

To: David Creery, Chief Administrative Officer

From: Harold de Haan, City Engineer

Re: Transportation Master Plan and EA

AIM

To request that Woodstock City Council adopt the Transportation Master Plan in its entirety and authorize implementation of the policies and strategies as outlined within the document.

BACKGROUND

A Transportation Master Plan (TMP) is a strategic framework designed to guide the planning, expansion, and management of a multi-modal transportation system. The TMP has been developed following the comprehensive planning process mandated by the Municipal Class Environmental Assessment (MCEA), adhering to Phases 1 and 2, which include problem identification and evaluation of alternative solutions.

The 2023-2027 Capital budget included \$125,000 to complete a TMP for the City of Woodstock. An RFP was published in May 2023 and awarded in June 2023. The consultant began collecting background data shortly thereafter to assess the current traffic conditions in the city. An extensive data collection process was conducted, including intersection turning movement counts, automatic traffic recorder counts, and public engagement sessions. This included updating traffic counts on many city streets in order to get an accurate picture of the existing Levels of Service (LOS). Collection of background information also included information the city had on future developments so that future Levels of Service could be predicted. A Public Information Center (PIC) was held on March 20, 2024. A second PIC was held on November 20, 2024. Feedback was integrated into the TMP to ensure community alignment.

One of the sections of the TMP is the analysis of the corridor study of Juliana Drive from Mill Street to Springbank Avenue. Overall, the analysis of the existing conditions showed that this corridor flowed smoothly with a high LOS. The city has accomplished this in part by limiting the number of accesses to Juliana Drive. Although relatively good, issues were identified in the area of Norwich Avenue and Bruin Boulevard, especially in the 20-year horizon. In order to try to prevent the drop in LOS in this area, Staff requested a quote for the consultant to complete a Municipal Class EA for the Bruin Boulevard and Juliana Avenue intersection. At the August 15, 2024 Woodstock Council Meeting, City Council approved an additional \$25,000 to initiate an EA for the realignment of Bruin Boulevard.

COMMENTS

The City of Woodstock has developed an updated TMP to strategically plan for the transportation needs of the city's growing population, addressing challenges up to the year 2043. This TMP serves as a policy roadmap to guide investments in transportation

infrastructure and fosters multi-modal transport options. The TMP envisions a transportation network that is safe, efficient, and accessible for all users. This TMP lays the groundwork for a sustainable, resilient, and inclusive transportation future for the City of Woodstock by addressing the increasing demand on its transportation network due to population growth. Implementation of recommendations are broken up into Short Term (0 to 5 years), Medium Term (6 to 10 years) and Long Term (10 to 20+ years). This is done through planning and policy implementation as well as capital project approvals.

Some of the key recommendations are:

- **Road Network Enhancements:** Adoption of new road classifications and development of guidelines for corridor management. Implementation of strategic road network improvements to enhance connectivity. Although generally a planning-exercise, classification of the road includes certain restrictions/features to enable the road network to work in the manner recommended. For example, driveways are discouraged on arterial roads in order to keep traffic moving smoothly.
- **Multi-Modal Strategy:** Adoption of the Multi-Modal Network Strategy, which prioritizes road capacity improvements and significant investments in sustainable travel modes including active transportation and public transit. The report recommends expansion of the existing cycle route network and consideration of dedicated cycle lanes on some arterial and collector roads.
- **Capital Improvements:** Outlines a phased implementation strategy dividing projects into short-term, medium-term, and long-term to manage capital investments and address the city's transportation needs efficiently. The total estimated cost over 20 years is approximately \$34.25 million. In the short term, the report recommends construction of sidewalk along roads that do not currently have any, urbanization of some existing rural roads and construction of Two Way Left Turning Lanes (TWLTL) on some collector and arterial roads.
- **Supportive Policies Development:** Adoption of Traffic Calming Policy, All-Way Stop Control Policy and Pedestrian Cross-Over Policy to provide consistent, warranted and defensible frameworks that are consistent with provincial standards. The proposed policies are based on Ontario Traffic Manual (OTM) recommendations and create clear steps and requirements for when items are required and how they should be implemented. Being based on OTM, they create consistency from municipality to municipality and are recognized to be Best Practices.
- **Development Guidelines:** Recommended standards to be included in Development Guidelines for Staff to use in review of proposed works to ensure consistent and orderly development throughout the City of Woodstock. Items include Transportation Impact Assessment Guidelines to direct when and how Transportation Impact Studies

shall be completed as well as specific site plan criteria such as number and width of driveways.

- Corridor Studies: in addition to reviewing and making recommendations for the city as a whole, the TMP completed corridor studies for Dundas Street from Springbank Avenue to County Road #4 and Juliana Drive from Springbank Avenue to Mill Street. The Juliana corridor study also includes an EA recommendation to eliminate the connection of Bruin Boulevard to Juliana Drive and instead, relocate Bruin Boulevard with Lampman Place with a traffic signal-controlled intersection. Dundas Street recommendations include urbanization of the existing cross section, creation of sidewalks where missing, cycle lanes and a TWLTL.

It should be noted that although the TMP completes Phases 1 and 2 of the Municipal Class EA process, final approval of each project will require final approval of the EA (depending on project size) and City Council approval of capital funds, if required. Planning recommendations will be addressed through Official Plan Amendments (OPA) and/or adoption of policies and guidelines by Woodstock Council.

ATTACHMENTS

City of Woodstock Transportation Master Plan
16 - Appendix

RECOMMENDATION

That Woodstock City Council accept the Transportation Master Plan and direct staff to implement the recommended policies and include the phased recommendations in future capital plans and Official Plan Amendments as appropriate.

Authored by: Harold de Haan, P. Eng.

Approved by: David Creery, P. Eng, MBA, Chief Administrative Officer