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John Bell,  
Chair, Transportation & Public Safety Committee  
Grey County  
595 9<sup>th</sup> Avenue East  
Owen Sound, ON  
N4K 3E3

Dear Mr. Bell,

It has come to my attention that Grey County is planning to complete road construction projects on a number of County Roads in 2016. We understand that paved shoulders with a width of only 0.25 metres are being proposed for Grey Road 119 from Banks to Ravenna and Grey Road 31 from 0.5 kilometres north of Simcoe Road 91 to Grey Road 2. These roads represent very popular and heavily utilized cycling routes in our area. Furthermore, Grey Road 31 is used for both the Centurion Cycling and Grey County Road Race events, which attract a large number of people to our area each year.

We feel that paved shoulders with a width of only 0.25 metres along these two roads is insufficient and not reflective of the volume of cyclists using these roads. Cycling is an activity that is growing rapidly in Ontario and a large number of cyclists are travelling to and spending money in Grey County and surrounding areas. Grey County has even represented on its website that "With well-maintained, quiet roads and amazing scenery, Grey County is truly a cycling destination. Home to the annual Centurion cycling race, the region has become a training ground for racers and recreational cyclists alike.' The official site of the Town of the Blue Mountains states that " bicyclists, motorists, agricultural equipment operators, horses and riders and pedestrians will often be sharing the road" It has posted the following share the road video <http://www.thebluemountains.ca/share-the-road.cfm> which encourages cooperation among cyclist and other vehicles. That video features experienced cyclist who are comfortable riding in a pace line . It also discusses the Highway Traffic Act requirement to share the road requiring motorist to give at least 1 meter side distance to cyclist when passing. This is all fine if cyclist are experienced and if motorists take the time to give the required space. This is often uncomfortable or confusing for motorists facing oncoming traffic or other cyclists.

We have travelled to many jurisdictions that have developed successful cycling tourism industries. The common denominator for all these communities has been the installation and maintenance of adequately wide bike lanes in the rural areas surrounding the destinations allowing riders to commute safely within the jurisdiction. Your commencement of the construction of dedicated lanes within the County, such as the lower portion of GR 40, was encouraging but this news is a disappointing reversal.

One method for reducing potential friction between cyclists and motorized vehicles is to provide a wide curb, increasing the probability that motorists pass cyclists at a safe distance without having to change lanes. This is held to be particularly important on routes with a high

proportion of larger vehicles. In Grey County during the week, transport and construction vehicles increase the danger to cyclists. Bike lanes provide a significant benefit to safe and efficient bicycle circulation. Conflicts between bikes and autos are dramatically reduced when on-road lanes are installed. Having separate identifiable areas on the rural roads for bikes and autos places the travellers in predictable locations. pleasant bike lane infrastructure would be a big step for social inclusion and even economic empowerment, allowing people a safe, easy, economic and healthy way to move about.

Given the long-term implications of this decision to only provide 0.25 metre paved shoulders on these roads, we respectfully request that the TAPS Committee reconsider the proposed width of paved shoulders on these two particular roads slated for construction in 2016 and that additional consideration be given to the importance of paved shoulders as critical infrastructure in facilitating cycling going forward.

We understand there are deputations scheduled before the TAPS Committee on January 21. Please also consider this email letter as support for these deputations.

Thank you for your consideration,

[Michael](#)

Michael M. Sax

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