop a County network of scenic roads”, a rural Scenic Route class has been included.

Each roadway may be unique, but some key characteristics help define road classifications. The characteristics may include land use and access frequency, storm drainage type, posted speed, number of travel lanes, accommodation of active transportation and boulevard treatments. Table 1 summarizes the profiles of the five road classes.

Table 1: Road Classification Profiles

	Urban Commercial Complete Street	Urban Commuter Street	Rural Commuter Corridor	Rural Cycling Corridor	Rural Scenic Route
Land Use	Commercial Institutional	Residential Commercial Institutional	Agricultural Industrial Open Space	Agricultural Industrial Open Space	Agricultural Open Space Waterfront
Access Density	>20 per km	>20 per km	< 10 per km	< 10 per km	< 10 per km
Storm Drainage	Urban	Urban	Rural Ditch	Rural Ditch	Rural Ditch
Posted Speed	50-60 kmph	50-60 kmph	60-80 kmph	60-80 kmph	50-60 kmph
Travel Lanes	2-4 Lanes On-street parking	2-4 Lanes	2 Lanes	2 Lanes	2 Lanes
Cycling	Bike Lanes	-	-	Paved Shoulder Lanes	Paved Shoulder Lanes
Pedestrians	Sidewalk	Sidewalk	-	Paved Shoulder	-
Boulevard	Streetscape features	-	Natural	Natural	Natural

3.5 Road Right-of-way Requirements

The road right-of-way required for the roadway is a function of the space required for the combined elements of the roadway. A context sensitive approach to developing design guidelines help define right-of-way priorities to address the multi-modal demands and urban design objectives of existing and future land use and roadway environments. Design elements may include: vehicle zone (including parking), bicycle lane or paved shoulder, unpaved shoulder and drainage ditch or splash zone, green or streetscape zone and pedestrian zone.

The placement of design elements should also consider roadside safety and clear zone requirements as defined in Roadside safety design references, including the Transportation Association of Canada Geometric Design Guide for Canadian Roads, Ontario Ministry of Transportation Roadside Safety Manual and PIARC Road Safety Manual.

4.0 Implementing Complete Streets

4.1 Design Approach

The TAC Geometric Design Guide for Canadian Roads presents a design philosophy for the development of road designs. It highlights the role of design guidelines as providing “information and background to assist the designer in choosing the appropriate combination of features, dimensions, and materials for a given design” and notes that the determination of the dimensions is the designer’s responsibility.

It notes that “guidelines are necessarily general, because they cannot cover all site-specific conditions” and are required to accommodate a “range of travel modes”.

The TAC design guide presents the concept of “design domain” which is thought of as the range of values that a design element might take. The appropriate dimension relates to the “fitness of purpose for that design element”.

The intent of complete streets guidelines is to provide a framework for design approaches that meet the engineering requirements and accommodation of alternative roadway elements and modes. The design process should follow the key decision steps:

Complete Streets Design Decision Process

1. **Define the Roadway Environment:** How does the roadway affect / interact with the adjacent land uses and environmental features?
2. **Define Roadway Function:** What modes of travel and boulevard elements are a high priority and explicitly accommodated?
3. **Define Design Speed:** What is the vision for the roadway and what is the appropriate operating and design speeds given the roadway environment and roadway function?
4. **Define Typical Cross-section:** Select roadway elements that comprise the cross-section based on preferred roadway typologies.
5. **Define Design Domain:** Select parameters for design elements that meet engineering minimums and are consistent with the design vision and speeds (e.g. lane widths, clear zone, intersection radii).

4.2 Design Elements

Complete streets incorporate a number of design elements with both the roadway and the boulevard. The location of each element within the cross-section can define road typologies. Key cross-sectional elements are described below:

- **Vehicle Lanes:** provide for the safe and efficient movement of vehicles and may accommodate bike lanes or parking.

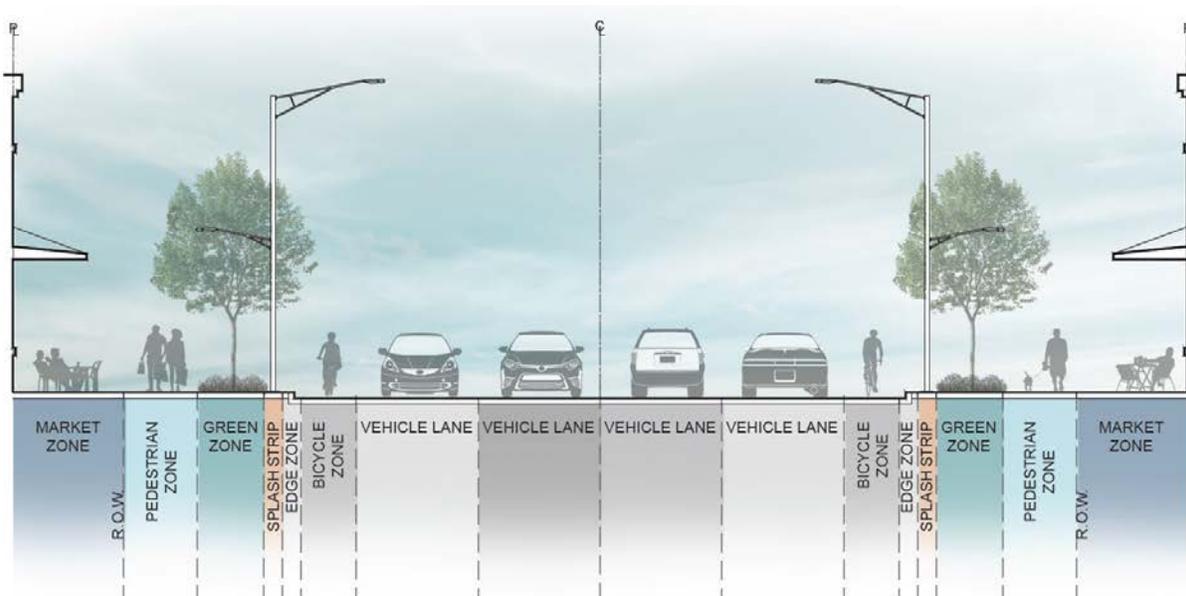
- **The Green Zone:** is located within the boulevard and provides aesthetic and low impact development (LID) elements, street furniture, lighting and a buffer to pedestrians.
- **The Edge Zone:** is located between the vehicle lanes and green zone and may include curbing or road shoulders. Paved shoulders may be a viable cycling facility type
- **Pedestrian Zone:** is the portion of the boulevard dedicated to sidewalk for pedestrians or a multi-use path for both pedestrians and cyclists
- **Marketing Zone:** is located between the pedestrian zone and the building frontage.

4.3 Preferred Roadway Typologies

The five Street Typologies have been developed to be based on typical roadway environments and the modes of travel that are supported based on the Master Transportation Plan objectives. The typologies are based on aspirational visions for Bruce County roads. A brief description, key design elements and operational attributes are provided for each street typology. The design elements of each typology are referenced along with the right of way required to accommodate the features.

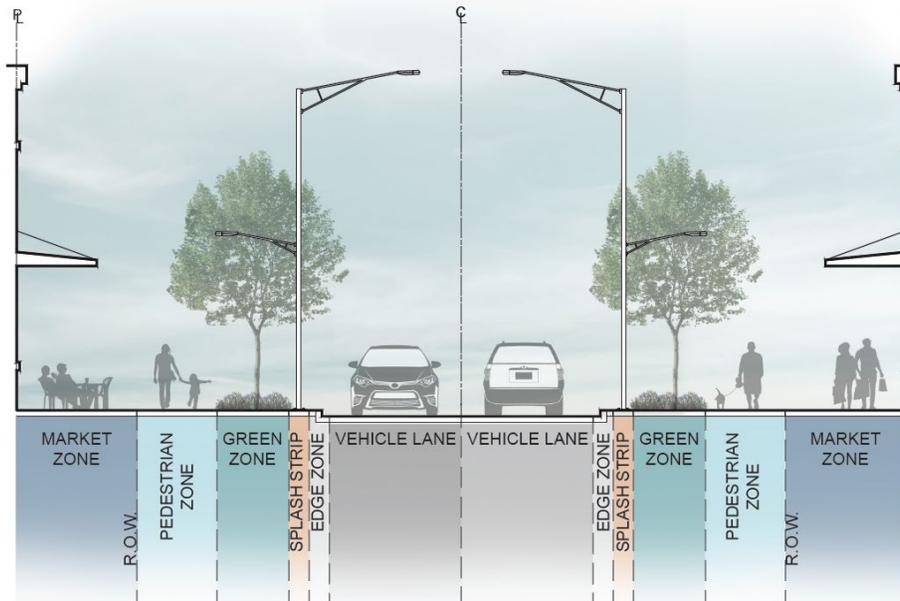
4.3.1 Urban Commercial Complete Street: 2-4 lanes with 26 to 30 metre ROW

Urban Commercial Complete Streets are typically the main street of a community. Development is street-oriented and they are often surrounded by stable residential neighbourhoods. They have a heritage character. Higher priority is given to pedestrians and cyclists. wide sidewalks and enhanced pedestrian amenities. Cycling facilities should also be included. Traffic is slower and on-street parking is commonly permitted.



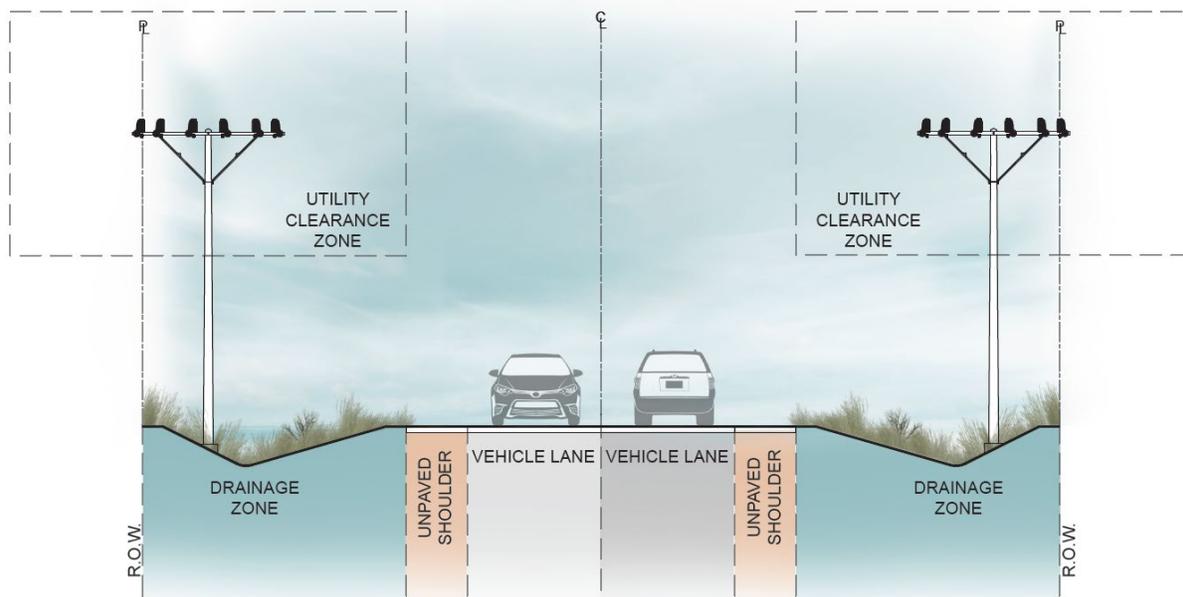
4.3.2 Urban Commuter Street: 2-4 lanes with 20 to 23 metre ROW

Urban Commuter Streets are portions of streets that pass-through villages serving local residents in addition to through-traffic. They are often focused on an intersection or a section of County road with residential frontages or a few commercial / community uses.



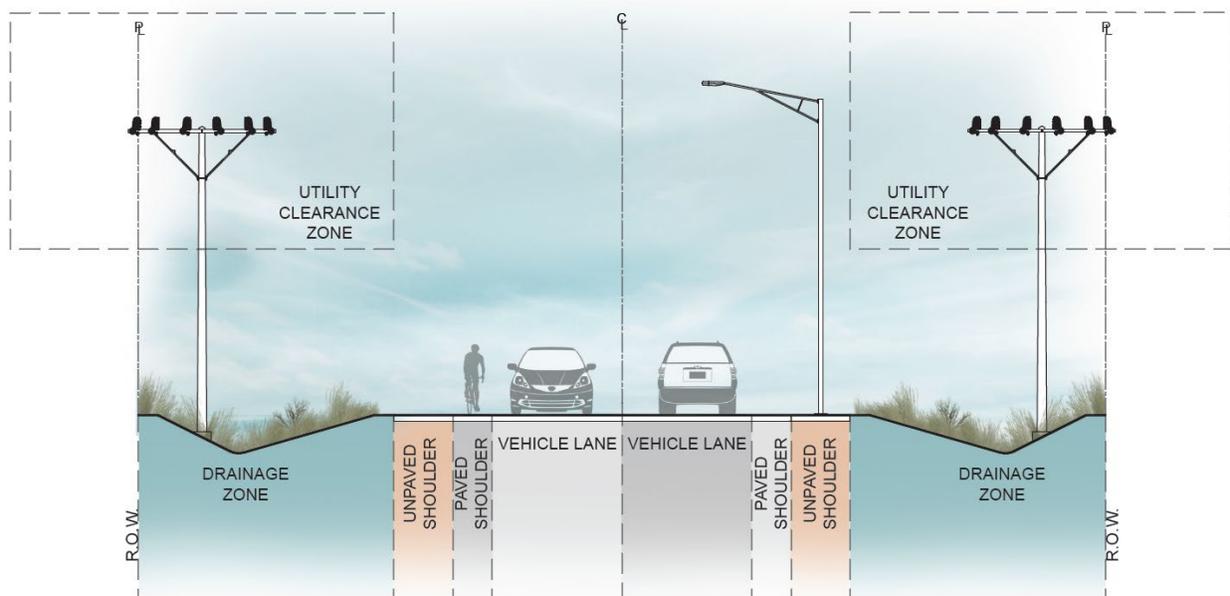
4.3.3 Rural Commuter Corridor: 2-3 lanes with 20 to 30 metre ROW

Rural Commuter Corridors are within agricultural and natural areas. Their primary function is to move private and goods movement vehicles. They may include utility corridors. The edges of rural roads accommodate rural drainage ditches / channels and fill slopes as required.



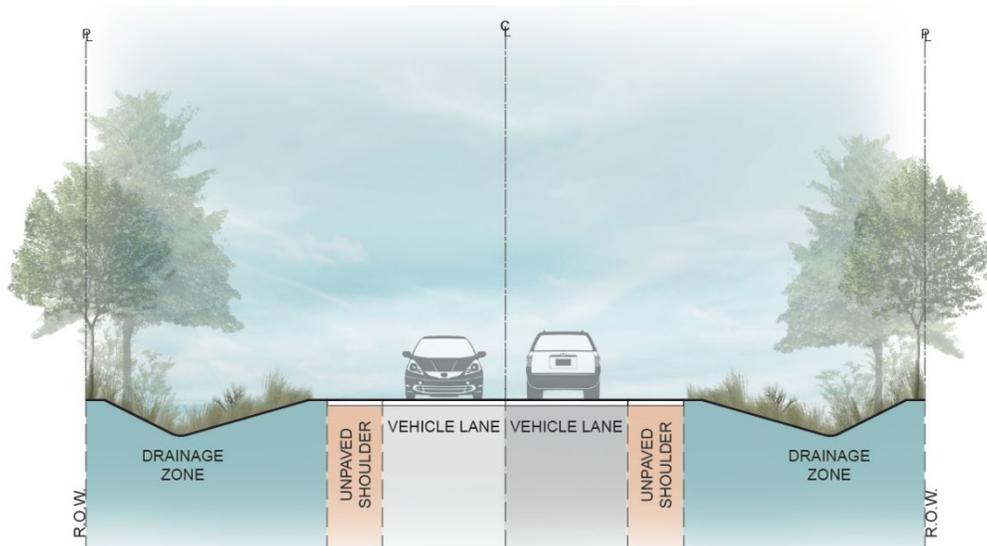
4.3.4 Rural Cycling Corridor: 2 lanes with 30 metre ROW

Rural Cycling Corridors are within agricultural and natural areas, but link relatively close spaced communities and destinations. They are corridors that have been designated by the County as cycling routes. Their function includes accommodating cyclists, typically with shoulder bike-lanes or multi-use paths, in addition to moving private and goods movement vehicles.



4.3.5 Rural Scenic Route: 2 lanes with 16 to 20 metre ROW

Scenic Routes are within natural areas and demonstrate both regional significances. Their primary function is to move private vehicles. The roadway has natural constraints that limit right of way and may or may not accommodate rural drainage ditches.



4.4 Developing the Design Domain

4.4.1 Design Elements

Upon identifying the appropriate roadway typology for a particular County road, designs will require development of design criteria for each roadway element. For complete streets in urban areas, where lower speeds are desired, design elements such as narrower lane widths may be more appropriate. It may also be appropriate to have wider pedestrian zones with better defined pedestrian space and a green zone with streetscape features closer to the roadway. Table 2 summarizes the range of design elements.

Table 2: Road Classification Profiles

	Urban Commercial Complete Street	Urban Commuter Street	Rural Commuter Corridor	Rural Cycling Corridor	Rural Scenic Route
Lane Widths	3.3 – 3.5 m	3.5 – 3.75 m	3.5 – 3.75 m	3.5 – 3.75 m	3.3 – 3.75 m
Edge Zone	1.0 – 2.0 m	1.0 m	1.5 – 2.5 m	1.5 – 2.5 m	0.0 – 1.5 m
Green Zone	2.0 m minimum	Site Specific	Natural	Natural	Natural
Pedestrian Zone	1.8 – 3.0 m	1.5 – 2.0 m	-	-	-

4.4.2 Intersection Design

Intersections are shared spaces and should be designed to ensure that users are aware of one another and move predictably in order to promote mobility and safety goals. Successful intersection design prioritizes safety and access for all users, as appropriate to the street typology, and enhances the public realm. It is desirable to maintain more compact intersection design in urban areas to reduce vehicle speeds and encourage safety for pedestrians, cyclists and motorists.

5.0 Summary

The future design of Bruce County Roads should explicitly incorporate the context of the roadway as is promoted through the Provincial Policy Statement. The application of complete streets should be considered within the context of this document. It is recommended that the design process incorporate the design approach, roadway typologies and range of design elements presented.



Ray Bacquie, P.Eng., MBA
Project Manager
HBC/NF:rb

Enclosure(s)

In the preparation of the various instruments of service contained herein, R.J.Burnside was required to use and rely upon various sources of information (including but not limited to: reports, data, drawings, observations) produced by parties other than R.J.Burnside. For its part R.J.Burnside has proceeded based on the belief that the third party/parties in question produced this documentation using accepted industry standards and best practices and that all information was therefore accurate, correct and free of errors at the time of consultation. As such, the comments, recommendations and materials presented in this instrument of service reflect our best judgment in light of the information available at the time of preparation. R.J.Burnside, its employees, affiliates and subcontractors accept no liability for inaccuracies or errors in the instruments of service provided to the client, arising from deficiencies in the aforementioned third party materials and documents.

R.J.Burnside makes no warranties, either express or implied, of merchantability and fitness of the documents and other instruments of service for any purpose other than that specified by the contract.

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BURNSIDE

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Appendix D

Access Management Policy and Guidelines



Memo: Access Management Policy and Guidelines

Date: May 31, 2021 **Project No.:** 300051505.0000

Project Name: Bruce County - Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Ray Bacquie, P.Eng., MBA and Nansen Feng, E.I.T.

1.0 Access Management Context

1.1 Introduction

This Access Management Policy has been developed in support of the Bruce County Master Transportation Plan (MTP). The MTP provides a comprehensive, forward-looking strategy of priority improvements and programs required by the County to meet the future transportation challenges and objectives. One of the objectives in the plan is to develop an integrated, safe and efficient transportation system facilitating the movement of people and goods within the County and between the County and other areas. Access management contributes to both safe and efficient transportation operations.

1.2 Access Management Philosophy

Access management is a process through which a road authority, like Bruce County, effectively manages the provision of access to the County road system for new development or re-development, and proactively through corridor improvement. The primary objective is to provide safe and orderly access consistent with the functional and operational requirements of public roads and the accessibility needs of the adjacent land uses. Access management is a widely accepted practice documented by major transportation research organizations.

The degree of access control is directly related to the functional classification of the individual road. Access control is of principal importance in ensuring that the County roads will continue to operate safely and efficiently and have a high traffic movement capability in future years.

2.0 County Road System Context

2.1 Road Classification System

For access management purposes, road function is divided into four categories: Provincial Highways, County Arterial, County Collector, and Local Municipal Road. The purpose of this classification system is, in part, to provide a grouping of roads according to the type and degree of service they provide. The service function of each road type is as follows:

Provincial Highways

- Primary function is traffic service, secondary function is land service
- Restrict direct access to abutting lands, wherever alternate collector or local road access is available

Arterial: (County Roads)

- Primary function is traffic service, secondary function is land service
- Restrict direct access to abutting lands, wherever alternate collector or local road access is available

Collector: (County Roads)

- Function is both traffic service and land service
- Allow full access to abutting properties generally

Local: (Municipal Roads)

- Function is land service
- Allow full access to abutting properties

2.2 Existing County Road System

Bruce County maintains and operates approximately 680 km of mostly paved two-lane roads. The purpose of the County road system is to connect area municipalities, provide efficient movement of people and goods within and through the County and provide access to the Provincial highway system.

2.3 Official Plan County Road Policies

Land access is balanced between provincial highways, County roads and local roads. Schedule B of the County's Official Plan functionally classifies the County's roads as Arterial roads or Collector roads. The road classification reflects the attributes (i.e. traffic volumes and the balance between facilitating access or connectivity).

The following Bruce County Official Plan policies provide direction related to access management of the County Road system:

Bruce County Official Plan policy 5.2.3.6 relates to access of Highway commercial properties:

“Road access points shall be in accordance with the County Highways By-Law to regulate access for County roads and otherwise shall be limited to a maximum of two per lot and shall be designed in a manner that will minimize the danger to vehicular and pedestrian traffic. Consideration will be given to the requirements of the Transportation and Utilities policies of this Plan when evaluating Highway Commercial development.”

Bruce County Official Plan policy 5.3.7 states the following:

“Access points to parking areas shall be limited in number and designed in such a manner that will minimize the danger to vehicular and pedestrian traffic.”

Bruce County Official Plan policies 5.6.6.3 and 5.6.7.3 state the following:

“The industrial use shall have direct access onto a municipal road of suitable standard to accommodate any increased traffic generated by the use.”

“The commercial use shall have direct access onto a municipal road of suitable standard to accommodate any increased traffic generated by the use.”

For estate residential lots, the Official Plan policy 5.7.3 states the following:

“Lot access shall be limited to internal local roads.”

Land division policies identified in the Official Plan section 6.5.3.1 include the following:

“Access onto a County Highway designated as “Arterial Road” on Schedule ‘B’ Transportation shall be restricted and only permitted where no traffic hazards exist or will be created. No more than two (2) lots including the retained, with access proposed to be gained directly from the “Arterial Road”, may be created from the original Crown surveyed lot. All other policies of this Plan shall apply. The restriction on the number of lots that may be created with direct access may be waived only for development proposed within a Primary or Secondary Urban Community at the sole discretion of the County of Bruce Planning Department and the County of Bruce Highways Department.”

“Access onto County Roads designated as “Collector Road” or “Proposed Collector Road” on Schedule ‘B’ Transportation shall be restricted and only permitted where no traffic hazards exist or will be created and where the volume of traffic from the proposed new use will not impede the expeditious flow of traffic.”

“Prior to the creation of a new lot adjacent to a Provincial Highway, the Ministry of Transportation shall approve the access connection for both the severed and retained lot(s).”

2.4 Road Safety Context

Research has shown that an increase in roadside development with direct access to the road, increases vehicle-vehicle interaction and exposure to collisions. The efficiency and safety of driveways depend on traffic volumes, geometric design and traffic control systems. Access control is a means for minimizing collision potential and preserving the capacity of major roadways, through legislated access management control mechanisms. Options include:

- Total prohibition or indirect access via the local road system;
- Limiting the number of access points or requiring shared access points between properties;
- Traffic control such as signalized accesses; and
- The control of specific movements through physical design and/or regulatory means.

2.5 Access Management Control Mechanisms

2.5.1 Site Plan and Subdivision Plan

Site plan and subdivision processes are a separate legal set of precise regulations under the Planning Act (Sections 51), which implement the land use policies of the Official Plan and Zoning By-laws. A site plan or subdivision plan and agreements define the physical arrangements of property improvements, such as building location, parking layout, drainage, access location and driveway configuration. These processes allow for the implementation of access management.

2.5.2 Access Permits

Municipal Act (Sections 35) allows municipalities to control the construction of accesses onto a public roadway by passing “by-laws removing or restricting the common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway”.

A by-law is a regulatory directive of council that provides for its day-to-day administration. An access control By-law contains specific access requirements that are legally enforceable. Construction related to access control that does not comply with a by-law is not allowed and the County or municipalities will refuse to issue an access permit, or may stop-up a new access that is non-conforming. Municipal by-laws can establish access permits.

3.0 Access Approval Process

The Bruce County Entrance Permit Process is a site-by-site permission for access, a tool to regulate access prior to construction. Access permits allow the County to review plans and provide conditions for driveway approval based on access approval and design guidelines as documented in the attached draft by-law.



ATTACHMENT 1 – ACCESS APPROVAL GUIDELINES

By-law Number 2017-

A By-Law to Regulate the Construction or Alteration of Any Entranceway, Private Road or Other Access to a County Road.

The County of Bruce has deemed it expedient to institute a policy to regulate the construction and alteration of entranceways that permit access to Bruce County Roads.

Section 27 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, provides that a municipality may pass by-laws in respect of a highway only if it has jurisdiction over the highway.

The Corporation of the County of Bruce is the owner and is the 'authority having jurisdiction' of the lands described in this by-law.

The Council for the Corporation of the County of Bruce enacts By-law 2017-..... as follows:

1. In this By-law:

- a) "Council" shall mean the Council of the Corporation of the County of Bruce;
- b) "County road" shall mean all roads included in the County of Bruce road system as defined in By-law #2751 of the Corporation of the County of Bruce as amended from time to time.

- 2. No person shall construct or alter or cause to be constructed or altered an entrance way to a county road, including any private road, gate or other structure or facility that permits access to any County road without first obtaining a permit.
- 3. No person shall make or permit any change of use of any private road entrance, gate or other structure or facility that permits access to any County road, without an access permit authorizing the change of use.
- 4. An entrance permit may be issued by the County Engineer or his designate in accordance with the standards, policies and fees set out in Schedule "A" of the By-law.

5. Any such entrance constructed, altered, or the use of which has been changed, under the provisions of this By-law shall conform to the standards and principles set out in the policies in Schedule "A" of this By-law and shall further comply with all terms and conditions attached to any entrance permit issued hereunder.
6. All costs associated with an entrance permit and construction of the entrance access in accordance with the terms of the permit will be the responsibility of the applicant.
7. The entrance permit be in the form set out in Schedule "B" attached hereto and forming part of the By-law and that the permit, where necessary, shall include the terms and conditions for the construction of the said entrance or access as required by the authorized officer issuing the said permit.
8. Every person who contravenes any provision of this By-law shall, upon conviction, be liable to payment of a fine, exclusive of costs and every such penalty shall be recoverable under the provisions of the Provincial Offenses Act as amended from time to time.
9. The Engineer be authorized to remove any unauthorized entrance from the Road Allowance.
10. By-Law Number 3215 is hereby repealed.
11. This By-law shall become effective upon the date it is passed.

Passed this day of, 2017.

Mitch Twolan
Warden

Donna VanWyck
Clerk



February 27, 2017

Schedule "A"
Bruce County Highways Policy

**CONSTRUCTION OR ALTERATION OF ENTRANCEWAY,
PRIVATE ROAD OR ACCESS TO A COUNTY ROAD**

The County Highways Department considers the following criteria when reviewing applications for new entrances or alterations to entrances:

- a) Protection of the public through the orderly control of traffic movements onto and from County roads.
- b) Maintenance of the traffic carrying capacity of the County road network.
- c) Protection of the public investment in county road facilities.
- d) Minimizing County expenditures on maintenance of private entranceways.
- e) Providing legal access onto County roads from adjacent private property.

1. ENTRANCE PERMITS ARE REQUIRED FOR:

- a) Construction of a new entrance (paved or unpaved)
- b) Changing the design of an existing entrance
- c) Changing the location of an existing entrance
- d) Changing the use of existing entrance (e.g. from residential to commercial)
- e) Construction of a temporary entrance or the use of any part of the highway right-of-way as a means of temporary access
- f) Re-surfacing of an existing entrance
- g) Paving from the property line to the edge of the County Highway.

2. DEFINITIONS

Commercial/Industrial/Institutional Entrance: Provides access to a business where goods or services are manufactured or sold to the public and includes, as well, residential facilities of five or more units.

Culverts: open-ended underground pipes, conveying surface storm water across a highway ("highway culvert") or across an entrance ("entrance culvert").

Farm Entrance: Provides access to farm buildings and agricultural lands.

Field Entrance: Provides access to agricultural lands for passage of animals, crop and other agriculture purposes, but not for buildings of any type

Mutual (or "common") entrances are entrances serving more than one lot.

Pedestrian Entrance: Provides access solely for pedestrians.

Public Entrance: Provides access onto a County Road from a registered subdivision by means of a public road or street. The County will have the right to dictate the access point of this entrance and the construction design.

Residential Entrance: Provides access to private residence or to multi-family dwelling containing not more than five dwelling units.

Temporary Entrance: Provides access to properties for a limited period **not to exceed six months** for the purpose of construction, repairs or improvement on that property or to facilitate a staged development.

3. LOCATION OF ACCESSES

A. County Road Access Requests

For access management purposes, road function is reflected by jurisdiction: Provincial highways, County (arterial) roads, and local municipal collector and local roads. The degree of access control is directly related to the functional classification of the individual road. The main objective of County roads is to provide carrying capacity for inter-regional and intra-regional trip making; property access is a secondary function.

When a development application or land severance is proposed requiring access to a County Road, the following will occur for the County to consider proposed accesses:

- i. The applicant must provide a sketch of the proposed entrance location, which includes sufficient information to enable staff to locate it in the field, i.e. dimensions to buildings and/or landmarks like fences, hedgerows, and tree lines, etc.
- ii. In making an application for access, the applicant must acknowledge that the County may restrict the placement of an access onto a County Road in the interest of public safety. New accesses must be located so as to provide, in the opinion of the County Engineer.
 - No undue interference with the safe movement of public traffic, pedestrians, or other users of the highway.
 - Favourable vision, grade, and alignment conditions for all traffic using the proposed access to the County road.

B. Merits and Operational Concerns of Access Approval

Before direct access to the County Road will be considered, alternate access opportunities must be explored. Consideration will be given to the planning context, i.e. rural area, primary urban area or secondary urban area. Within that context, consideration will be given to the merits of direct access to a Bruce County Road:

- Land parcels are otherwise landlocked;
- A site possesses unique constraints which negate any other access opportunities, such as the lot depth, the footprint of existing buildings, grades, or minimal local street frontage;

- Alternate access creates unacceptable traffic operation conditions on, or in close proximity to, the County Roads;
- Land parcels are developed with uses which have been proven (documented) to rely heavily on pass-by traffic for business trade, such as service stations; and
- Access is required for adequate site circulation or servicing.

Each proposed access must be shown to maintain the safety and efficiency of the County road. The following operational concerns may be considered sufficient to prohibit accesses or to limit specific moves or uses:

1. Insufficient gaps in the traffic flow
2. Turning movements that conflict or overlap (e.g. Interlocking left turns)
3. Conflicting movements with traffic signal operations (insufficient corner clearance)
4. Sight distance constraints (vertical or horizontal geometry, parking, obstructions)
5. Traffic flow queues that block the access
6. Inadequate on-site traffic conditions (circulation, clear throat, or grades)
7. Access impact on trees or other boulevard elements
8. Impacts on downstream traffic operations (traffic infiltration, required turn prohibitions)
9. Potential conflicts resulting from lane transitions (i.e. lanes beginning or terminating)
10. Undesirable pick-up / drop-off or service vehicle activity
11. Contributing to existing safety / operational problems
12. Configurations that encourages unsafe manoeuvres (weaving, U-turns, driving the wrong way, reversing onto arterial)
13. Inadequate access opportunities for the proposed land use
14. Insufficient right of way for adequate road geometrics (radii, width)
15. Impact on pedestrian environment (excessive width or combination of access)
16. Impacts on adjacent properties

C. Sight Distance Requirements

Adequate sight distance must be provided for both movements into and out of an access with a minimum of hazard and disruption to traffic. Sight distance requirements must be considered both for vehicles approaching the intersection and departing from the stop at the intersection.

In general, new entrances **will not be permitted** at the following locations:

- i. Along a lane which is identified for the purpose of an exclusive vehicular turning movement.
- ii. In close proximity to intersections. (Minimum of 30 meters from center line of road in 80-kilometre zone for intersections.)
- iii. Within daylight triangles at intersections.
- iv. On a horizontal curve unless it meets minimum sight distances.
- v. Where the following minimum sight distance requirements are not met:

<u>Speed Limit</u>	<u>Minimum Sight Distance</u>
50 km/hr	135 meters
60 km/hr	165 meters
70 km/hr	180 meters
80 km/hr	200 meters
90 km/hr	210 meters

In measuring the sight distance, the following standards are used.

- i) The driver's eye level is defined as 3.5 feet (1.05 meters) above ground.
- ii) The height of object (representing the roof of a vehicle) is defined as 4.25 feet (1.3 meters) above the road surface.
- iii) For vehicles entering the highway, visibility is measured from the driver's eye level, at a point set back 3 meters from the edge of pavement of the through land, in both directions.

An entrance adjacent to a bridge or other structure, which may interfere with the clear vision of traffic using the entrance, must be located as follows:

- i) A Commercial entrance in an area where the speed limit is 80 km/hr or more must be located at least 475 feet (145 meters) from the end of the deck of the bridge or from the nearest part of the structure, which actually interferes with the clear vision of traffic using that entrance.
- ii) A Residential, Farm or Field entrance in an area where the speed limit is 80 km/hr or more must be located at least 98.42 feet (30 meters) from the end of the deck of the bridge or from the nearest part of the structure which actually interferes with the clear vision of the traffic using that entrance.

D. Number of Driveways

The number of new driveways that will be permitted to a site depends on operational need and impact including the following factors:

The density and type of land use;

A demonstrated need for separation of streams of traffic (e.g. separate service vehicles);

The location and operating activity of existing driveways or local road connections;

Opportunities for access from the local road network; and

Opportunities for mutually-shared access arrangements with adjacent property owners.

E. Mitigation of Access Impacts

The following is a list of possible options to mitigate the impacts of access:

Medians: control movements, provide shelter for vehicles and provide pedestrian refuge.

Auxiliary Turn Lanes: can minimize the conflict between turning vehicles, provide storage space, and allow unobstructed traffic flow and increased capacity and safety.

Driveway Location and Design: can reduce conflicts of vehicles entering and exiting a site.

Driveway Spacing: can maintain distance to reduce conflicts between accesses.

Minimum Corner Clearance: maintains separation between accesses and adjacent intersections to reduce turning conflicts.

Shared Access: combined access between properties to improve driveway spacing.

Dedication of Right of Way: allocate property by the landowner to the County to remove or restrict obstructions to sight distance and allow for auxiliary lanes.

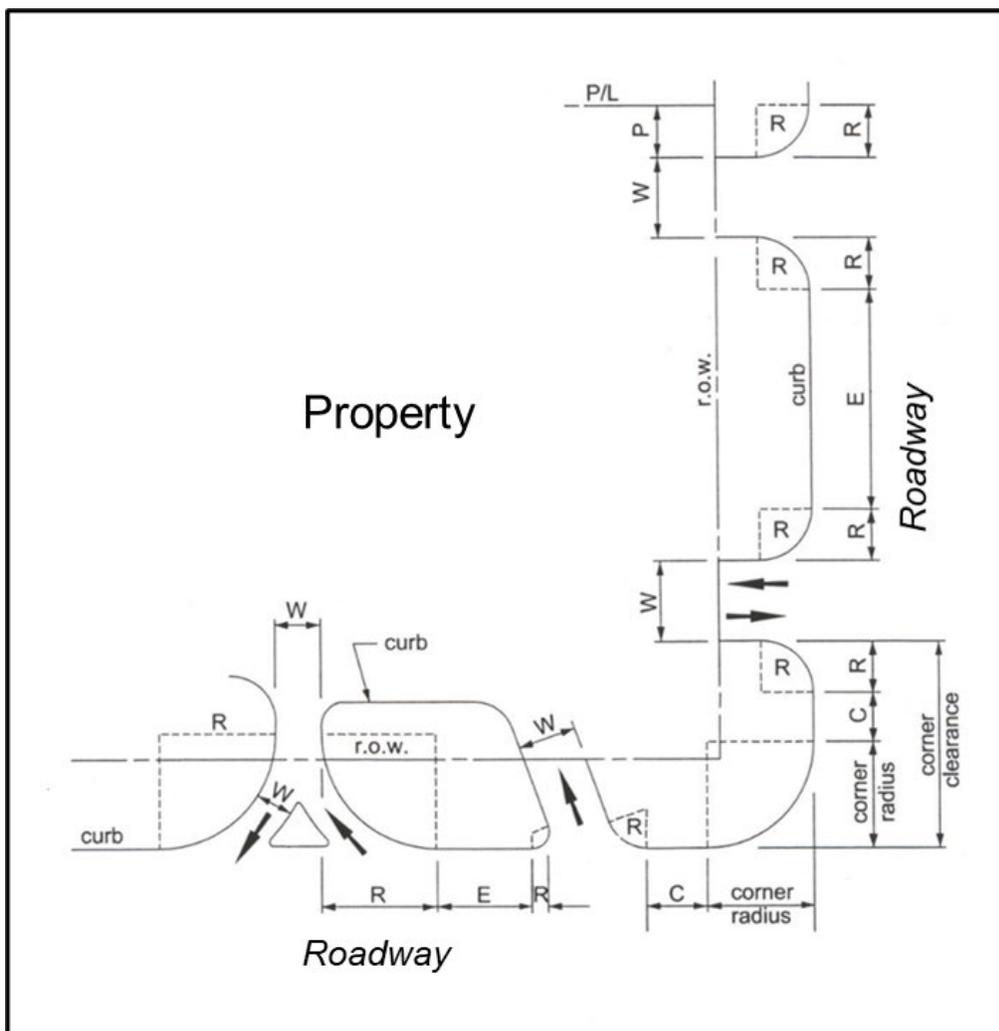
4. DESIGN STANDARDS

Access design focuses on defining dimensions of key elements of site driveway(s). The designs are configured to support safe and efficient flow of traffic to/from the County Road. The driveway dimensions should address:

- The roadway environment (urban or rural);
- The proposed land use and adjacent land uses;
- The operational type (1-way or 2-way traffic flow);
- The traffic volume entering / exiting and on the County Road; and
- The design vehicles the driveway will serve.

Driveway design elements include width (W) and radii (R), corner clearance (C) and driveway spacing (E). These elements are illustrated in Exhibit 1.

Exhibit 1 Driveway Design Elements



A. Driveway Width

Driveway width (W) should accommodate the appropriate design vehicles, control the location and angle of conflict points and limit entry / exit to the intended number of lanes of operation. The range of design widths are summarized in **Exhibit 2**.

Exhibit 2 Driveway Width Dimensions

Width (m)	Urban			Rural			
	Residential	Commercial	Industrial	Residential	Commercial	Industrial	Farm
Minimum	3.5	4.5	6.0	4.9	5.5	6.0	6.0
Maximum	7.65	9.0	12.0	7.65	9.0	12.0	12.0

The minimum width of commercial and industrial driveways is intended to apply to one-way operation. In high pedestrian activity areas, such as in commercial main street or streets with high pedestrian traffic (e.g. auditorium, school or library), the maximum basic width should be 9 m. The width is measured perpendicular to the centreline of the driveway.

B. Driveway Radii

The radius of the curb return or amount of flare / taper of the curb connecting the edge of throat of a driveway with the edge of the nearest traveled affects the ease and speed of vehicles entering or exiting the roadway. **Exhibit 3** summarizes the range of design radii. The following should be considered in designing the driveway radius:

- The design vehicle (e.g. auto or truck) turning path making a right turn to or from the site;
- The width and nature of the driveway;
- Pedestrian activity (for high activity radii should be at the lower end of the range); and
- The width of the adjacent traffic lanes.

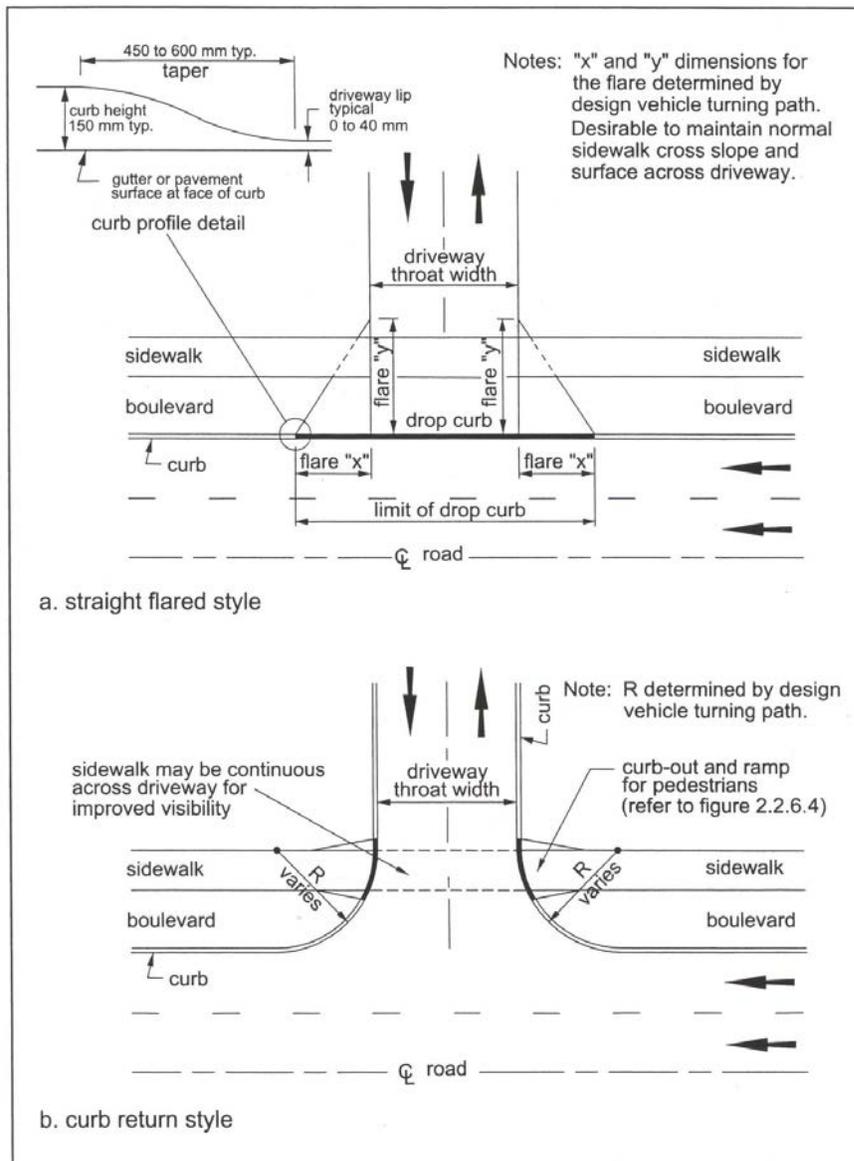
Exhibit 3 Driveway Radius Dimensions

Right Turn Radius (m)	Urban			Rural			
	Residential	Commercial	Industrial	Residential	Commercial	Industrial	Farm
Minimum	1.5	3.0	4.5	3.0	4.5	7.5	7.5
Maximum	4.5	16.0	16.0	7.5	24.0	24.0	16.0

The introduction of a new driveway on a site should be developed entirely within the confines of the subject property so as not to negatively impact on development potential of adjacent sites. The end of the radius should not extend past the projected property line of the site.

Two forms of driveway design are used to accommodate the vehicle turning path to / from a site: 1) a straight flared design and 2) a curb return design, as illustrated in **Exhibit 4**.

Exhibit 4 Driveway Width Dimensions



Source: TAC Geometric Design Guide for Canadian Roads

Straight Flared Design

The straight flared design provides a drop curb section across the driveway and the drop curb is wider than the driveway throat. This design is commonly used for single-family residential driveways or in downtown or traditional urban designs. The straight flared design driveway will be permitted for driveways that meet the following criteria:

- Driveways that have sidewalks which abut the curb of the County Road; and
- Low traffic volume driveways (less than 750 vehicle per day, e.g. low density residential).

Curb Return Design

The curb-return design incorporates a curved area of paving with a simple curve radius. Such design is to facilitate the path of the vehicles turning in or out of the driveway. The design requires a curb cut and sidewalk ramps to accommodate pedestrians. A curb-return style should be designed to suit for moderate to high traffic volumes and/or significant truck traffic.

C. Entrance Grade and Sideslope (For All Entrances)

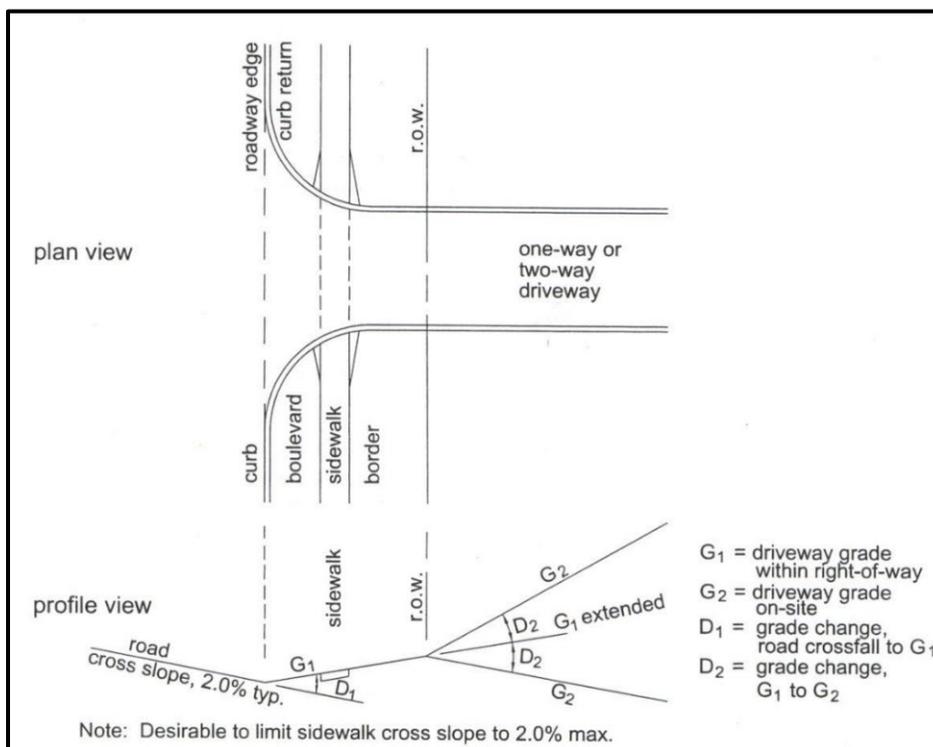
The finished surface of the access must drop away from the edge of the highway-driving surface to the end of the shoulder rounding at the rate equal to the slope of the shoulder. The entrance side slope is determined by the depth of the Highway ditch:

- A minimum side slope of 3:1 is required
- Rock fill slopes are calculated at 1.25:1
- Where depth of ditch greater than 1 meter a 2:1 slope required

Where site grading affects the driveway, an at-grade landing transition area, providing moderate grade, is required to ensure that adequate visibility is maintained for both pedestrian and vehicular activities. **Exhibit 5** illustrates the plan and profile view of driveway grades. Maximum grades are consistent with Ontario Provincial Standard Drawing (OPSD) 301 as noted below:

- Residential entrances 6% maximum grade
- Farm and field entrances 10% maximum grade

Exhibit 5: Driveway Grades



Source: TAC Geometric Design Guide for Canadian Roads

D. Entrance Type

Farm or Field Entrance

Shall be surfaced with at least 150 mm (6") Granular "A" and where a culvert is required, its length must be sufficient to provide the required slope from the ditch invert to an entrance width of 40 feet (12 meters). A minimum cover on the culvert is to be 300 mm (12").

Residential Entrance

Shall be surfaced with a minimum of 150 mm (6") Granular "A". Where a culvert is required, its length must be sufficient to provide the required slope up from the ditch invert to an entrance width of 25' (7.65 meters). A minimum cover on the culvert is to be 300 mm (12").

Commercial/Industrial/Institutional Entrance

Shall be surfaced with hot mix asphalt and where a culvert is required, its length will be dictated by the entrance design which will be site specific, having regard for number and type of vehicles expected to utilize the entrance. A minimum cover on the culvert is to be 300 mm (12"). Maximum entrance width is 30 feet (9.144 meters).

Pedestrian Entrance: Provides access solely for pedestrians. Maximum entrance width is 10 feet (3.048 meters).

Public Entrance: Provides access onto a County Road from a registered subdivision by means of a public road or street. The County will have the right to dictate the access point of this entrance and the construction design.

Curbs and/or Headwalls

No curb or headwall can extend above the surface of the roadway shoulder within the limits of the shoulder and it's rounding. All curbs and headwalls are constructed at the sole expense and risk of the applicant.

Maintenance of Entrances

Property owners having access to a County Road are fully responsible for the maintenance of the access including the surface (gravel, asphalt, concrete, etc.) as well as the removal of snow and ice and keeping the portion of the access within the right-of-way in a safe condition for vehicular traffic.

Under the terms of the access permit, once a new entrance is installed which requires a culvert, the County will be responsible for the maintenance of the culvert and drainage through the culvert except where the culvert accommodates a municipal drain in which case the maintenance will be the responsibility of the municipality with costs shared in accordance with the by-law.

Each entrance to a County Road must be designed, constructed, and maintained in a manner that will prevent surface water from the entranceway or from the adjoining property being discharged via the entrance onto the traveled portion of the highway.

Curb and Gutter

Where curb and gutter exists at the location of the proposed entrance, the applicant will be required to construct a drop curb at the entrance location. The existing curb shall be cut or removed and replaced or altered using materials and construction methods acceptable to the

County Engineer. The area between the curb and sidewalk is to be paved with hot mix asphalt, concrete or paving stones, in accordance with the County's requirements. If there is no sidewalk, the entrance is to be paved a distance of 2 (two) meters behind the curb.

Temporary Entrance

The design and construction of temporary entrances must be submitted to, and approved, by the County and an access permit issued prior to work commencing on the entrance within the limits of the road allowance of a County Road or any works related to the proposed entrance. This access permit is **limited to six months from the date of approval**.

Number and Width of Accesses

It will be the policy of the Bruce County Highways Department to:

- a) Limit the width of accesses to discourage the construction of entrances wider than that required for the safe and reasonable use of the entrance.
- b) Limit the number of accesses to a property to the number required for the safe and reasonable access to the County Road and in general, conformity with the following:

Residences - one per property (Except in certain circumstances where it is deemed to be a safer entrance when a circle drive has been constructed.)

Farm Buildings – one per farm

Farm Entrance – two per 100 acres or two that are minimum 30 meters apart to create safe loading on private property with additional field entrances where natural obstructions within the field prevent reasonable access across the field.

Commercial/Industrial Entrances - maximum of two with a minimum spacing of 30 meters between entrances.

E. Corner Clearance and Driveway Spacing

Corner clearance is the distance from an intersection of a public or private road to the nearest access connection. Corner clearance is the sum of three key components: the curb radius at the intersection, a length of tangent and the curb radius of the driveway or a public roadway. These measures should be sufficient to allow a driver to enter / exit the County Road without:

- Impacting intersection operations;
- Being significantly impeded by vehicle queues on the roadway; and
- Creating uncertainty regarding where.

Criteria that influence corner clearance include: the driveway-public road volume, left turn storage requirements, and whether existing intersection is signalized or unsignalized. Signalized conditions require a minimum corner clearance of 70 metres and unsignalized conditions require a minimum corner clearance of 25 metres.

F. Driveway Alignment

The angle of intersection is the degree at which a driveway or road intersects with the County Road. It is desirable that the centreline of the new driveway and the centreline of the County Road meet at or nearly at right angles (90°) to ensure safe sight visibility when manoeuvring to and from the site.

A minimum acceptable acute angle is 70°, as measured from the driveway curb line. An angle of intersection less than 70° or greater than 110° will not be permitted. For one-way driveways, a skewed intersection in the range of 45° to 60° is appropriate in industrial sites or highway commercial sites where pedestrians are infrequent.

G. Site Operations and Clear Throat Distance

Clear throat distance is the area provided on a driveway to store vehicles waiting to circulate into the site. Failure to provide an adequate clear throat distance can create congestion and queuing of vehicles back onto the County Road. This can result in safety concerns on-road vehicle-vehicle conflicts. The driveway throat should be designed to enable traffic leaving the site efficiently, including consideration of on-site operations such as: parking, vehicle drive-throughs and loading areas.

5. MUTUAL ENTRANCES

Mutually shared driveway arrangements reduce the number of direct access points to the County Road and minimize the turning conflicts to occur. Commercial developments that share a common access may improve customer convenience and safety. The smoother traffic flow on the abutting street will help reduce collisions and increases egress capacity.

Bruce County supports and encourages the use of mutually shared driveway arrangements, particularly in urban areas. Shared driveways should be registered on title of both properties in order to protect the interests of both property owners in the event that either of the properties is sold.

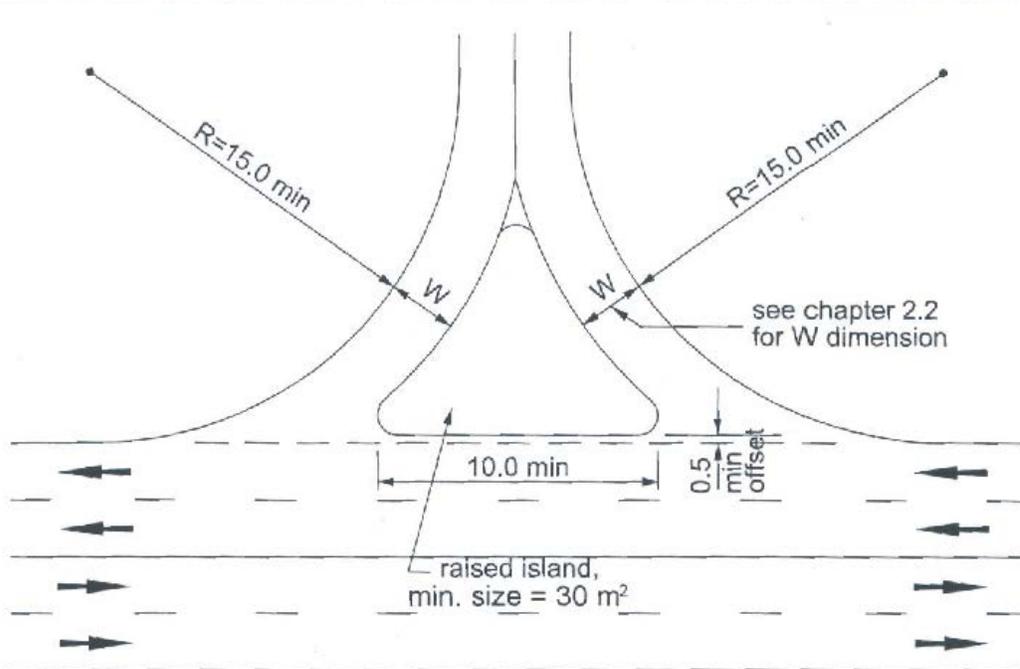
- a) Typically, they serve two lots, but it is not uncommon for such entrances to serve three or four lots as well.
- b) Because of potential ownership problems, mutual entrances are generally discouraged and should only be considered in the following situations:
 - i. Individual entrances are not possible due to physical constraints
 - ii. It is impractical to build a road due to the small number of lots involved.

6. TURNING RESTRICTIONS AND PROHIBITIONS

The two methods of controlling turning activities are: turn prohibitions and turn restrictions. Turn prohibitions are controlled with the enactment of by-laws accompanied by appropriate signage. Turn restrictions are controlled by physical means.

Exhibit 6 illustrates the configuration and design parameters for a “pork chop” island. Alternatively, centre medians can be used to physically control movements and they are commonly designed to extend 30 metres beyond the end of the access radius.

Exhibit 6: Turing Restriction Island



Note: Also applicable to divided street to prevent wrong-way movements.

Source: TAC Geometric Design Guide for Canadian Roads

7. CULVERTS

- a) Locate all utilities prior to installation.
- b) Culverts required for new or re-designed entrances must be of sufficient diameter to maintain the free flow of water in ditch. It must also be properly installed in order to avoid future maintenance problems.
- c) All topsoil shall be removed within the proposed entrance location.
- d) Pipe material shall be Boss 2000 HDPE 320kpa or equivalent and OPSD Standards (800 series) should be used to determine the installation and bedding requirements.
 - i. generally, the minimum culvert diameter for residential and commercial entrances is 450 mm (18"). For public road intersection the minimum size is 600 mm (24").
 - ii. embedded on a minimum of 100mm-140mm (4"-6") approved granular material having a maximum stone size of 25mm (1") in diameter.

- e) The length of an entrance culvert is determined by the width of the entrance plus the width of the slopes on both sides of the entrance, as measured at the bottom of the ditch to meet 3:1 side slope minimum.
- f) Culvert shall be placed in the center of the highway ditch.
- g) When the highway ditch is part of a municipal drain, the diameter of the culvert is subject to municipal standards. The Engineering Technician or Area Foreman must contact the municipal drainage superintendent to establish the appropriate diameter.
- h) Where the upstream culvert is wider than the minimum standard, the culvert for the proposed entrance must be at least the same diameter in order to avoid "bottlenecks".
- i) Bottom of pipe shall be installed to lie approximately 50mm (2") below existing ditch grade.
- j) Backfilling shall be a minimum of 300mm (12") above pipe using an approved granular material having a maximum stone size of 25mm (1") in diameter.
- k) Top of entrance shall be finished with a minimum of 150mm (6") crushed gravel.
- l) Entrance shall be constructed to edge of shoulder and not to edge of pavement. Grade to be minimum 2% away from shoulder toward property.
- m) Entrance side slopes shall be constructed to a maximum grade of 3 horizontal to 1 vertical (3:1) and finished with a minimum 100mm (4") of topsoil and seeded.
- n) All debris must be removed from ends of culvert.
- o) Roadside must be left in a neat condition.

NOTE:

The County will not be held liable for damage, breakage or other types of disturbance to the laneway surface such as paving stones, surface treatment, asphalt pavement or concrete pavement on the County's road allowance due to shoulder grading or snowplowing.

Permission must be grant from the Bruce County Highways Department prior to a property owner resurfacing an entrance from their property limits to the paved edge of the County road. **The use of asphalt shingles for laneway/entrance paving on the County's road allowance IS NOT ALLOWED.**

Changes to EXISTING Entrance Culverts

- i. If an existing entrance culvert is in poor condition, the County will supply the pipe and install at no cost to the landowner but will be undertaken at the discretion of County staff.
- ii. If an existing entrance culvert is in poor condition AND the landowner wishes for it be installed immediately, the County will supply the pipe but the landowner to arrange for installation by contractor at his own expense.
- iii. If existing entrance culvert is in good condition and the landowner wishes to extend or relocate it, it is the landowner's responsibility to purchase the pipe and install at their expense.

NOTE: For changes to existing entrance culverts, as described above, a review of the site is required. Upon approval of the site review, with the exception of Scenario 1, a deposit of \$300 is required but the permit fee is waived.

In all cases, an Entrance Permit form **MUST BE COMPLETED** for the Department's record.

8. **COMPLETION OF ENTRANCE**

Following completion of the entrance, the applicant agrees to contact the Highways Department to arrange for inspection by the area Foreman and/or Engineering Technician and, if satisfactory to the standards of the Highways Department (compliant with Schedule 'C'), the applicant's deposit will be returned.

9. **CANCELLATION OF PERMIT**

Where the entrance has not been constructed and accepted by the County within **ONE YEAR** of the date of the permit, then the permit shall be null and void with a full refund of money being returned to the applicant.

SCHEDULE B - BRUCE COUNTY HIGHWAYS PERMIT FOR ENTRANCE

By-law 2017-??

Applicant Name: _____

Address: _____

Postal Code: _____ Telephone No.: _____

ENTRANCE CLASSIFICATION: (Check one)

Residential Field Change of Usage/alterations - Residential Farm

Comm./Indust. Change of Usage/alterations- Comm/Industrial

Pedestrian Public (Street)

1. The undersigned applicant, being agent or owner of the property to which an entrance is desired, is hereby requesting to install an entrance situated at:

2. **Bruce County Road No.** _____ **Lot** _____ **Concession/Plan No.**

Municipality of: _____ for a Property having a frontage of _____m along the road.

Present Land Zoning: _____

Has an application been made for severance at this location? **Yes** **No**
N/A

If yes, Severance Application No. _____

I have read the restrictions and standards for entrances "Schedule A" and shall comply with them. It is understood that the County of Bruce will specify the size and length of the culvert required for this entrance on the permit.

Culvert pipe purchased from the County of Bruce will be delivered upon payment.

It is understood that all materials will be my responsibility and all work will be done at my expense to the satisfaction of the County of Bruce. Following completion of the entrance, the applicant agrees to contact the Highways Department to arrange for inspection by the area Foreman and/or Engineering Technician and, if satisfactory to the standards of the Bruce County Highways Department, the applicant's deposit will be returned.

I also understand that I must complete the entrance within **ONE (1) YEAR** of the permit issue date, failing which the deposit shall be returned and the application will be null and void.

Signature of Owner/Agent: _____

Date: _____

CULVERT PIPE REQUIREMENTS						
Item	1. Description	2. Office Use Only	3. Quantity	4. Unit	5. Unit Price	6. Total
1.0	3. _____ Dia. HDPE	4. 4-30-320- 2950-0699	5.	7.	8.	9.
2.0	6. _____ Coupler bands	7. 4-30-320- 2950-0699	8.	10. each	11.	12.
13.					14. H ST (13%)	15.
16. FEES AND REFUNDABLE DEPOSIT						
3.0	9. Residential/Farm/Field/Temporary Permit Fee	10. 4-30-311- 1220-0701	11.	17. um	18.	19. \$ 200.00
4.0	12. Residential/Farm/Field/Temporary Refundable Deposit	13. 4-05-120- 1110-p813	14.	20. um	21.	22. \$ 300.00
5.0	15. Residential Change of Usage/alterations Refundable deposit	16. 4-05-120- 1110-p813	17.	23. um	24.	25. \$ 300.00
6.0	18. Commercial Permit Fee	19. 4-30-311- 1220-0701	20.	26. um	27.	28. \$ 500.00
7.0	21. Commercial Refundable Deposit	22. 4-05-120- 1110-p813	23.	29. um	30.	31. \$ 1,000.00
8.0	24. Commercial Change of Usage/alterations Refundable deposit	25. 4-05-120- 1110-p813	26.	32. um	33.	34. \$ 1,000.00
35.					36. T OTAL SUBMITTED	37.

APPLICANT CHECKLIST - Have you provided the following documents?

Required fee + Pipe with hst + refundable deposit of \$ _____

Please make cheque payable to County of Bruce

Required sketch

Insurance documentation

27. OFFICE USE ONLY

Jurisdiction Patrol Foreman: _____

Pipe Length: _____ m Pipe diameter. _____ mm

Application Approved by: _____ Issue date: _____

As approved by By-law No. 2017- ?? Completion date: _____

Inspected by: _____ Approved: Yes No

Inspection date: _____

PERMIT NO.: _____

OFFICE USE ONLY:

Applicant Name: _____

Cheque from (if different from Applicant name: _____ Cheque No. _____

Permit Number: _____

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APPENDIX "A" TO SCHEDULE B

INSURANCE REQUIREMENTS

a) Commercial General Liability

The Contractor or Property Owner shall, at his/her expense, obtain and keep in force during the term of this Agreement, Commercial General Liability Insurance satisfactory to the County of Bruce, including the following and underwritten by an insurer licensed to conduct business in the Province of Ontario:

- i) A limit of liability of not less than \$5,000,000/occurrence.
- ii) The County of Bruce shall be named as an additional insured;
- iii) The policy shall contain a provision for cross liability in respect of the named insured;
- iv) Non-owned automobile coverage with a limit of at least \$2,000,000 including contractual non-owned coverage;
- v) Products and completed operation coverage (Broad Form) with an aggregate limit not less than \$2,000,000.
- vi) That 30 days prior notice of an alteration, cancellation or material change in policy terms which reduces coverage shall be given in writing to the County;

The Applicant understands that:

1. Each entrance permit application shall be subject to the payment of a fee and a security deposit and are set by the County of Bruce from time to time. Both shall be submitted with the application. Upon receipt of the application, the fee and the security deposit shall be processed and the security deposit will be returned only after an approved final inspection has been completed by County of Bruce staff.
2. Failure to pay the prescribed fee and/or security deposit shall result in the cancellation of the permit.
3. The entrance for which this permit is issued must be installed within one (1) year of the date that the permit is issued or the permit shall be void and cancelled by the County of Bruce.
4. An extension of the expiry date may be approved, approved with additional conditions, or denied by the County of Bruce.
5. If this permit expires and is not renewed, all works constructed, maintained or operated under this permit, if the County of Bruce so requests, shall be removed at no cost to the County of Bruce.

6. In addition to the conditions of this permit, the Applicant must meet all of the requirements of the local municipality and any other agency having jurisdiction.
7. An entrance permit may be cancelled at any time for breach of the regulations or conditions of this permit or for such other reasons as the County of Bruce at its sole discretion deems proper.
8. The Contractor and/or Applicant must arrange for utility locates prior to undertaking work.
9. All work related to the installation authorized by this permit shall be carried out in accordance with approved plans, specifications and other relevant agreement(s), and subject to the approval of the County of Bruce. The Applicant must bear all expense related thereto.
10. All lane closures shall conform to Ontario Traffic Manual Book 7. Prior to the approved works beginning, the layout shall be provided in writing to the County of Bruce.
11. Vegetation on the right-of-way must not be cut or trimmed without the written permission of the County of Bruce. Any cutting or trimming permitted must be done in compliance with requirements specified by the County of Bruce or its authorized agent and at the expense of the Applicant.
12. During construction of the entrance, the Applicant shall ensure that the operation of the County road is not interfered with and that the right-of-way remains free of debris, earth or other material.
13. All work shall conform to the Occupational Health and Safety Act.
14. If, during the life of this permit, any Acts are passed or regulations adopted which affect the rights herein granted, the said Acts and regulations shall be applicable to this permit from the date on which they come into force.
15. The Applicant shall indemnify and hold harmless the County of Bruce, its officers, members of Council, agents, servants, employees, invitees or licensees from and against any liabilities, claims, expenses, demands, loss, cost, damages, actions, suits or other proceedings by whomsoever made, directly or indirectly arising out of this permit attributable to bodily injury, sickness, disease or death or to damage to or destructions of tangible property including loss of revenue or incurred expense resulting from disruption of service; and/or caused by any acts or omissions of the permit holder, its officer, agents, employees, with respect to activities undertaken arising out of this permit and/or by the existence if the approved entrance.
16. The Applicant shall, at its expense, obtain and keep in force insurance coverage in amounts acceptable to the County. Specific requirements shall be determined by the County on a case by case basis, based on County policy and procedures. No work shall commence without providing the appropriate proof of coverage to the County of Bruce.
17. The Applicant shall be responsible for all damage caused to County of Bruce property.
18. Throughout the installation period, the Applicant shall immediately notify the County of Bruce of any occurrence, incident or event which may reasonably be expected to expose either party to material liability of any kind in relation to the road and/or entrance.
19. The Applicant agrees to protect all survey markers and monuments in the vicinity of the work and agrees to replace all markers and monuments damaged.
20. The County Engineer is authorized to remove any unauthorized entrance from the Road Allowance.
21. The Applicant must notify their municipal office regarding a 911 emergency identification number.

I hereby acknowledge that I have read and understand the County of Bruce Entrance Permit Policy and Procedure, the terms of this Entrance Permit Application and further wish to apply for an entrance permit based on these terms, by which I will abide. I have the authority to bind this permit.

Applicant's Name (please print)

Date

Applicant's Signature

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BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix E

Traffic Impact Study Guidelines



Memo: Traffic Impact Study Guidelines

Date: March 6, 2021 **Project No.:** 300051505.0000

Project Name: Bruce County Master Transportation Plan

Client Name: Bruce County

Submitted To: Miguel Pelletier, Director of Transportation and Environmental Services

Submitted By: Ray Bacquie, P.Eng., MBA, Senior Vice President / Project Manager

Reviewed By: Gordon Hui, Senior Transportation Planner

1.0 Introduction

The Bruce County (the County) has initiated a Master Transportation Plan (MTP) under the Municipal Class Environmental Assessment (EA) process to assess future land transportation needs at the County level and to inform the on-going Bruce County Official Plan update.

To help maintain acceptable levels of service on the County Road system, traffic impact assessments are used to quantify impacts caused by a proposed development and to identify mitigation measures, as required. These traffic impact studies are commonly required for as an integral part of the development review process. They assess existing and potential future transportation issues associated with changes in land use. This includes Official Plan amendments, re-zoning applications, subdivisions, site planning, planning approvals and other development reviews that may impact transportation operations.

Traffic Impact Studies (TISs) are typically required of developments that may impact the County Road system through increased volumes, accesses, parking or other operational considerations. The overall goals, objectives and benefits of TISs, may include:

- Provide a rationale for evaluating whether the development scale is appropriate for the site.
- Identify future localized transportation system deficiencies requiring improvement.
- Demonstrate that the site access and circulation is sufficient.
- Address transportation issues that may concern neighbouring property owners.
- Provide a basis for negotiations for funding improvements through the zoning process.

2.0 Initiating a TIS

2.1 When is a TIS Required?

As part of the development approval process, the requirements of a developer to provide a traffic impact study is at the discretion of Bruce County. The County has the discretion to identify the need and scope of the study and confirm the adequacy of the findings and recommendations.

The objective of TIS submissions is to aid County staff in assessing future traffic operations and the required changes to the development and/or County Road system. TISs are not required for all developments, rather those developments that County feels will impact the County Road system. It is recommended that a TIS be conducted when a proposed development is expected to generate more than 50 additional (new) peak hour trips from the site onto or affecting the County Road system. This typically occurs with developments in excess of 50 residential units, 10,000 square feet of retail development or 50,000 square feet of industrial, subject to the category of tenant.

Traffic impact studies may be required for lower traffic generation if on one or more of the following conditions are identified:

- The proposed development is situated adjacent to a congested County Road.
- County Road access do not meet County access management guidelines.
- As part of the proposed development, a new traffic signal is proposed for installation on a County roadway.
- If in the opinion of the County, the development/redevelopment will have potentially negative operational and safety impacts on the County road network. Conditions may include: lack of turn lanes for accesses, poor access sight distance, on-road queues that affect the site access and accesses operations that may conflict with adjacent driveways.

If the traffic impact study exceeds five (5) years and development approval has not occurred an updated study may be required. An update to a traffic impact study may be required if there are major changes within the study area subsequent to the preparation of an original TIS.

2.2 Who Should Prepare a TIS?

Developers will be required to retain a traffic engineering consultant to prepare the TIS. The consultant shall be a member of the Institute of Transportation Engineers and registered as a Professional Engineer in the Province of Ontario. The report must be dated and signed accordingly. The signing Engineer is verifying that appropriate assumptions and methodologies have been utilized in the completion of the TIA and that they are the individual who is taking corporate/professional responsibility for the work.

Alternatively, the County may retain a consultant at the proponent's expense.

3.0 Traffic Impact Study Scope

The following sections outline the format and requirements of the TIS. Local or provincial roadway authorities may require additional information or analyses beyond the County requirements outlined in these guidelines.

3.1 Description of the Development Proposal and Study Area

3.1.1 Development Description

A description of the development proposal, its location and the proposed TIS study area is required to permit County staff to identify the site location, its anticipated operation and area of potential impact. In addition, this information allows timely review of key study assumptions ranging from the study area limits and horizon years to the trip assignment assumptions.

The TIS should provide a full description of the proposed development. This may include the following elements, as applicable:

- Municipal address and location description (including a location map).
- Existing and proposed land uses, Official Plan Amendments, Zoning By-law etc.
- Proposed land uses and relevant planning regulations to be considered in the study.
- Number of units (residential uses) and building size and floor space (employment uses)
- Planned phasing of the development and anticipated date of occupancy.
- Intersections and access locations of adjacent developments including type of control.
- On-site circulation for vehicles and pedestrian access routes.

3.1.2 Study Area

The study area should extend far enough, within reason, to contain all roadways that will be noticeably affected by the travel generated by the proposed development. In general, the analysis area should include all roads and intersections where the development peak hour site traffic composes at least 5% of the existing volume on an intersection approach and where volume-to-capacity ratios for overall intersections or turning movements will increase to over 0.85. The County reserves the right to establish the study area as may be deemed necessary.

3.2 Horizon Year and Time Periods

3.2.1 Horizon Year for Future Condition Analysis

In general, the horizon year for impact analysis should be five (5) years from the date of the TIS unless an earlier date for full occupancy of the project can be identified and justified in consultation with County staff. For very large developments that will be phased over longer time periods, a five (5) and ten (10) year horizon may be used.

3.2.2 Analysis Time Periods

The critical time period for traffic generated by a given project is directly associated with the temporal travel demand characteristics of both the development related traffic and the transportation system traffic. Typically, the weekday AM and PM peak traffic period will constitute the “worst case” combination of site related and background traffic. However, in the case of retail, entertainment, religious, institutional, or sports facility uses, the Saturday, Sunday or site peak may require analysis. For industrial areas, peak hours may be determined by shift change schedules.

3.3 Existing Traffic Conditions

To provide a representative picture of the existing traffic conditions, exhibits showing the existing traffic volumes and turning movements for roadways and intersections in the study area including pedestrian volumes and heavy truck movements, should be included.

Traffic volumes may be acquired from the County, local municipality or previous transportation planning or TISs undertaken in the study area. Traffic counts more than two (2) years old or counts that appear not to be reflecting existing conditions (i.e. changes to the road network since the count date) should be updated to ensure that they reflect current traffic levels.

A field observation (peak one hour count at minimum) should be undertaken to verify that traffic volumes through an intersection reflect actual demand and to determine the necessary adjustments to level-of-service calculation so that actual conditions are fairly represented.

3.4 Background Traffic Growth

The background growth in traffic should be established in consultation with County staff through one of the following methods:

- Estimation of roadway growth factors from a calibrated traffic forecast model.
- Regression analysis of historical traffic growth.
- A growth rate based on area transportation studies.

All significant developments under construction, approved, or in the approval process within the study area and likely to occur by the specific horizon years should be identified and recognized in the study. The land-use type and magnitude of the probable future developments in the horizon years should be identified through consultation with County or local municipal staff.

Changes to the present or planned transportation network should be determined from the approved local municipality, County, and provincial capital improvement programs. A realistic assessment of timing and certainty should be made. The impacts of the transportation system changes should be identified; in particular, diversion of volumes from other facilities to new or improved facilities should be estimated.

3.5 Estimation of Site Traffic Demand

All trip generation, trip distribution, assignment and modal split assumptions should be in accordance with standard/accepted techniques and based on local parameters. Sources should be well-documented and any assumptions which may be considered less-than conservative should be rigorously justified. Any “soft” parameters where there is a significant uncertainty, or a range of possible values should be subjected to sensitivity analysis unless a demonstrated “worst case” situation is assumed.

3.5.1 Trip Generation

Generally recognized sources for estimating trip generation should be applied including:

- Use trip generation surveys from similar developments in the County, which have comparable operating characteristics as the proposed development, and modify trip generation rates to account for differences in the surveyed and proposed development sites.
- Use ITE Trip Generation rates, provided that differences in the site nature and size are accounted for.
- Use “first principles” calculations to reflect unique characteristics of the operation of the site.

Typical trip generation rates or equations are usually derived from counts taken at driveways of various land uses. However, for many commercial land uses, not all of the trips generated at the driveway(s) represent new trips added to the adjacent street system. The number of trips generated may include pass-by trips and internal “Synergy” trips. All trip generation assumptions and adjustments assumed in the calculation of “new” vehicle trips should be documented and justified in terms of previous research or surveys.

A table should be provided in the study report identifying the categories and quantities of land uses, with the corresponding trip generation rates or equations and the resulting number of trips. For large developments that will be phased in over time, the table should identify each significant phase separately.

3.5.2 Trip Distribution

The directions from which traffic will approach and depart the site can vary depending on several location-specific factors, including:

- Size of the proposed development.
- Type of proposed development.
- Surrounding, and in some cases competing land uses, population, and employment distributions.
- Prevailing conditions on the existing street system.

The trip distribution assumptions should be supported by one or more of the following:

- Origin-destination surveys.
- Comprehensive travel surveys.
- Proximity of adjacent employment and population centres.
- Market studies.

Engineering judgement should be utilized to determine the most applicable of the above methodologies for each particular application.

3.5.3 Trip Assignment

Traffic assignments should consider logical routings, available and projected roadway capacities, and travel times. Traffic assignments may be estimated using a transportation planning model or “hand assignment” based on knowledge of the proposed/future road network in the study area.

3.6 Evaluation of Impacts of Site-Generated Traffic

An evaluation of signalized and unsignalized intersections which will be affected by site-generated traffic volumes for all relevant time periods and scenarios is required and summaries are to be provided in a tabular format. The objective should be to ensure that no new “problem” movements are created by the development and that “problem” movements which would otherwise exist under future background traffic conditions are not worsened with the addition of site-generated traffic.

Documentation of all assumptions used in the analysis, concerning lane configuration/use, pedestrian activity, saturation flows, traffic signal cycle length (including transit priority signals), phasing and timing, utilization of the inter-green phase and other relevant parameters should be shown in an appendix to the TIS.

Supplementary surveys or analyses may be needed to assess saturation flows, gap availability, projected queue lengths and possible blocking queues.

3.6.1 Capacity Analysis at Intersections

The summary should include the level-of-service incorporating average vehicle delay and volume-to-capacity (v/c) ratios for overall intersection operations and individual critical movements, for all analysis periods and time horizons. Full documentation of the results of all level-of-service analyses should be provided in an appendix.

The County accepts the following software applications: CCG/CALC2, HCS, and Synchro 9.0 or higher and Arcady for roundabout analysis. Should a consultant wish to utilize a software package other than those listed above, prior approval from the County must be obtained. The analysis should incorporate adequate crossing time for pedestrians and should use conventional signal timing plans.

The analysis should include the identification of signalized intersections where:

- Volume-to-capacity (v/c) ratios for overall intersection operations, through movements, or shared through/turning movements increased to 0.85 or above.
- V/C ratios for exclusive movements increased to 0.95 or above.
- Queues for an individual movement are projected to exceed available turning lane storage.

The analysis should include the identification of unsignalized intersections where:

- Level-of-service (LOS), based on average delay per vehicle, on individual movements at LOS “E” or “F”.
- The estimated 95th percentile queue length for an individual movement exceeds the available queue storage.

3.6.2 Site Operations

The TIS should provide a summary of operations that may affect the ability for vehicles to circulate on site without impacting driveways and related County Road operations. Site operations described in the TIS will include:

- Driveway locations and confirmation that the driveways meet County Access Management Guidelines.
- Parking supply and layout.
- Pedestrian and cycling facilities.
- Site circulation, drive-through staking (if any) and loading operations.

3.6.3 Transportation System Mitigation Measures

The physical and operational road network deficiencies that have been identified in the TIS must be addressed and solutions provided that are feasible and economic to implement. Functional design plans or detailed design drawings may be required for identified physical improvements to all modes of transportation, to ensure their feasibility.

A preliminary cost estimate will be included for all identified infrastructure improvements.

3.7 TIS Recommendations

All reasonable attempts should be made to identify transportation improvements that mitigate the development proposal such that:

- Pedestrian and cycling needs are safely accommodated.
- The capacity of transit services or facilities is sufficient to accommodate site-generated transit demand.
- Site-generated traffic does not have an unmanageable adverse impact on transit operations.
- TDM measures are identified that would mitigate the traffic or transit impacts from site-generated travel demand.

It is important to structure recommendations for improvements within appropriate time perspectives. Improvements should be provided “concurrent” or prior to traffic impacts. Recommendations should be sensitive to the following issues:

- Timing of short-range and long-range network improvements that are already planned and scheduled.
- Anticipated time schedule of the proposed and adjacent developments.
- Size and timing of individual phases of the proposed development.
- Logical sequencing of various improvements or segments.
- Right-of-way needs and availability of additional right-of-way within the appropriate time frames.
- Necessary lead-time for additional design and construction.

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Enclosure(s)

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