



GEORGIAN TRIANGLE DEVELOPMENT INSTITUTE

January 4, 2015

**Via: Email ([kim.wingrove@grey.ca](mailto:kim.wingrove@grey.ca))**

Kim Wingrove  
Chief Administrative Officer  
Corporation of the County of Grey  
595 9th Ave East  
Owen Sound, ON N4K 3E3

Dear Ms. Wingrove;

**RE: Cycling Grey County  
Infrastructure and Paved Shoulders**

The Georgian Triangle Development Institute is a private sector non-profit organization which represents the development sector within the Georgian Triangle area. Members include planners, developers, engineers, construction companies, real estate firms, and related businesses and interested parties within the Georgian Bay Area.

Historically, the County had been considered at the forefront of including “paved shoulders” in some of its road infrastructure projects. The paved shoulders along County Road 19 from the south end of Blue Mountain Resort to Highway 26 in the early 2000’s are an example. In recent years, the County included paved shoulders on the reconstruction of County Road 19 up to Grey Road 2. This year, the County reconstructed Scenic Caves Road and provided for paved shoulders on Grey Road 119 all the way to Banks.

It has come to our attention that in the near future there will be discussions at Grey County over the matter of “paved shoulders” as part of Grey County roads construction or reconstruction. We also understand that a group representing local residents, businesses and the cycling community will be approaching the County with a request to include paved shoulders as part of some 2016 roads projects, in particular Grey Roads 31 and 119.

Please accept this letter as our support for the inclusion of paved shoulders as part of a “standard” for County roads identified by this group.

Our support is based on the following points:

1. **Planning and Infrastructure:** There is an overall community development principle that is now widely accepted and adopted as planning policy and is referred to generically as “Active Transportation”. This principle and its supporting policies are adopted Provincial policy and reflected in contemporary planning documents found at the County and Local levels, in particular their respective Official Plans. One important aspect to this principle is a transportation infrastructure that includes and supports facilities for cycling. Cycling as an alternative mode of transportation is a well-established community building goal for several reasons ranging from public health initiatives to accessibility. A key component of that infrastructure is what is generically referred to as “paved shoulders”.
2. **Tourism and the Economy:** Over the past decade or so, cycling has become a significant recreational activity embraced by residents and visitors alike. We appreciate that cycling is a major tourism attraction to the south Georgian Bay region in general and, to Grey County in particular. This is reflected in a variety of promotional initiatives through the county and local municipalities as well as several major annual cycling events. Cycling friendly communities are able to attract people who include cycling as part of their recreational/tourist activity. It also stands to reason that cycling friendly communities encourage and enable cycling to more of its resident population. Tourism is one of the County’s main economic drivers. Many major tourism operators rely on cycling as an available activity key to attracting and retaining visitor dollars.
3. **Safety:** Over the past several years, the “Share the Road” program has brought awareness to both motorists and cyclists alike for the need to consider the safe co-operative use of roads. The question is not whether or not cyclists have a right to use a road, but how to increase the safety of that cyclist on the road. Infrastructure components in this regard are paved shoulders. These are evidenced in many local road improvements as well as several existing County Roads that we noted earlier.

We realize that there are budgetary considerations and that County Staff and our elected representatives are charged with the difficult task of prioritizing expenditures. Having said that, the purpose of many of the policies and directions we have noted earlier is to provide a basis for making decisions on public facilities. These are approved public policies arrived at in most

cases through extensive public consultation and, in the case of both County and Local Official Plans, by Council adopted and approved documents. They are in place because they reflect a collective vision of what is for the “public” good and based on considerations for health, opportunity and the economy. Cycling infrastructure policies are an integral component of future planning.

Sincerely,

A handwritten signature in black ink, appearing to read 'A Hill', written in a cursive style.

Andrew Hill, President

cc: Randy Scherzer, Grey County  
Michael Kelly, Grey County  
Bryan Plumstead, Grey County