

# *Richard C. Pettit*

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January 19, 2016

Mr. John Bell  
Chair, Transportation & Public Safety Committee  
Grey County  
595 9th Avenue East  
Owen Sound, ON  
N4K 3E3

Dear Mr. Bell:

**Subject: Scheduled 2016 Re-construction of Sections of GRs 119 and 31**

I am writing this letter on behalf of my wife, Karen, and myself. We are both full-time residents at the address noted above and have been for the last 7 years. Prior to moving here, we had been “weekenders” for upwards of 25 years. We are passionate about where we live and the people, both “locals” and “transplants” like us, that live here full-time and as weekenders or visit as tourists. The beauty and uniqueness of this area make it an incredibly desirable area to live in and visit.

We are sending this letter as avid cyclists and, more importantly, as residents who want to see the area realize its full potential as a driver of economic activity and related employment and residency for younger and older families alike.

It has come to our 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, and related economic activity to our area each year.

It is our strongly held view 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 and motorists using these roads; such shoulders are **unsafe for cyclists and motorists alike**.

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 the surrounding areas. In this regard, it is important to recognise that cyclists of all capabilities are attracted to the area because of the favourable topography and beauty of the area and the increasing availability of quality

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accommodations, services and retail shopping. Indeed, many visitors ultimately become full-time residents and property owners. All of this drives economic activity and employment, which, in turn, drives more economic activity and increasing amounts of tax revenues; property, employment, business and sales taxes, all increase with greater economic activity.

In these circumstances, **it is our view that the Grey County decision makers need to recognise and consider the economic benefits that will be generated by making our area more cycling friendly.** Any cyclist familiar with our area will tell you that it is World-class. Many businesses in the area will confirm that they are realizing increased revenues, as the popularity of cycling continues to grow. Indeed, Karen and I believe that the growth of cycling in the area has the potential to make Grey County and the surrounding areas true, four season destinations; logic dictates that this will reduce the negative impact of increasingly varied weather patterns that, on a year to year basis, can be very detrimental to businesses and employment directly related to snow related activities, as evidenced by our immediate past Christmas season.

Given the **long-term implications** of the 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 re-construction in 2016 and that additional consideration be given to **the importance of paved shoulders as critical infrastructure in facilitating safe travel for motorists and cyclists alike for years to come.**

We understand that there are deputations scheduled before the TAPS Committee on January 21<sup>st</sup> in respect of this matter. Please consider this letter as support for these deputations.

I have taken the liberty of copying the members of the TAPS Committee, Tara Warder and Kim Wingrove with this correspondence in the hope that they will read and consider its contents.

I/we would be happy to discuss the contents of this letter with whoever would like to; we can be reached at the 519 number noted above.

We thank you, and those people that have been copied, for your thoughtful consideration of this matter and strongly urge you to take a longer term perspective in arriving at your decision with respect to the inclusion of adequate paved shoulders in the planned 2016 re-construction of Grey Roads 119 and 31.

Yours very truly,

Richard C. Pettit