

Thank you for your thoughtful questions. I agree that housing and transportation are connected. A home is not truly affordable if the cost of owning and operating a vehicle puts everyday necessities out of reach. Transportation also affects independence, employment and the ability to participate in community life.

1. What would you do to improve practical transit or other car-free transportation options within the Town and between neighbouring communities?

I would build on the work already undertaken by Beaver Valley Outreach (BVO). Its Community Transportation Survey and presentation to Council brought residents' experiences and transportation needs directly into the discussion. BVO's staff and the community members who contributed deserve credit for that work.

My understanding is that Council has already directed continued collaboration with BVO as transportation priorities progress. I support following through on that direction and using its findings to inform practical options with Grey County, neighbouring municipalities and transportation providers.

I have already taken a proactive step. When the **Association of Municipalities of Ontario (AMO)** highlighted the Province's consultation on expanding its rideshare framework, I contacted our CAO to encourage The Blue Mountains to participate. He acknowledged my request and forwarded it to the appropriate department. I saw an opportunity to bring our community's transportation challenges forward and acted on it.

I would also follow up directly with our local MPP, Brian Saunderson and the Minister of Transportation, Hon. Prabmeet Singh Sarkaria, to reinforce the needs of smaller communities like ours and seek clarity on how the proposed framework could help address local service gaps.

For connections between Thornbury, Clarksburg, Blue Mountain Village, Collingwood, Meaford and Owen Sound, I am open to examining on-demand transportation, community shuttles, rideshare partnerships and better coordination of available services. Before supporting a particular model, I would want to understand demand, accessibility, reliability and the costs to riders and taxpayers.

[BVO's transportation presentation to Council — August 24, 2026](#)

[BVO Community Transportation Survey report](#)

[Provincial rideshare consultation information — Association of Municipalities of Ontario](#)

2. What can we learn from communities such as Innisfil?

Innisfil's experience is worth examining. Its partnership with Uber provides subsidized trips and demonstrates another approach to municipal transportation beyond conventional fixed-route buses.

I know Mayor Lynn Dollin well and would welcome a conversation with her and Innisfil staff about what has worked, what they have adjusted and what lessons could apply here.

Our geography and travel needs are different. I would want to understand driver availability, longer-distance fares, accessible vehicles, winter reliability and options for people who cannot use an app. Any approach should also consider how youth can safely access the service.

I am open to learning from Innisfil while carefully assessing what would work for The Blue Mountains.

[Innisfil Transit](#)

3. What one specific action would you seek in your first two years to make walking and crossing roads safer?

I would seek Council support for a public status report and action list covering outstanding pedestrian-safety priorities in Thornbury and along Highway 26.

Residents who have heard about improvements for years deserve clear answers: what has been studied or approved, what is funded, who is responsible, and what steps remain before work can proceed.

I would use that information to press for priority improvements with the Town, Grey County and the Ministry of Transportation, including practical interim measures identified by staff. The needs of pedestrians and people using mobility aids must be part of that work.

I would not promise a particular crossing, roundabout or construction date before understanding the engineering, costs and approvals, but I would focus on safe access to schools and high risk intersections on Hwy 26. (*Goldsmiths and 26 / Long Point Rd have come up quite a bit at the front door.*) My commitment would be to advocate consistently, seek realistic timelines and keep residents informed about progress and delays.

4. Do you support making the Town's Transportation Master Plan a visible Council priority, with publicly reported progress? Which actions would you prioritize?

Yes. I support making the plan a visible Council priority, with regular public reporting connected to budget decisions.

The areas I would initially focus on are:

- **Practical transportation connections:** Advancing the plan's transit strategy, including consideration of on-demand partnerships and improved connections between Thornbury, Clarksburg and the Blue Mountain Village area.
- **Pedestrian and intersection safety:** Following through on safety reviews and priority improvements.
- **Connected, accessible walking routes:** Addressing important gaps between neighbourhoods, services and transportation stops, with attention to year-round maintenance.

I would first ask staff to identify what has been completed and what remains outstanding. Council can then assess priorities, costs and opportunities to work with other governments. Public updates should explain what is moving forward, what funding is required and what is causing delays.

I would also support continued collaboration with BVO so that residents' experiences and its survey findings remain part of implementation.

Both the Town and County have transportation master plans. Their implementation needs to be coordinated, with clear responsibilities and realistic next steps.

[Town of The Blue Mountains Transportation Master Plan](#)

[Grey County Transportation Master Plan](#)

Thank you again for raising these issues. I would bring a practical, collaborative approach, backed by proactive advocacy and accountability for progress.

Rachel Gilliland,

Deputy Mayor Candidate