Appendix A – Consultation Summary

Notice of Study Commencement

Posted August 13, 2023

Transportation Master Plan

To strategically prepare for growth and enhance the City's existing transportation network, the City of Woodstock has retained McIntosh Perry to undertake the development of the City's Transportation Master Plan (TMP) study. The TMP is a strategic policy document that will serve as a road map for short-range, medium-range, and long-range transportation infrastructure investments, as well as integrated multi-modal transportation planning to meet the demands up to the 2043 horizon year. The goal is to optimize the performance of existing infrastructure and identify the most sustainable approach to accommodating new development. Overall, the plan will guide how we:

- Develop our roadways.
- Coordinate infrastructure improvements with land uses.
- Provide sustainable and integrated transportation facilities, and services to ensure enhanced mobility, accessibility, and connectivity.
- Respond to future growth and demand on our transportation network.
- Provide for Active Transportation and multi-modal/complete streets within the City's built up communities, to ensure forecasted future traffic volumes are adequately accommodated by the City's road network.

Phases

The TMP will be developed in full compliance with the Provincial Environmental Assessment (EA) Act, following Approach 1 of the 2023 Municipal Class Environmental Assessment (MCEA) Master Planning process. The TMP will satisfy Phase 1 and Phase 2 of the MCEA process and facilitate streamlining and implementation of recommended capital works.

Overall, the TMP will have three phases that will follow the MCEA process:

1. Assess the existing conditions, area context and specific challenges.
2. Assess traffic operations and road safety.
    - Assess the City's transportation needs.
    - Develop preferred solutions to meet those needs.
    - Update and implement policies and develop design standards to align with our goals.
3. Refine the preferred solutions and develop a comprehensive TMP document.

Have your say

An important part of this study is consultation with the public, stakeholders, and the City's agency partners. We want to hear from you on the issues and opportunities that you see for the City's Transportation System to the horizon year of 2043.

At any time during this study, you can provide comments, questions, and concerns to the project team. We will also organize Public and Stakeholder engagement events to present an overview of the study and existing conditions while outlining alternatives, evaluation, and study recommendations.

The project team will host two (2) Public Virtual Open House Information Meeting (PIC) to gather public input and present findings of the study, with the first PIC anticipated later in 2023. A PIC Notice will be published at least two weeks in advance providing the date, time, and location of the meeting.

Learn more

For regular updates and to share your valuable input, visit the project website at https://www.cityofwoodstock.ca/en/city-governance/municipal-studies-and-plans.aspx

Stay connected and participate in shaping the future of our community!

Privacy Statement

Information is collected under the authority of the Municipal Act. Information collected will be used and managed by the City of Woodstock in accordance with the Municipal Freedom of Information and Protection of Privacy. If you require additional information, please view our Freedom of Information and Routine Disclosure Policy

Contact Us

For further information or to be added to the study mailing list, please contact the study team:

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Notice of Public Information Centre 1 for Transportation Master Plan

March 4, 2024

The City of Woodstock is experiencing significant population growth, in response to which, the City's landscape is constantly changing, posing not only significant transportation challenges but great potential for opportunity in terms of impacting and shaping the City's future population dynamics, culture, and identity in a positive manner.

To strategically prepare for this growth and enhance the municipality's existing transportation network, the City of Woodstock retained Egis (formerly McIntosh Perry) to undertake the development of the municipality's Transportation Master Plan (TMP) update.

The TMP is a strategic policy document that will serve as a road map for short-range, medium-range, and long-range transportation infrastructure investments, as well as multi-modal transportation planning to meet the demands of up to 2043 horizon year.

The Process

The TMP update will be developed in accordance with the Provincial Environmental Assessment (EA) Act, following Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document. The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA process and facilitate streamlining and implementation of recommended capital works.

Have Your Say

An important part of this study is consultation with the public, stakeholders, and the municipality's agency partners. We want to hear from you on the issues and opportunities that you see for the municipality's transportation system.

A first of two virtual Public and Stakeholder engagement event is being organized to present an overview of the study and existing conditions as well as gather public input. Details for the first Public Information Centre (PIC) are as follows.

Public Information Centre 1

For the public's convenience there will be two sessions with up to a 30-minute presentation followed by a 30-minute live question period.

Date: Wednesday, March 20, 2024

Time: 5:00 p.m. to 7:00 p.m.

Session 1: 5:00 p.m. to 5:30 p.m. followed by a 30-minute live question period.

Session 2: 6:00 p.m. to 6:30 p.m. followed by a 30-minute live question period.

Location: Microsoft Teams Meeting

You can attend the Transportation Master Plan PIC 1 through the virtual meeting link below:

Teams Meeting Link: Click here to join the meeting

Website Address: https://www.microsoft.com/en-ca/microsoft-teams/join-a-meeting

Teams Meeting ID: 328 300 568 349 **Meeting Password:** Zypnvr

If you are unable to attend the PIC, the presentation boards will be available online on the City's website. The City of Woodstock is committed to accessibility for persons with disabilities. Please contact hdehaan@cityofwoodstock.ca if you have accessible accommodation request.

Staying Connected

For regular updates and to share your valuable input, visit the project website at www.cityofwoodstock.ca/studiesandplans

For news updates straight to your email inbox subscribe to our newsroom here to stay up to date on all the latest municipal news.

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Transportation Master Plan

Virtual Public Information Centre #1

March 20, 2024

House Keeping Items

- Please mute microphones unless you are speaking
- This presentation will be recorded
- Question period to follow after the presentation – Any questions during the presentation can be submitted through the chat
- During the question period, if you wish to speak, please raise your hand (under ‘reactions’) and unmute when called upon

Welcome to City of Woodstock TMP's Public Consultation #1

We want to hear from you, as your involvement is key to the success of the Transportation Master Plan (TMP).

The Public Information Centre #1 will be used to present information about the TMP update, provide you with the chance to have your say, speak with the project team and learn more about transportation within the City of Woodstock.

We want to hear your ideas and concerns about the transportation system. They will be reviewed as part of the study process.

For more information about this study, please visit:

Municipal Studies and Plans - City of Woodstock

Icon source: flaticon.com

Public Engagement 1 Objectives

Introduce the project and outline the study process

Provide background information

Present the understanding of the study area and existing conditions of the City's transportation system

Gather feedback on the existing conditions within the study area including transportation issues, needs and opportunities

Answer questions about the study and provide information on how to get involved in the study

Icon source: flaticon.com

What is a Transportation Master Plan (TMP)?

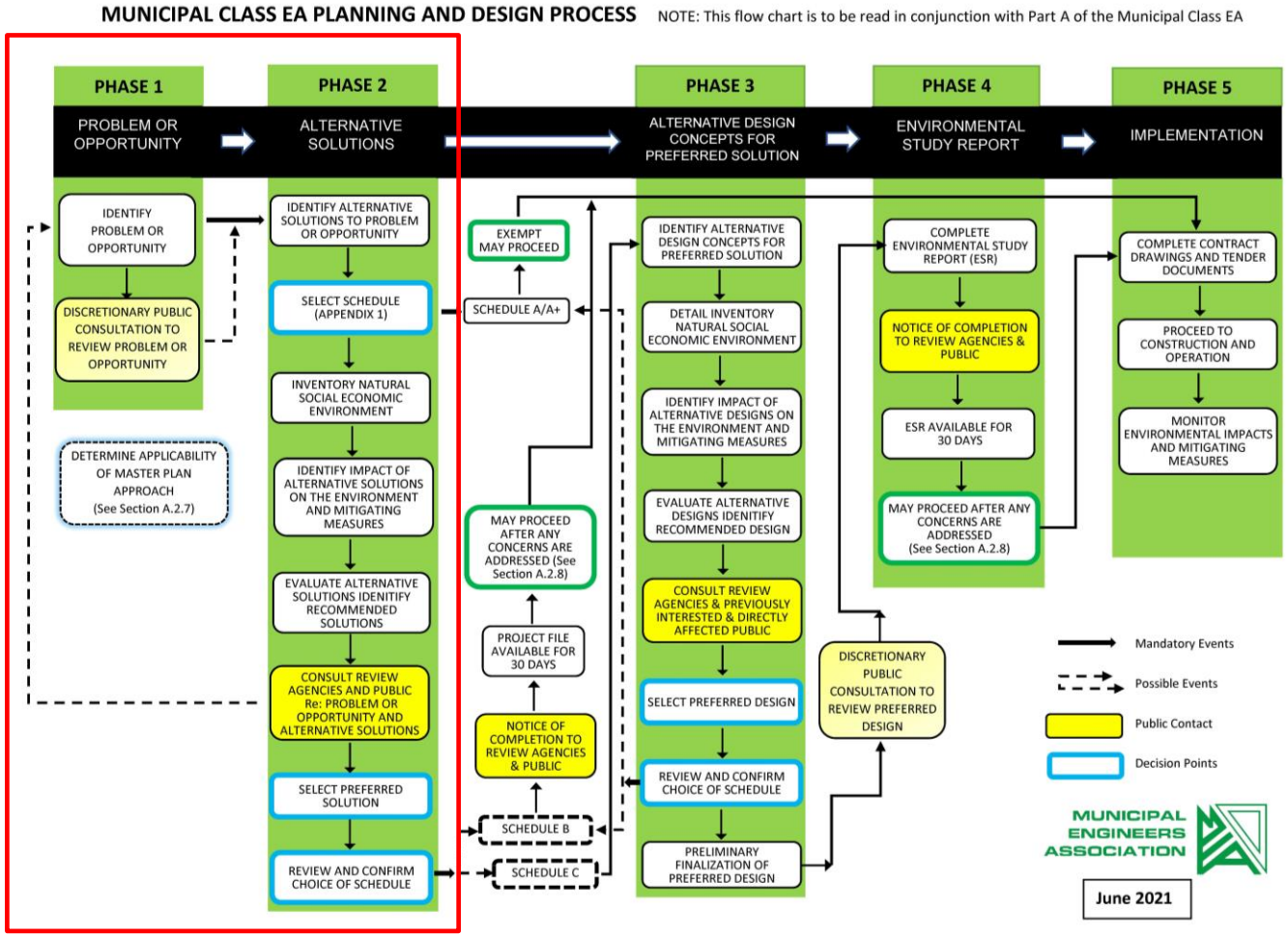
- A Transportation Master Plan (TMP) is a long-term strategy to guide the planning, expansion and management of a multi-modal transportation system.
- A TMP provides strategies and policies that align with the City of Woodstock's growth and support its vision for the future of its transportation system.
- The TMP will be conducted in accordance with the Master Planning process as prescribed in the "Class EA for Municipal Road projects."
- A TMP addresses Phases 1 and 2 of the five-phase Municipal Class Environmental Assessment Process including a Public Information Centre and assessing alternatives.

Why is this TMP Update needed?

- Most of the recommendations from the 2011 TMP have been implemented.
- There is an increased emphasis towards an integrated transportation network with focus on sustainability and multi-modal transportation networks.
- Changing demographics and the changing needs of residents and businesses.
- An increasing emphasis on climate change adaptation and mitigation, equity and accessibility, active transportation, complete streets, safety and sustainability.

Municipal Class Environmental Assessment Master Planning Process

- The TMP update will be developed in accordance with the Provincial Environmental Assessment (EA) Act, following Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document.
- The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA Process.
- The comprehensive TMP will satisfy Phases 1 and 2 of the EA process and facilitate streamlining and implementation of recommended capital works.



***Completed as part of the TMP Process**

Study Process

- Project Initiation
- Information Gathering and Background Review
- Existing Conditions Analysis
- Road Safety Assessment and Collision Analysis
- Public and Stakeholder Engagement 1
- Identify System Issues and Opportunities

- Transportation Modelling and Network Assessment
- Downtown Parking Review
- Active Transportation Assessment
- Policies and Design Standards Update
- Development of Preferred Solutions
- Public and Stakeholder Engagement 2

- Refinement of preferred solutions
- Finalize Transportation Assessment
- Final Transportation Master Plan
- Council Presentation

TMP Objectives

1. Identifying multi-modal transportation facilities, services, and policies to enhance mobility, accessibility, and connectivity including proper management of the City's resources while supporting and encouraging growth in a safe, sustainable, and forward-thinking manner.
2. Develop a roadmap for multi-modal transportation planning needs to cope with the demands under the 2043 horizon year.
3. Develop sustainable transportation network implementation plan that reflect future development scenarios for the short term (1-5 year), medium term (5-10 year) and long term (10-20 year).
4. Review and develop policies and plans uniquely tailored to the City including a traffic calming policy and guidelines for implementation.
5. Complete a study for Juliana Corridor to accommodate future growth and development and Dundas Corridor to reduce or relocate median crossover for optimizing traffic operations.
6. Develop an implementable action plan with recommended capital projects and/or initiatives for transportation infrastructures based on priority, estimated cost, and timelines for completion (by 2043), under the MCEA process.

Background Information & Data

1. Traffic Volume Data Collected in 2023:
   - 13 Intersection Turning Movement Counts
   - 155 Automatic Traffic Recorder (ATR) Counts
2. Background Studies and Documents provided by the City of Woodstock
3. GIS Shapefiles for mapping purposes provided by the City of Woodstock
4. Signal Timing Data provided by the City of Woodstock

Influences on City of Woodstock TMP

Land Use
- Type (i.e. residential/commercial)
- Densities

Demographics
- People
- Jobs

Financial Impacts

Technology
- Shared mobility
- Micro-mobility
- Electric Vehicles

Legislation
- Provincial Policy Statement
- Oxford County Official Plan
- Oxford County TMP
- Oxford County Cycling Master Plan
- City of Woodstock Plans and Policies

Level of Service
- Travel Time
- Convenience
- Safety

Council and Public Input
- Community outreach, communication and engagement

Transportation Mode Split
- Promote the use of sustainable transportation modes

Planning and Policy Connections

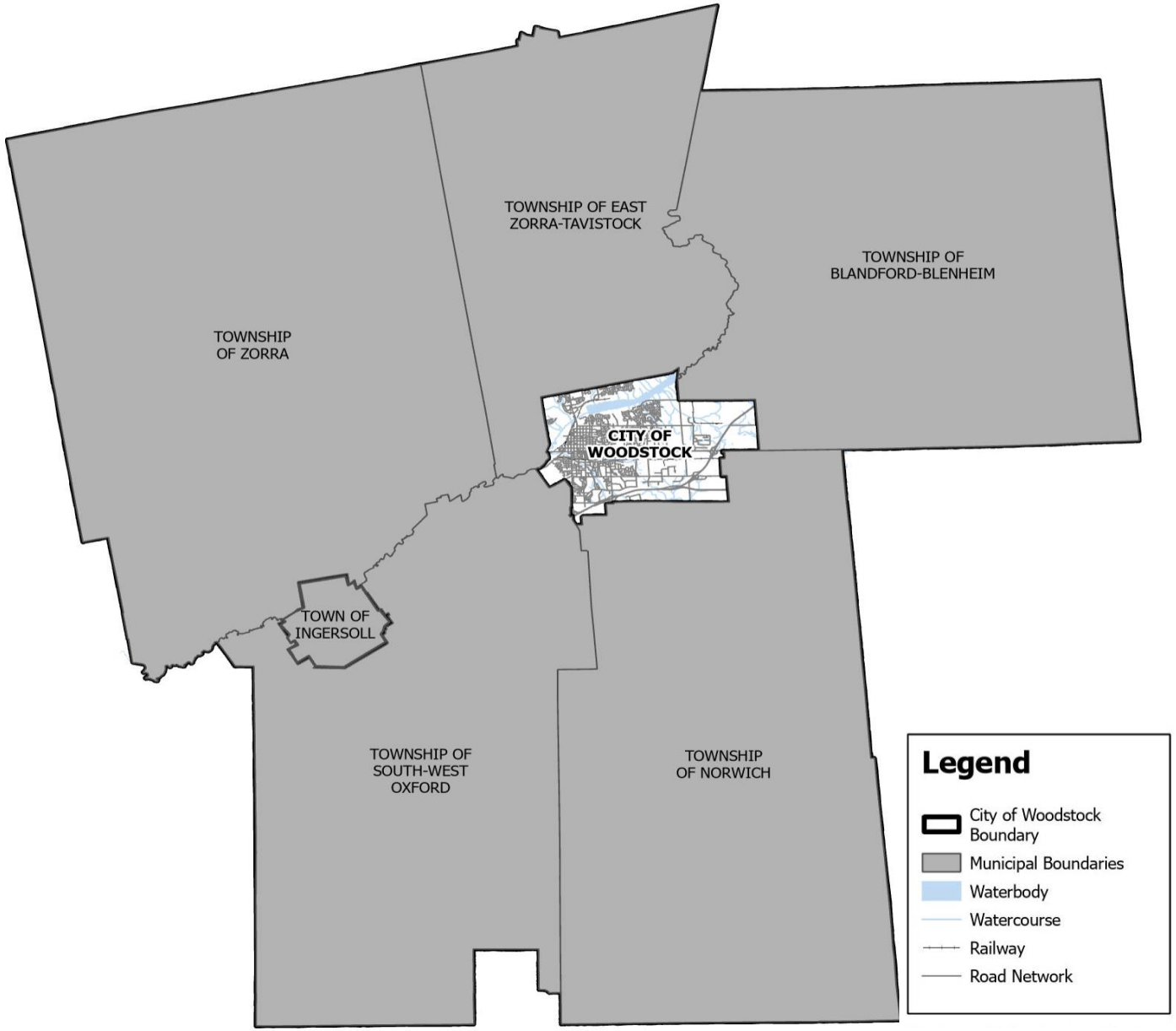
- This TMP study was informed by various local, regional and provincial plans and policies, and requires a coordinated approach between land use planning and transportation system planning. This ensures the TMP reflects the multi-municipal context of the City and conforms to direction by the Province.
- Following background documents and studies were reviewed for the purpose of this TMP:

1. Provincial Policy Statement (2020)
2. Oxford County Official Plan (2023)
3. Oxford County Draft Transportation Master Plan (2023)
4. Oxford County Cycling Master Plan (2021)
5. City of Woodstock Strategic Plan (2013)
6. City of Woodstock Asset Management Plan (2022)
7. City of Woodstock Infrastructure and Asset Management Plan for Roads (2022)
8. City of Woodstock Downtown Development Plan (2020)
9. City of Woodstock Streetscape Master Plan (2022)

Study Area

- The City of Woodstock has commissioned this TMP Update as a means of identifying improvements of transportation operations via assessment of existing and future conditions.

- Transportation related issues and opportunities will be identified, which will be used to develop recommendations for improvements that build on previously completed studies for the City of Woodstock.



Project Overview

The City of Woodstock is one of eight lower-tier municipalities in the County of Oxford. It is located in Southwestern Ontario, between the City of London, the City of Kitchener, and the City of Hamilton.

As per 2021 Statistics Canada data, the land area of Woodstock is **56.46 km²** and a population density of **827.2 people/ km²**

City of Woodstock is recognized as one of the large urban centers of the County and is a focal point for employment, recreation, and administration.

It has an employment rate of **55.6%** as per 2021 Census Data.

The City of Woodstock is a large rural municipality with a population of **46,705 people** as per 2021 Census data. It accounts for 38% of the County of Oxford's population.

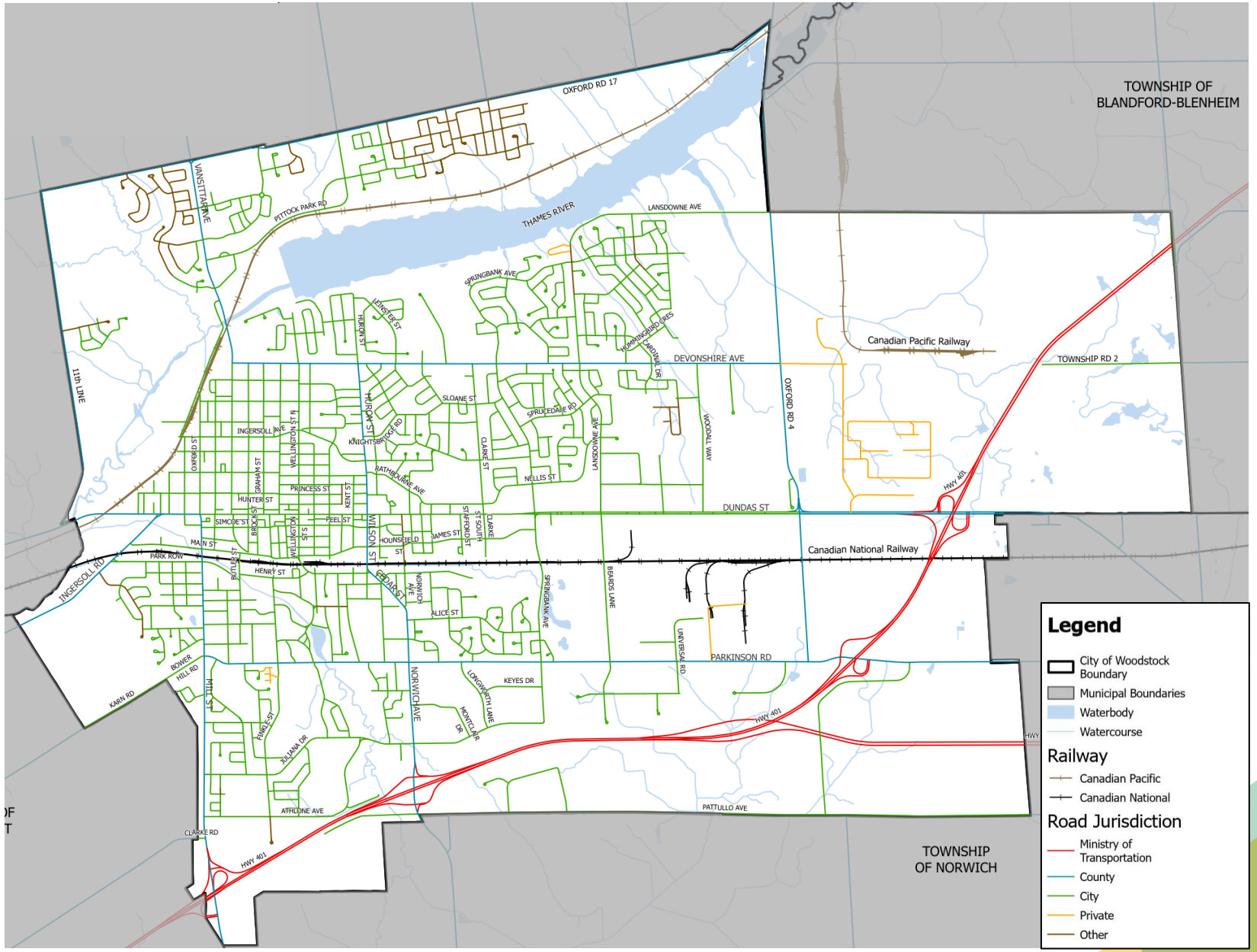
+13% growth in population from **41,098 people** in 2016.

Major provincial Highways 401 and 403 owned by the Ministry of Transportation (MTO) run through the City.

Icon source: flaticon.com

Existing Road Jurisdiction

- Three tiers of government have jurisdiction over roads within the City boundary which include:
  1. Ministry of Transportation Ontario (MTO)
  2. County of Oxford
  3. City of Woodstock.



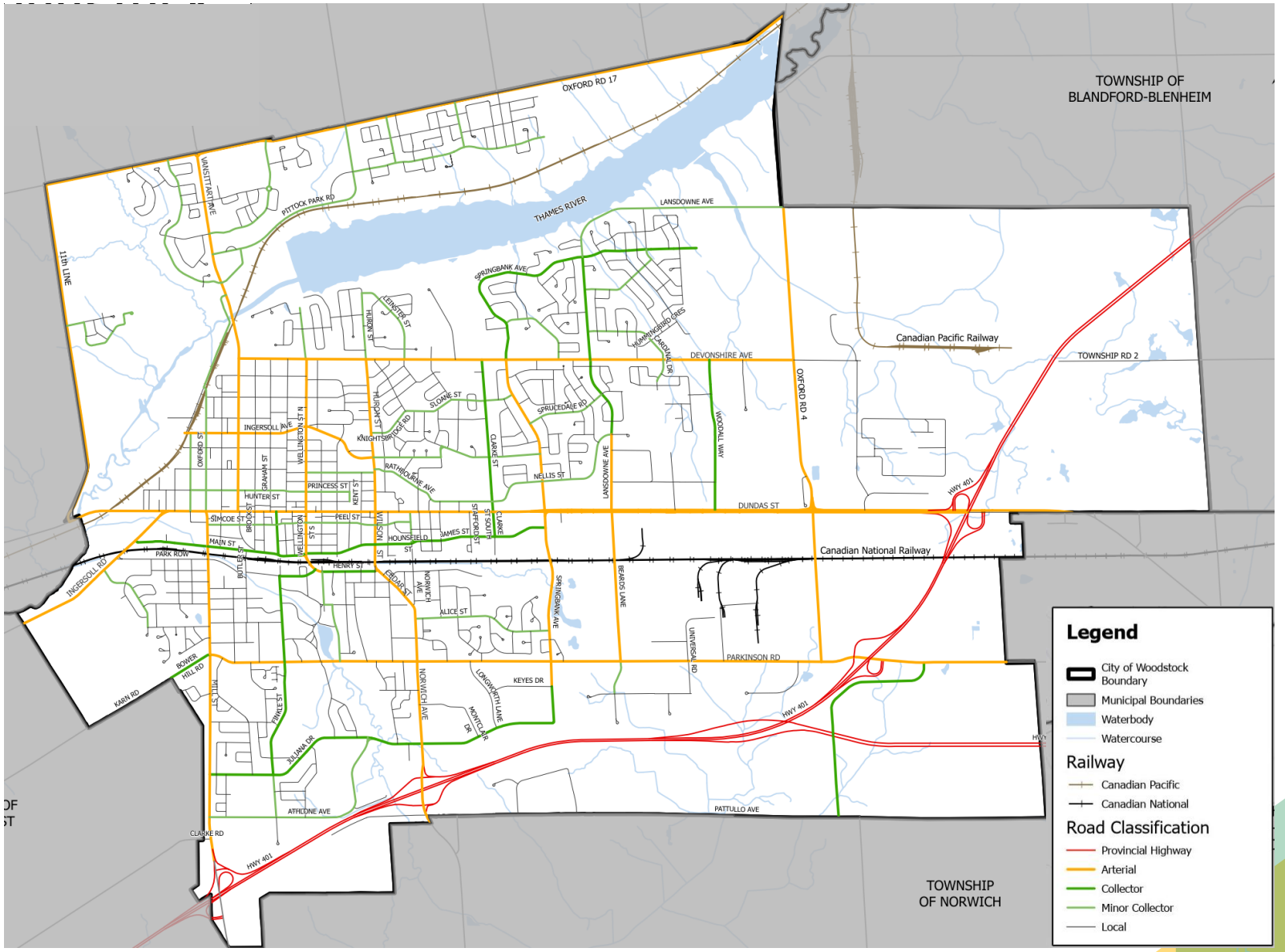
Existing Road Classification

Provincial Highways: Fall under the jurisdiction of the MTO and serves high traffic volumes at high speed for inter-urban travel. These include Highways 401 and 403.

Arterial Roads: Major roads designed to carry high volumes of traffic. Facilitate long-distance travel, supporting economic growth and connectivity. Notable examples include Dundas St., Devonshire Ave., and Parkinson Rd.

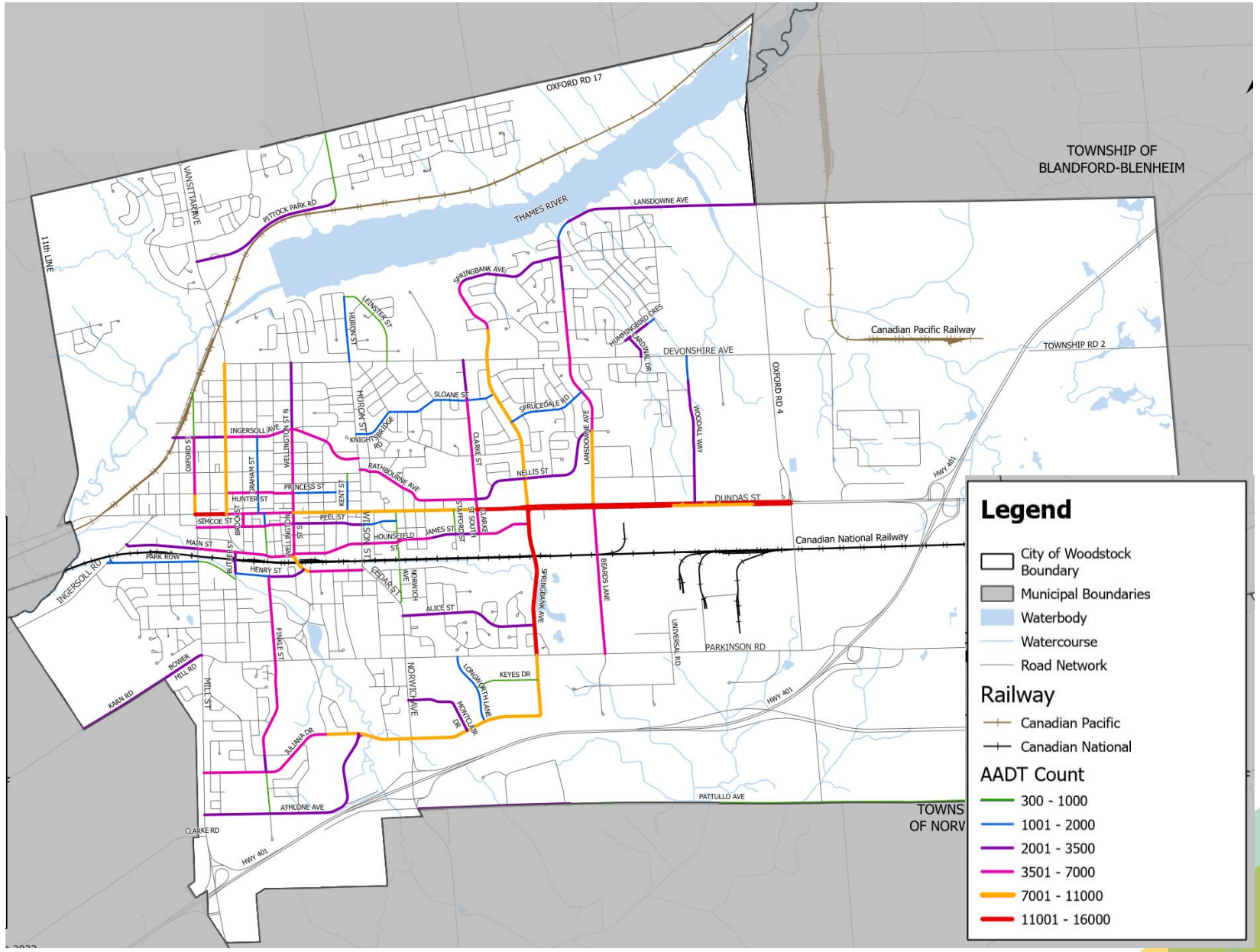
Collector Roads: Form the backbone of the City's local transportation system, providing essential connections between arterial roads and local streets.

Local Roads: Have fewer lanes and are intended for local traffic and high access within neighborhoods.



Existing Traffic Volumes

- The Annual Average Daily Traffic (AADT) volumes were obtained via counts undertaken by Egis (2023).
- AADT is an essential factor in the analysis of the road network.
- 155 Automatic Traffic Recorder counts for City owned roads were collected and converted to AADT.



Existing Travel Characteristics

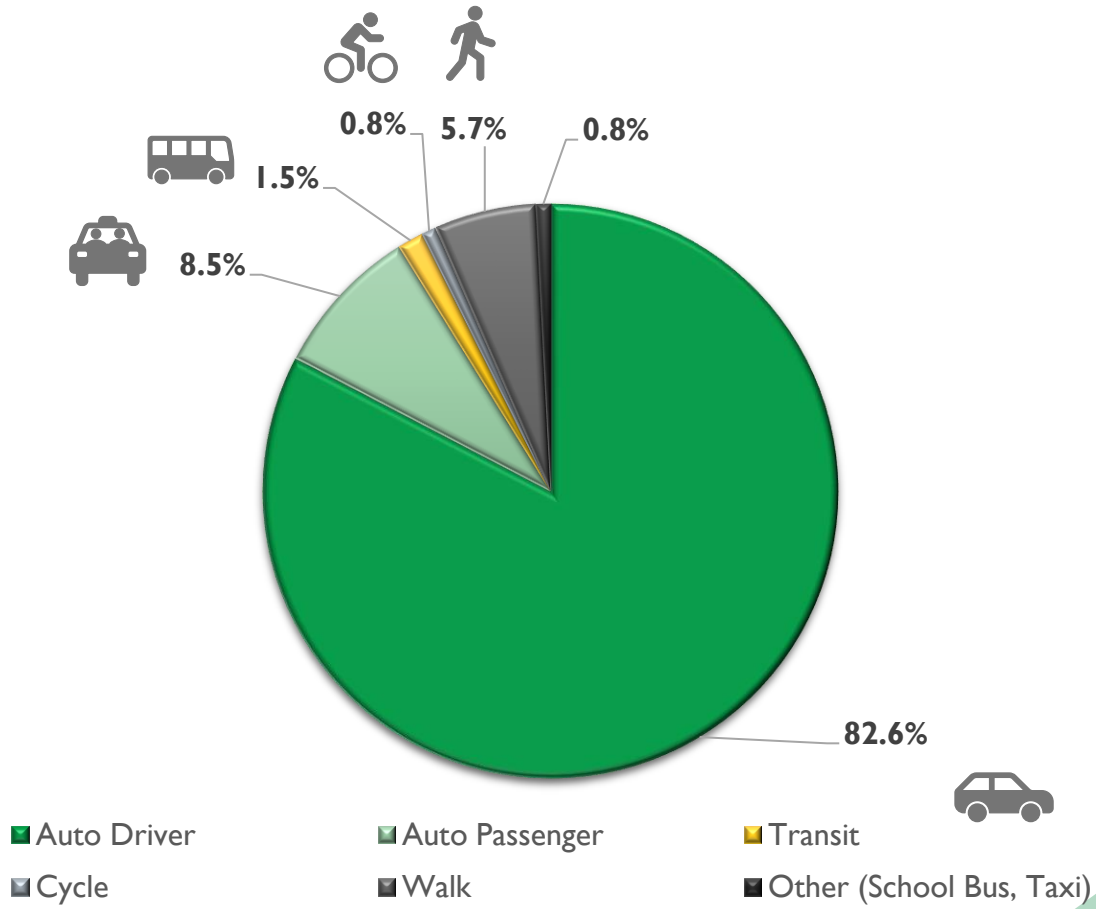
Origin – Destination Data

- Data was analyzed for trips to, from, and within the City of Woodstock which was obtained from County of Oxford's 2023 TMP.
- 84% of trips that originate in Woodstock end within Woodstock as well.
- Other frequent destinations include East Zorra-Tavistock and Ingersoll.
- Most of the trips that originate in East Zorra-Tavistock and Ingersoll end in Woodstock.

Modal Split

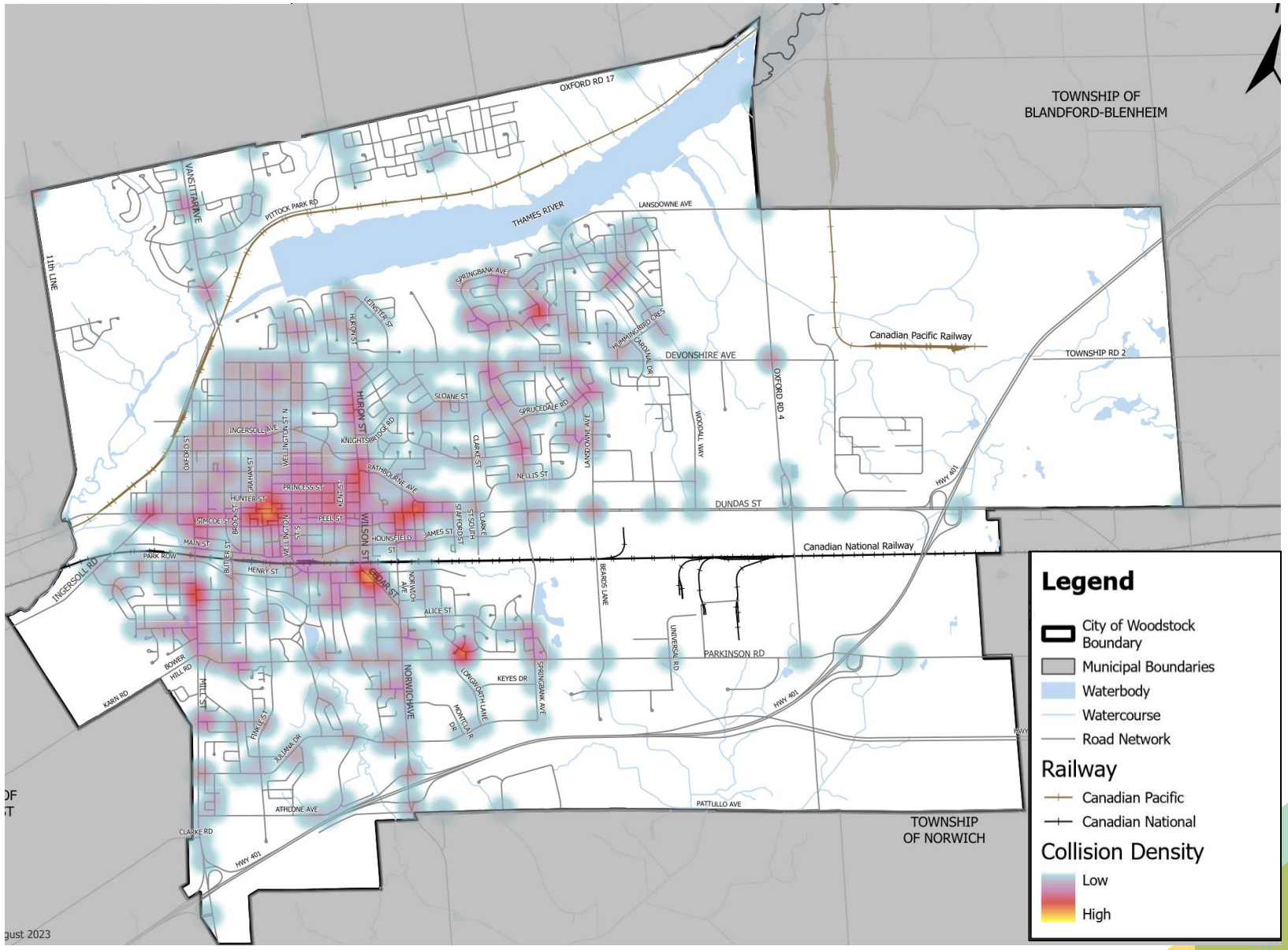
- The main mode of commuting for the employed labor force was obtained from 2021 Census Data.
- Approximately 91% of the population uses a car, including both as a driver and passenger for their main mode of commuting.

Modal Split – 2021 Census Data



Existing Collision Analysis

- Analysis included a 5-year period from Jan 2018 to Dec 2022.
- Total of 1432 collisions recorded during the 5-year period.
- Limited information was provided and was missing details. The type of collision, environmental conditions, driver actions, and severity are needed to complete a comprehensive analysis.
- The highest volume of collisions occurred at Dundas Street and Springbank Avenue, as well as Dundas Street and Huron Street.
- Majority of collisions occurred during the winter months.



egis

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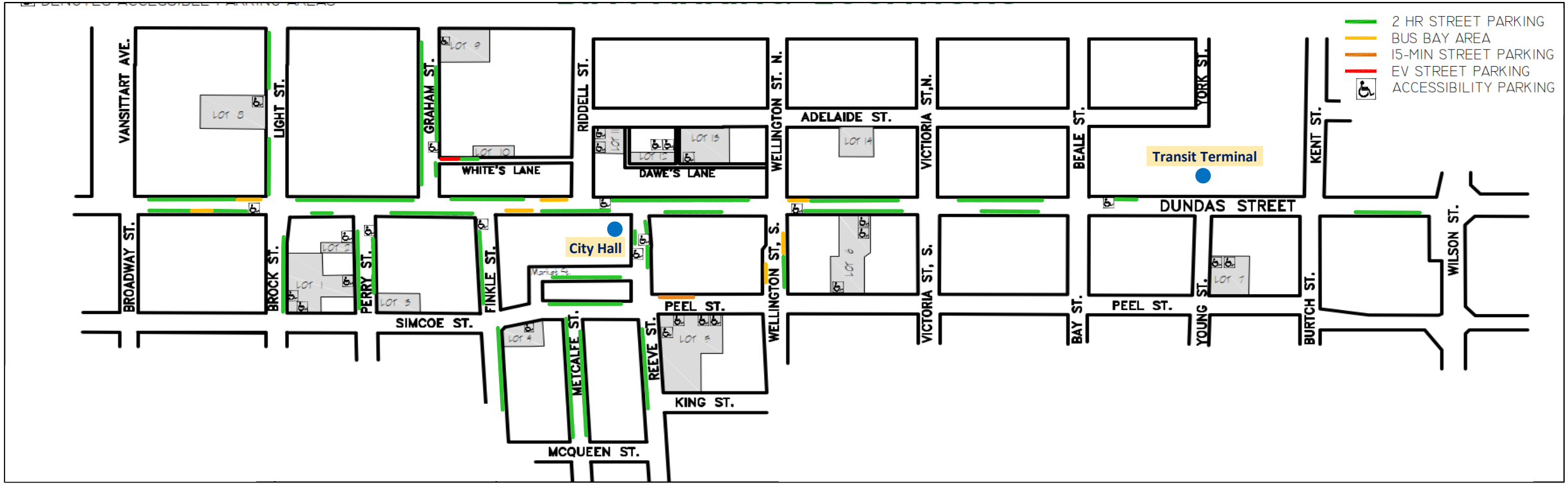
City of Woodstock

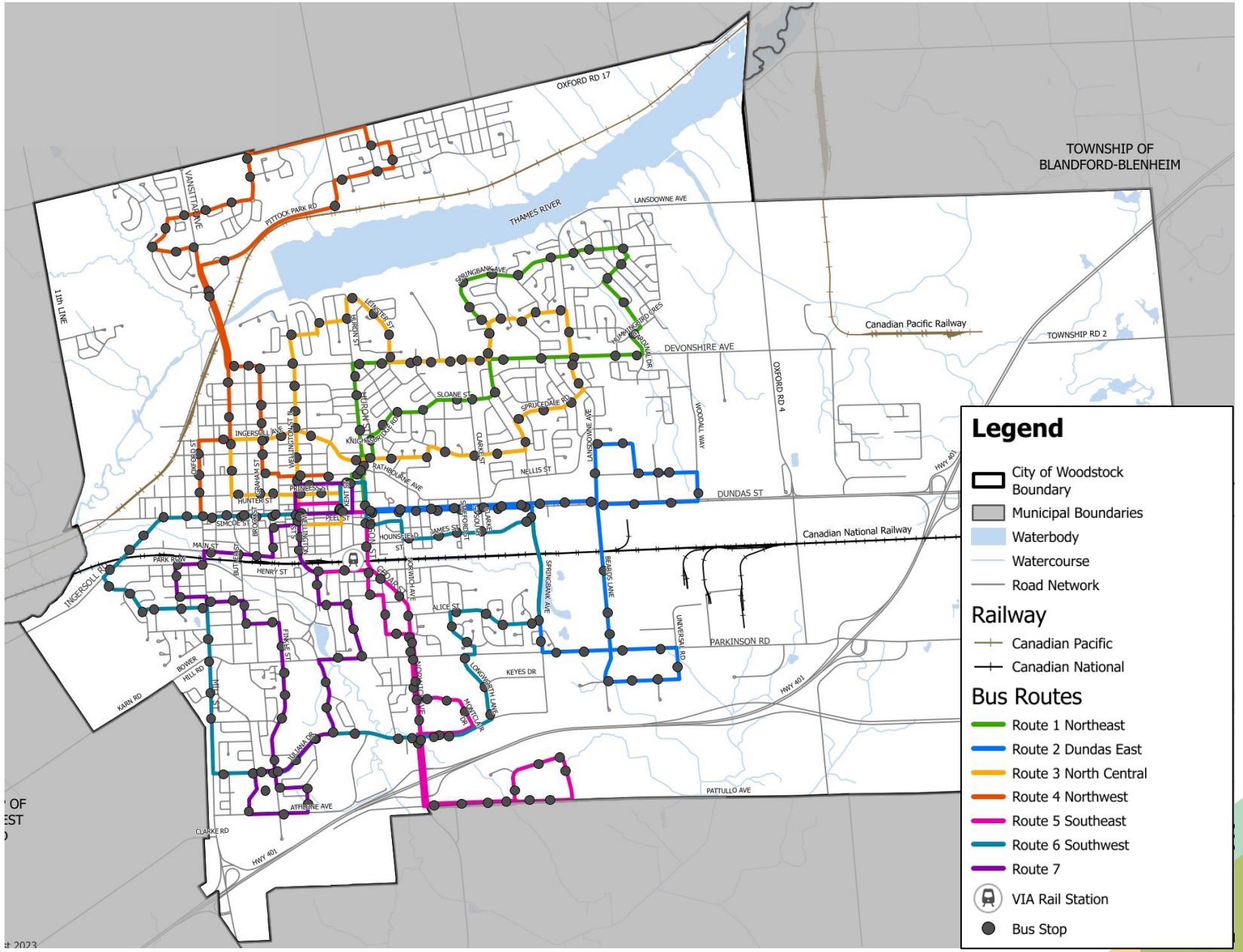
Existing Parking Conditions



- A review of existing municipal parking facilities was conducted in the Downtown area during the morning and afternoon. The parking data (provided by the City of Woodstock) was mostly collected on weekdays.
- As per the collected 2023 parking utilization data, an average of 50% of the on-street parking was utilized, while an average of 54% of the municipal parking lots were utilized. Overall, there is sufficient parking in the downtown area to meet the current peak parking demand.

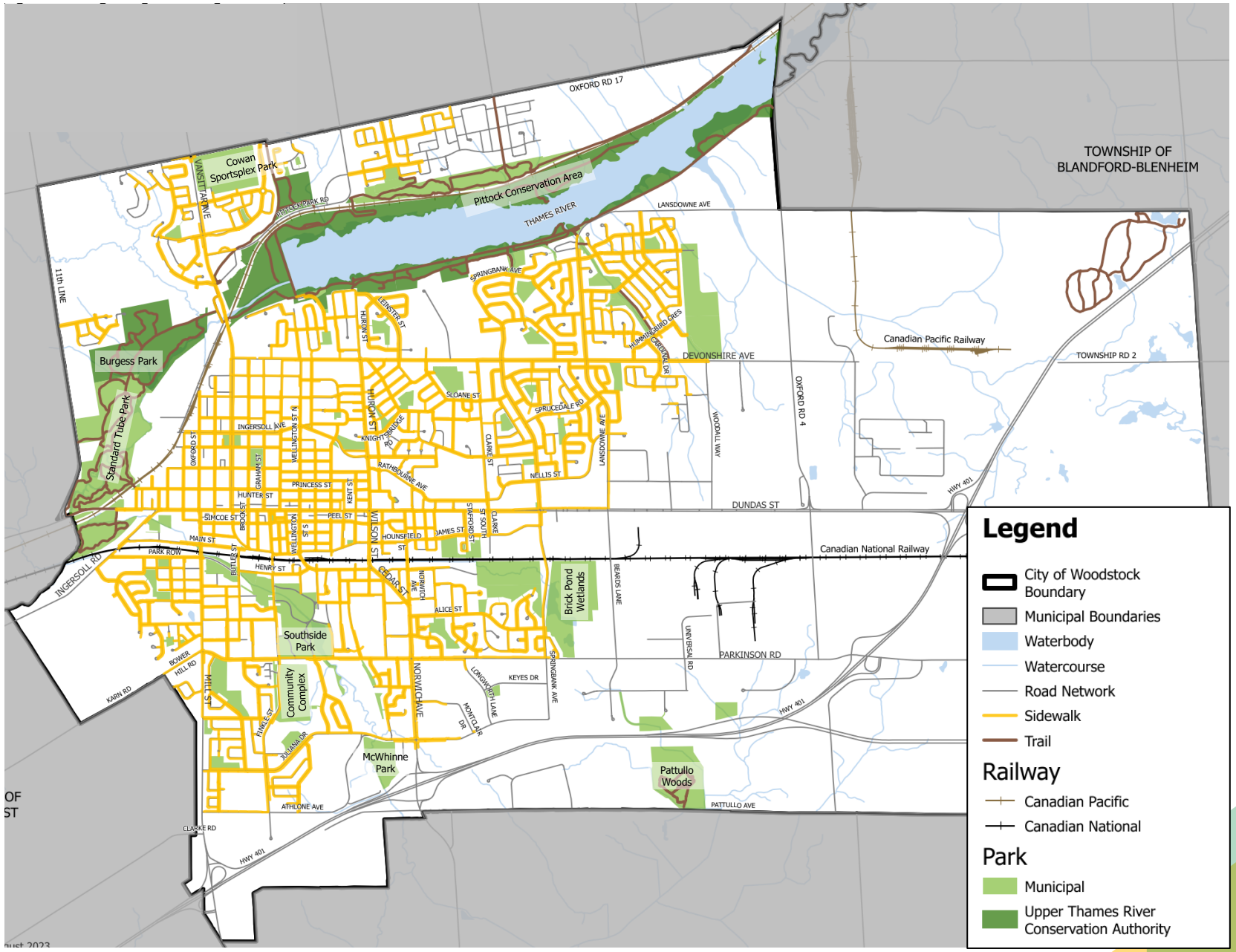
Existing Transit Service

- The City operates conventional and para-transit service throughout the community.
- Conventional transit service has 7 routes throughout the City and operates from Monday to Saturday (6 a.m. to 10 p.m.), with no service on Sunday or Statutory Holidays.
- Para-transit service offers door-to-door scheduled service for persons who cannot use fixed transit routes due to functional limitations.
- There is a VIA Rail Station in the City, which provides connections to Downtown Toronto on the east end and Windsor on the west end.



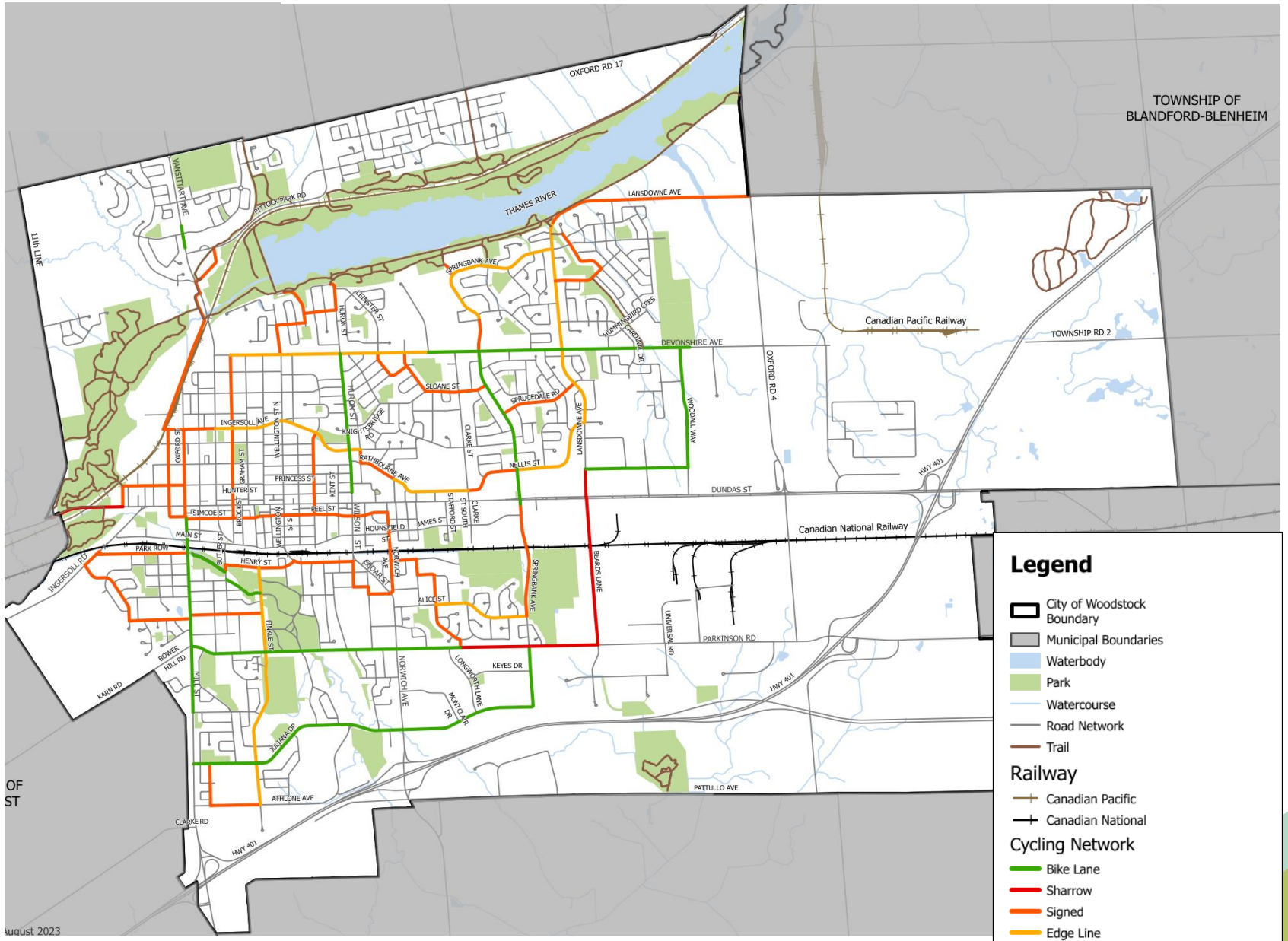
Existing Pedestrian Network

- The City's existing pedestrian network mainly consists of sidewalks that provide links between local neighborhoods and connect into the multi-use trail network within area parks.



Existing Cycling Network

- The City's existing cycling network consists of bike lanes, sharrows, signed routes and edge lines.
- The cycling network is mainly concentrated on the west side of the city and connects into the multi-use trail network within the parks.



egis

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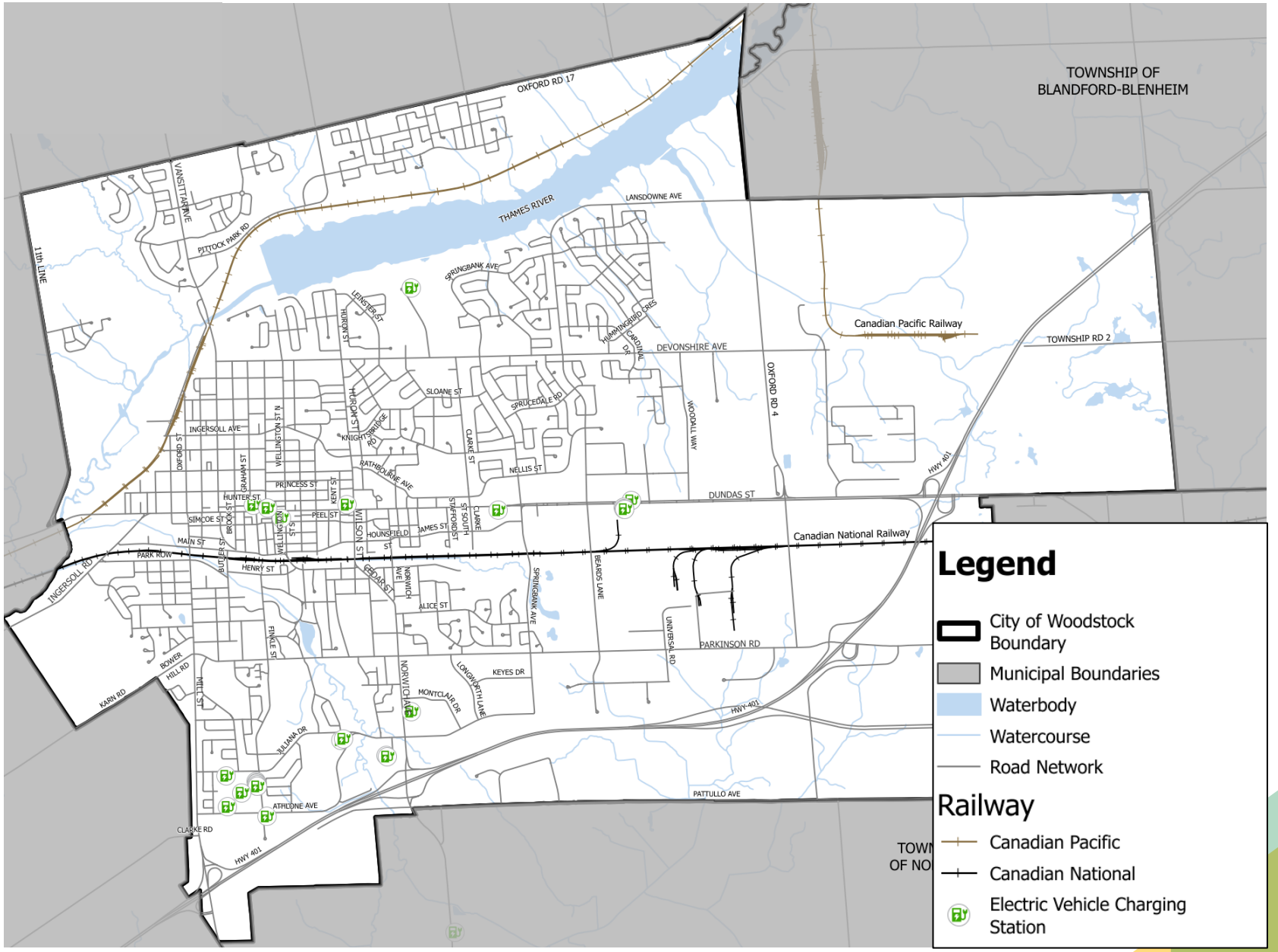
City of Woodstock

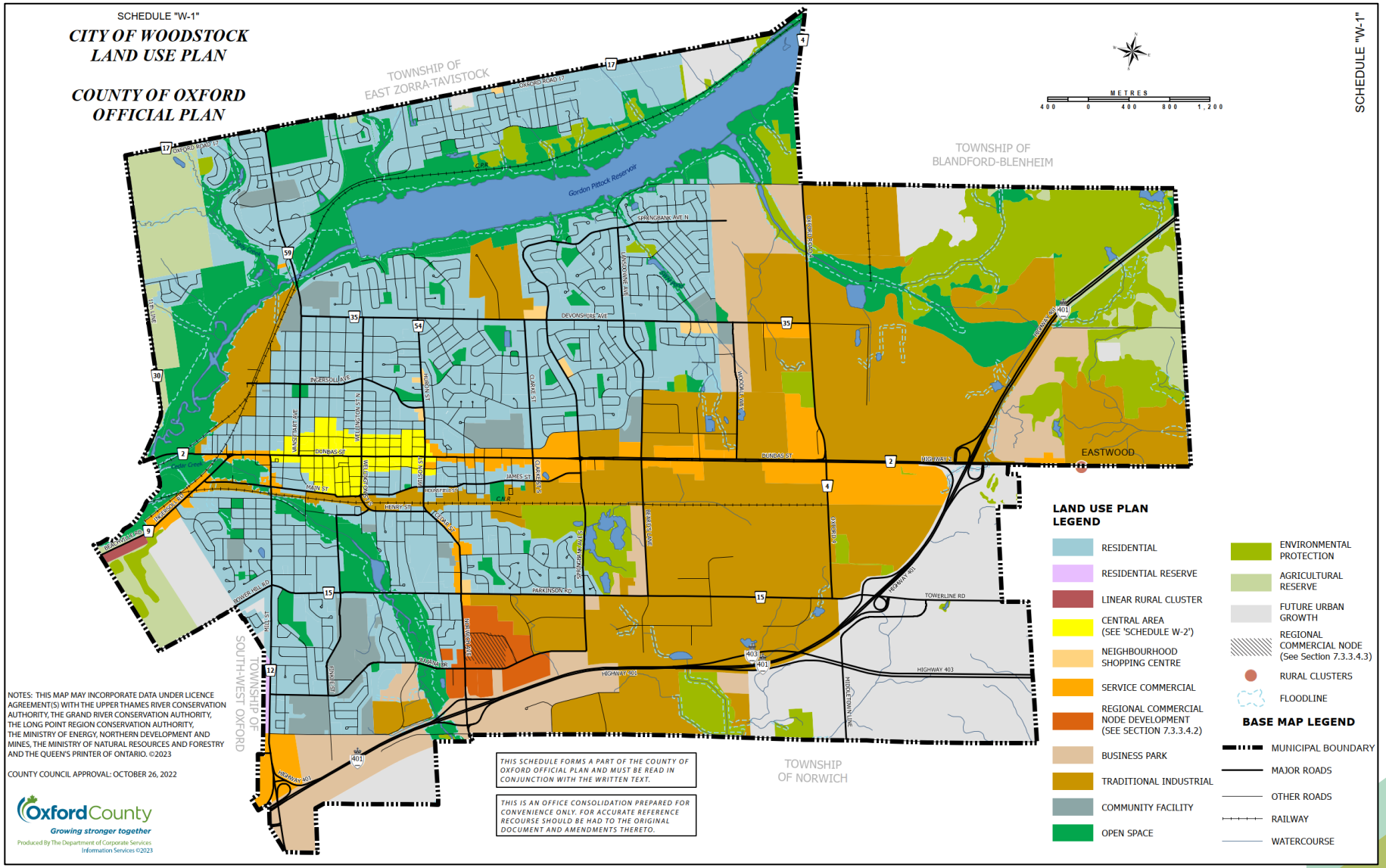
Emerging Technologies

- Connected Vehicles (CVs) and Electric Vehicles (EVs) are the likely future of transportation.
- Currently, the City has 30 public charging stations.
- The TMP update will consider strategies for collaboration with developers and stakeholders for expanding EV charging capacity throughout the City of Woodstock.



Existing Zoning

- The City's land uses are predominantly residential and traditional industrial (as per Schedule W-1 of Oxford County's Official Plan).
- The residential and commercial areas are mainly concentrated on the west side, and the east side of the City mainly consists of traditional industrial.

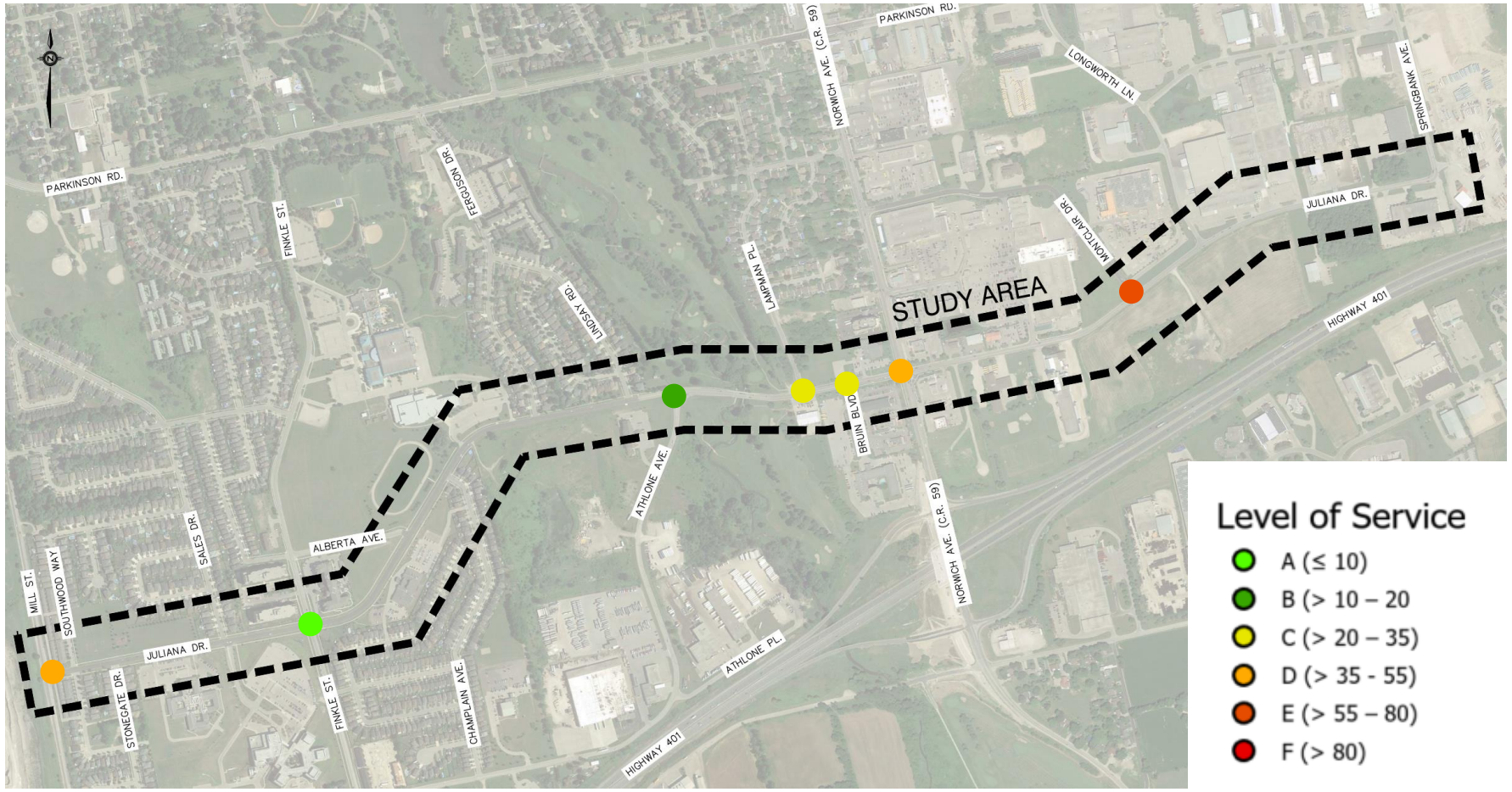


Additional Items Addressed

- **Dundas Corridor Study:** Being reviewed for opportunities to reduce or relocate median crossovers to optimize operations and enhance safety.
- **Juliana Corridor Study:** Operations analysis conducted between Mill Street and Springbank Avenue to evaluate peak hour traffic conditions.
- **PHM-125 Plans:** Review design for 18 City-owned traffic control signal systems to ensure compliance with applicable standards and guidelines.
- **Development of a Traffic Calming Policy**

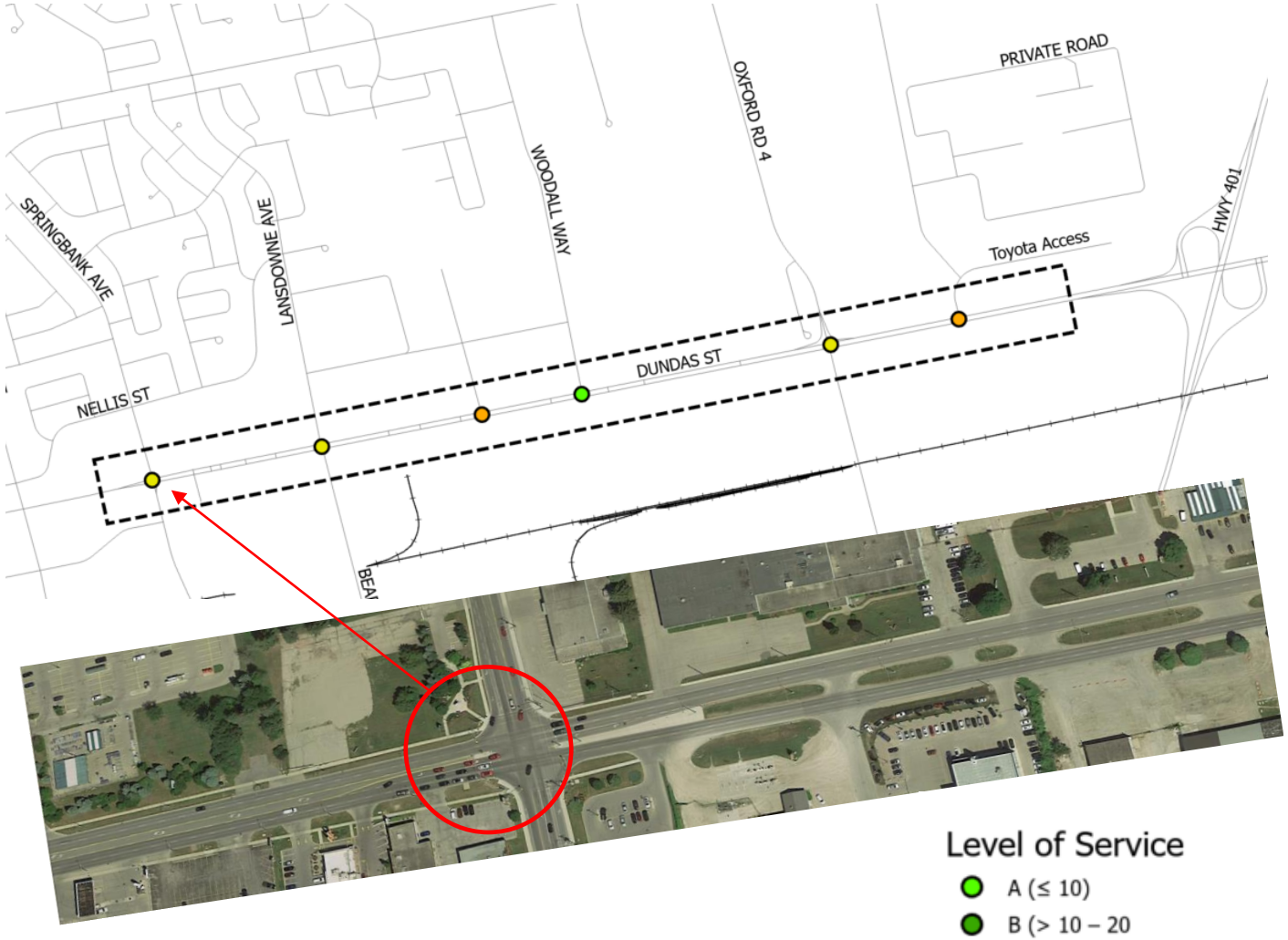
Juliana Corridor Study

- Turning Movement Count (TMC) data was collected at seven (7) intersections in October 2023.
- Intersection operations were analyzed for the weekday AM and PM peak hours.
- Critical levels of service (delays) include LOS D and LOS E (which indicate intersections operating at or near capacity).
- Signal warrants were completed at six intersections; none met the warrants for signalization.
- Active transportation connectivity issues and lack of protected facilities.



Dundas Street Corridor

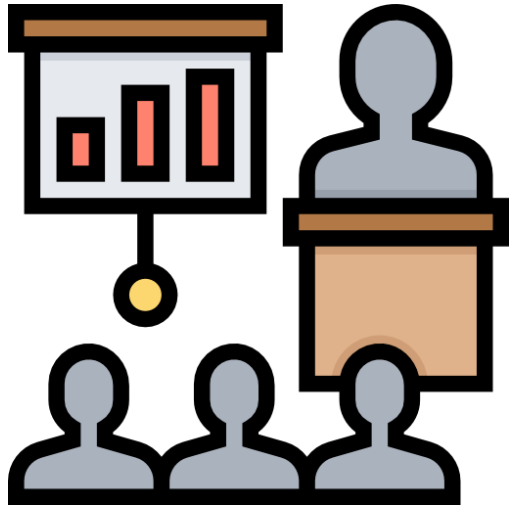
- Generally, intersections are currently operating at acceptable levels of service.
- Some movements at the Toyota access and Oxford Road 4 operate at LOS E (near capacity).
- The existing two-way-left turn lane (TWLTL) transitions to a grassed median at Springbank Avenue.
- Significant access density with median breaks within study area. A TWLTL can be considered to accommodate all-directional access.
- Access consolidation and pedestrian facilities are a secondary consideration because Dundas Street is classified as an Arterial Roadway.



Next Steps

Following this round of consultation, we will:

1. Review your feedback to better understand your needs and priorities;
2. Outline the transportation needs, issues, and opportunities (building on your input);
3. Develop supporting policies and strategies; and
4. Present recommendations at the second round of public consultation.



Please see below project website link for the Transportation Master Plan study:

- Project Website: Municipal Studies and Plans - City of Woodstock

Contact Us

For further information, please contact the study team:

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hdehaan@cityofwoodstock.ca

Thank you for attending the first PIC!

Icon source: flaticon.com

Notice of Study Commencement

Posted August 13, 2023

Update - September 18, 2024 – Through the TMP process, traffic analysis indicated future operational deficiencies are expected at the intersection of Juliana Drive and Bruin Boulevard. In response, the City of Woodstock has expanded the TMP study to assess alternatives and identify a preferred solution related to the intersection that will support future traffic demand and development opportunities. Additional consultation with stakeholders and public will be undertaken to provide opportunity for feedback. This update will also be presented at the second PIC, to be held later this year.

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Contact Us

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Notice of Public Information Centre 2 for Transportation Master Plan

November 5, 2024

To strategically prepare for forecasted growth, the City of Woodstock retained Egis (in partnership with RC Spencer Associates Inc.) to undertake the development of the City's Transportation Master Plan (TMP) update.

The TMP is a strategic policy document that will serve as a road map for short-range, medium-range, and long-range transportation infrastructure investments, as well as multi-modal transportation planning to meet the demands of up to 2043 horizon year.

The first of two Public Information Centres (PIC) held in March 2024 introduced the Transportation Master Plan update process and outlined the current conditions. Comments from the public and stakeholders have continuously been accepted and reviewed.

This final PIC will present analysed future conditions and proposed future infrastructure improvement recommendations along with recommended policy. This PIC will provide insight into what the final TMP update document will contain. Furthermore, future operational deficiencies identified through the TMP process at the intersection of Juliana Drive and Bruin Boulevard will be assessed and a preferred solution related to the intersection will be presented at this final PIC.

The Process

The TMP update is developing in accordance with the Provincial Environmental Assessment (EA) Act, following Approach 1 as outlined in the 2023 Municipal Class Environmental Assessment (MCEA) document. The TMP will cover Phase 1, Problem and Opportunity, and Phase 2, Alternative Solutions, of the MCEA process and facilitate streamlining and implementation of recommended capital works.

Have Your Say

An important part of this study is consultation with the public, stakeholders, and the municipality's agency partners. We want to hear from you on the issues and opportunities that you see for the municipality's transportation system.

The project team will host the second of two Public information Centres (PIC) to gather public input and present findings of the study.

Details for the second Public Information Centre are as follows:

Public Information Centre 2

For the public's convenience there will be two sessions with up to a 30-minute presentation followed by a 30-minute live question period.

Date: November 20, 2024

Time: 4:00 p.m. to 6:00 p.m.

Session 1: 4:00 p.m. to 4:30 p.m. followed by a 30-minute live question period.

Session 2: 5:00 p.m. to 5:30 p.m. followed by a 30-minute live question period.

Location: Microsoft Teams Meeting

You can attend the Transportation Master Plan PIC 2 through the virtual meeting link below:

Teams Meeting Link: Click here to join the meeting

Website Address: https://www.microsoft.com/en-ca/microsoft-teams/join-a-meeting

Teams Meeting ID: 359 337 319 946 **Meeting Password:** vQpTNB

At the PIC, you will be able to learn about our approach and our findings, ask us questions, and share your thoughts and opinions. Your participation in the PIC is important to us.

If you are unable to attend the PIC, the presentation boards will be available online on the City's website. The City of Woodstock is committed to accessibility for persons with disabilities. Please contact hdehaan@cityofwoodstock.ca if you have an accessible accommodation request.

Staying Connected

For regular updates and to share your valuable input, visit the project website at https://www.cityofwoodstock.ca/en/city-governance/municipal-studies-and-plans.aspx

Stay connected and participate in shaping the future of our community!

Contact Us

For further information or to be added to the study's mailing list, please contact the study team:

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Transportation Master Plan

Virtual Public Information Centre #2

November 20, 2024

Housekeeping Items

- Cameras and microphones currently turned off.
- This presentation will be recorded.
- Question period to follow after the presentation – Any questions during the presentation can be submitted through the chat.
- During the question period, if you wish to speak, please raise your hand (under ‘reactions’) and unmute when called upon.

Welcome to City of Woodstock TMP's Public Consultation #2

We want to hear from you, as your involvement is key to the success of the Transportation Master Plan (TMP).

The Public Information Centre #2 will be used to present information about the TMP update, provide you with the chance to have your say, speak with the project team and learn more about transportation within the City of Woodstock.

We want to hear your ideas and concerns about the transportation system. They will be reviewed as part of the study process.

For more information about this study, please visit the link (below) or scan the QR code:

Municipal Studies and Plans - City of Woodstock

Icon source: flaticon.com

Project Overview

The City of Woodstock is one of eight lower-tier municipalities in the County of Oxford. It is located in Southwestern Ontario, between the City of London, the City of Kitchener, and the City of Hamilton. As per 2021 Statistics Canada data, the land area of Woodstock is **56.46 km²** and a population density of **827.2 people/ km².**

The City of Woodstock is a large rural municipality with a population of **46,705 people** as per 2021 Census data. It accounts for 38% of the County of Oxford's population. **+13%** growth in population from **41,098 people** in 2016.

City of Woodstock is recognized as one of the large urban centers of the County and is a focal point for employment, recreation, and administration. It has an employment rate of **55.6%** as per 2021 Census Data.

Major provincial Highways 401 and 403, owned by the Ministry of Transportation (MTO), run through the City.

Vision Statement

The City of Woodstock's transportation network is envisioned as a safe, efficient, and accessible multi-modal system designed for all ages and abilities. The transportation network will also provide connectivity and efficient movement of goods and people, supporting its growing economy.

Icon source: flaticon.com

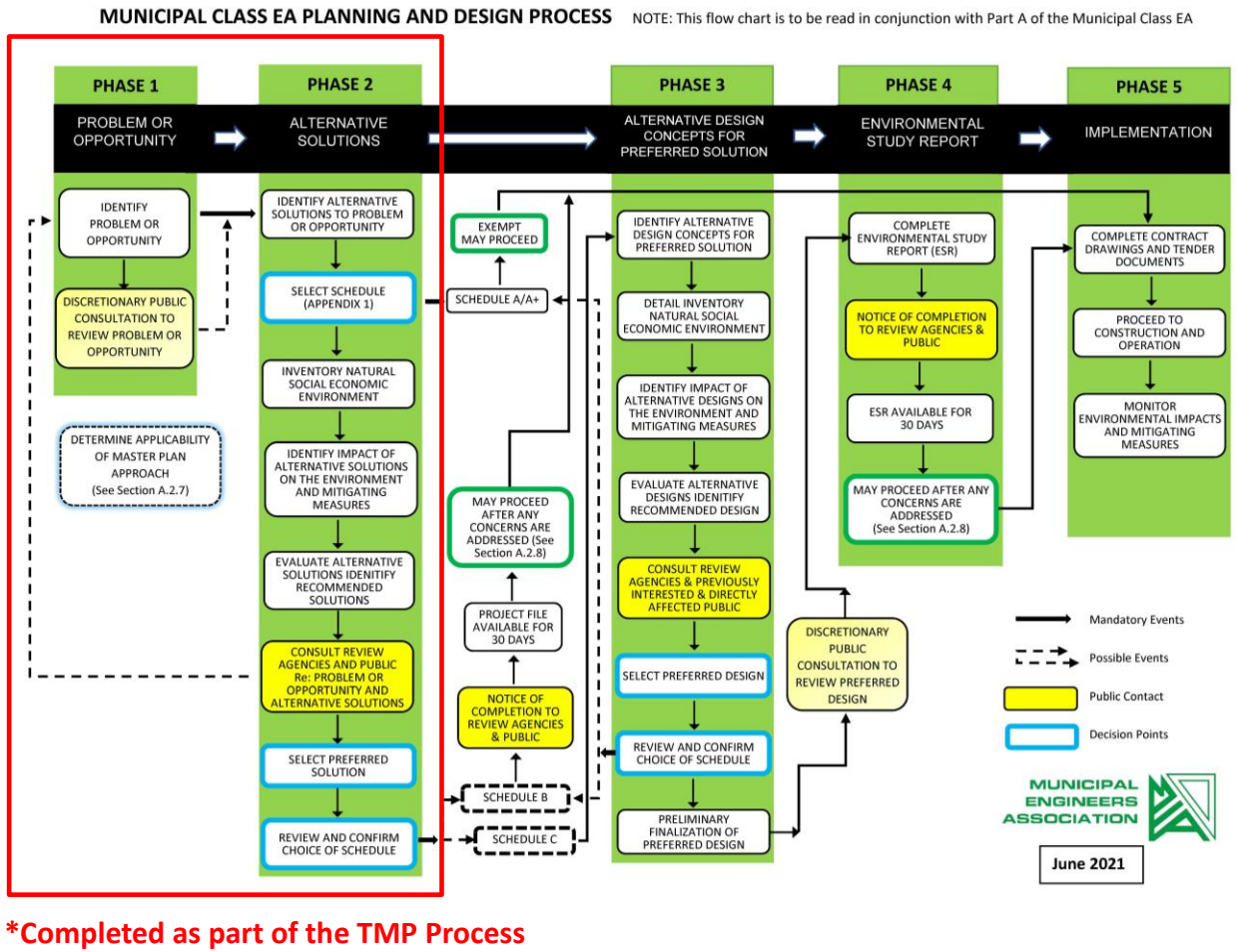
Municipal Class Environmental Assessment Master Planning Process

What is a TMP?

- A Transportation Master Plan (TMP) is a long-term strategy for managing multi-modal transportation systems that would align with the City of Woodstock's growth and vision.

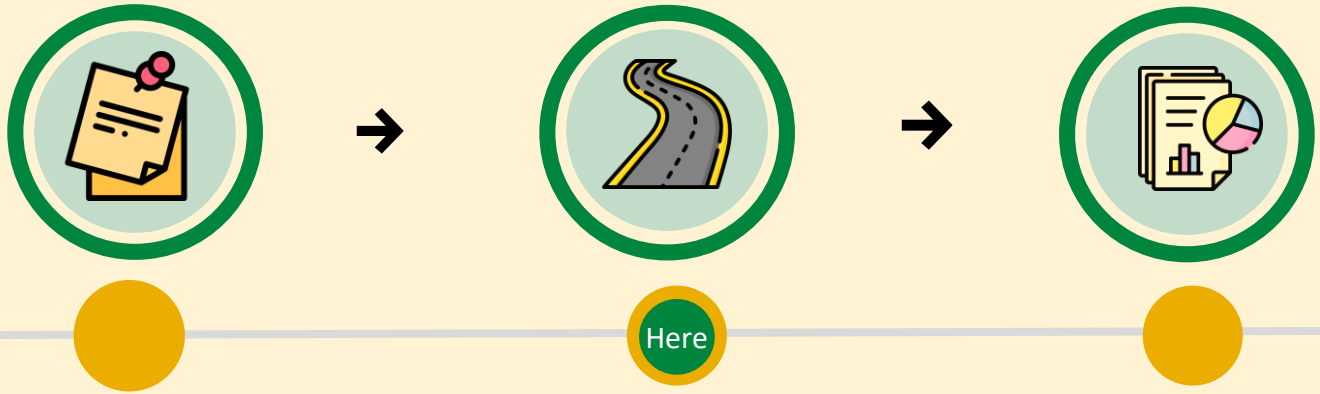
Municipal Class Environmental Assessment Master Planning Process

- The TMP update will follow the "Class EA for Municipal Road Projects," covering Phases 1 and 2 of the Municipal Class Environmental Assessment Process, including a Public Information Centre and evaluation of alternatives.
- The comprehensive TMP satisfies Phases 1 and 2 of the EA process and facilitates streamlining and implementation of recommended capital works.



***Completed as part of the TMP Process**

Study Process



Existing Conditions Assessment

- Study Initiation
- Information Gathering
- Data Collection and Background Document Review
- Existing Conditions Analysis
- Public and Stakeholder Engagement
- Identify System Issues & Opportunities

Identification of Alternative & Solutions

- Transportation Modelling
- Network Assessment
- Active Transportation Assessment
- Downtown Parking Assessment
- Policies and Design Standard Updates
- Development of Preferred Solutions and Alternatives
- PHM-125 Drawings
- Public and Stakeholder Engagement

Documentation & Finalization

- Refinement of Preferred Solutions
- Final Transportation Master Plan
- Presentation to Council

TMP Horizon Years

2028 – Short Term (5-year horizon)
2033 – Medium Term (10-year horizon)
2043 – Long Term (20+ year horizon)

Phase 1 Consultation Recap – What We Heard?

- The virtual PIC #1 was held on March 20th, 2024
- Key messages we heard from residents included:
  1. Extending the transit network to a wider area.
  2. Increase the operating hours for transit to include Sunday service.
  3. Work with VIA rail to provide a holistic transportation network and increase service frequencies.
  4. Balance the needs for cyclists and motorists on the roadway and provide designated routes for cyclists.
  5. Enhance safety for all road users.
  6. Improve active transportation connectivity to key destinations.

Public Engagement 2 Objectives

Introduce the project to provide recap and outline study process.

Present preliminary recommendations for all modes of transportation (i.e., active transportation, transit, and road improvements).

Present the understanding of the study area and future conditions of the City's transportation system and discuss strategies for traffic safety, active transportation, transit and more.

Gather feedback on the future conditions within the study area including transportation issues, needs and opportunities.

Answer questions about the study and provide information on how to get involved in the study.

Icon source: flaticon.com

Challenges

Growth and Urbanization: Fastest growing city within Oxford County, so there is a need to ensure the availability of sufficient transportation infrastructure to accommodate future growth.

High Auto-Dependency: 90% of the modal split is represented by automobiles; therefore, there is a need to provide viable, age-friendly transportation options and alternatives.

Aging Population: Attractive location for older adults; therefore, there is an opportunity to respond to the needs of the community as part of this Transportation Master Plan (TMP).

Dangerous Conditions: Few problem areas identified with poor sightlines, lack of active transportation facilities for crossing, and poor roadway conditions.

Opportunities

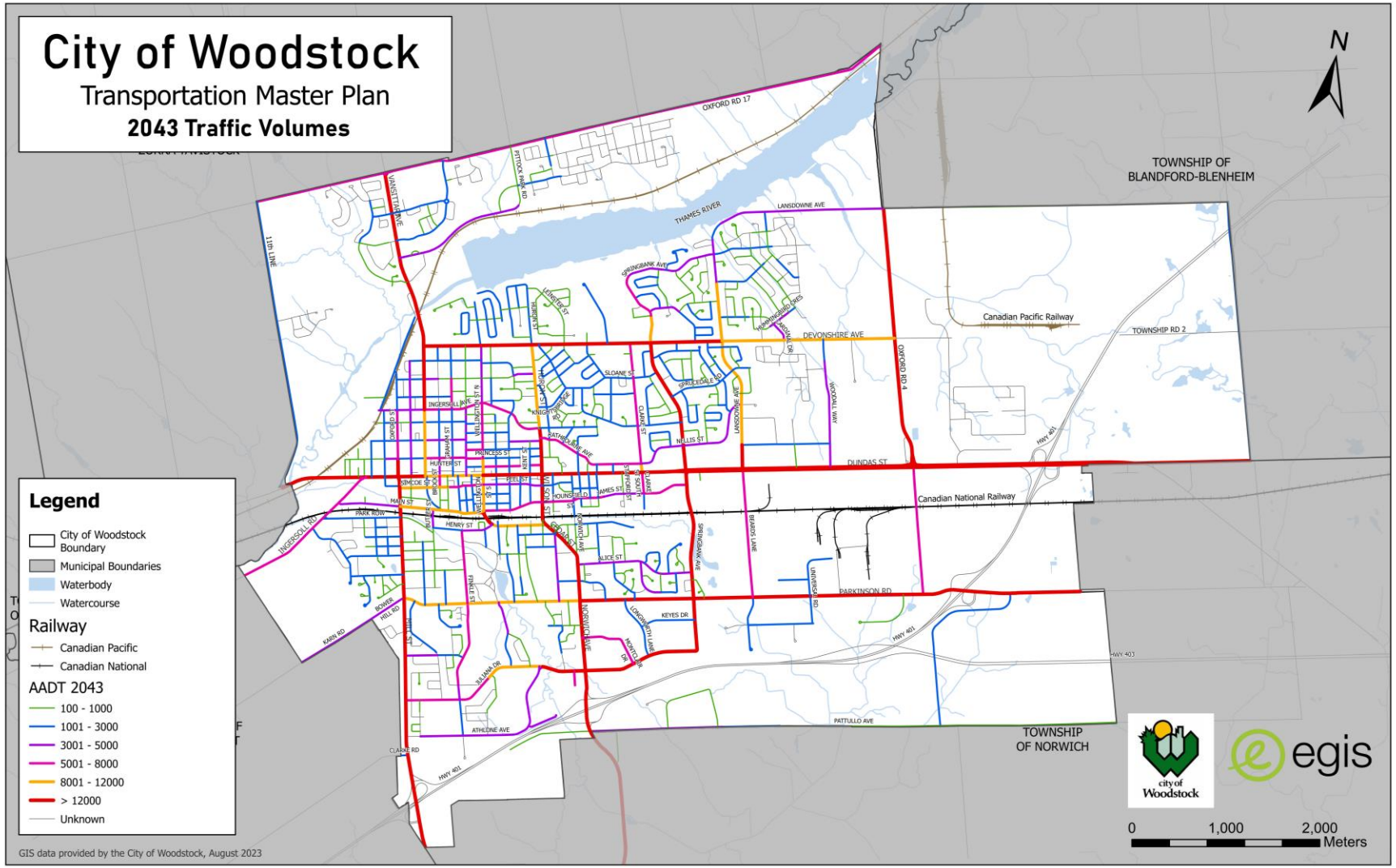
Transit Integration with the GTA: Existing VIA Rail Station provides an opportunity to enhance connections with the Greater Toronto Area (GTA).

Strategic Location: City is at the crossroads of Highway 401 and Highway 403, which are important economic links and trade corridors.

Dynamic Diversified Economy: New industrial and business parks planned for the City and targets to achieve 5,500 new residential units by 2031 as per the Housing Pledge approved by Council in 2023.

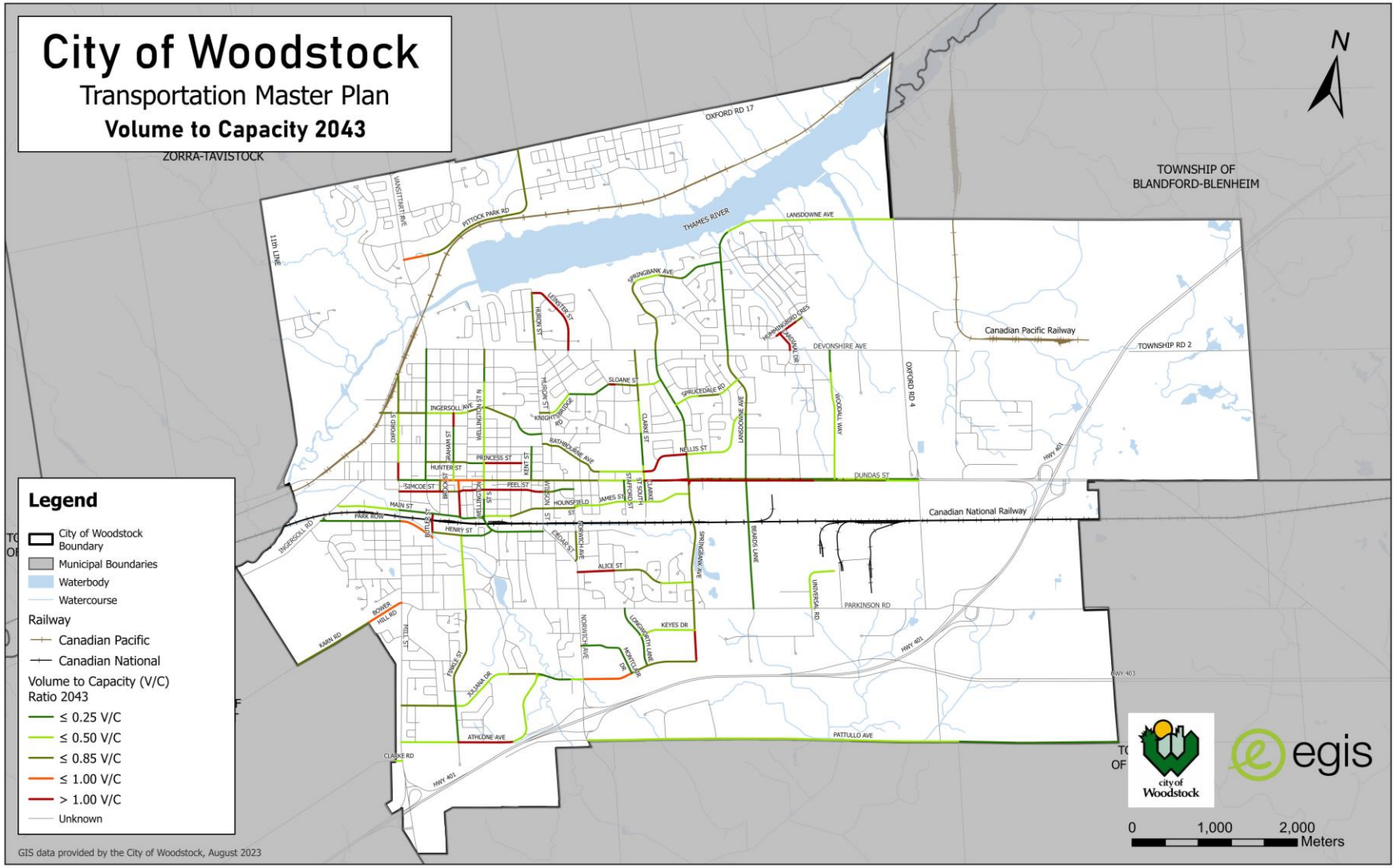
Future Forecasted Traffic Volumes (2043)

- County roads carry generally higher volumes of traffic compared to City roads.
- Dundas Street, Juliana Drive, and Springbank Avenue are some of the City roads anticipated to exhibit high volumes of traffic in the long term (20+ year horizon).



Volume to Capacity Assessment (2043)

- Volume to Capacity analysis was conducted for City-owned roads.
- Part of Dundas Street and Springbank Avenue should be monitored in the long-term (20+ year horizon) for potential operational deficiencies.



Identification of Alternative Solutions

Alternative 1: Do Nothing
Maintain the City's current transportation network and policy/programming. This alternative does not include further development of roads under the jurisdiction of the City, but all Oxford County improvements will proceed as planned.

Alternative 2: Status Quo
The City will continue infrastructure development and expansion at its current pace with new or refined policies/programming. New infrastructure development will happen in response to local development as it occurs.

Alternative 3: Road Network Strategy
The City will focus investment on strategic road network improvements, such as road urbanization, local traffic operation, and safety improvements. Corresponding strategic investment will be made towards providing safer pedestrian and cycling facilities but will focus on improving the network predominately for motorists.

Alternative 4: Multi-Modal Network Strategy
Focus is placed on strategic road network capacity improvements, promoting and enhancing the active transportation network, and transit opportunities. This approach applies a multi-modal perspective, which includes a balance of traditional road network improvements and sustainable modes through policy and investment.

Strategic Priorities

Mobility Options: Improve travel options by providing an increased number of reliable, equitable, and accessible options that meaningfully respond to the mobility needs of the community.

Climate Mitigation: Mitigate negative impacts to the natural environment and air quality by reducing vehicle emissions.

Community Building: Develop the transportation network to support the growth of healthy and vibrant communities.

Economic and Financial Prosperity: Leverage transportation investment to catalyze economic growth and invest strategically in new capital projects that provide long-term benefit to the City.

Safe, Livable Communities: Enhance safety of the transportation system for all users. Ensure investments in the transportation network serve all modes and enhance equity and accessibility.

Icon source: flaticon.com

Evaluation of Alternative Solutions

TMP Priority	Alternative 1: Do Nothing	Alternative 2: Status Quo	Alternative 3: Road Network Strategy	Alternative 4: Multi-Modal Network Strategy
Mobility Choice and Efficient Use of the Transportation System	Low	Medium	Low	High
Support Safe and Healthy Communities	Low	Medium	Medium	High
Create an Inclusive and Accessible Transportation System	Low	Medium	Low	High
Minimize Negative Environmental Impacts	High	Medium	Low	High
Support Climate Change Mitigation	Low	Medium	Low	High
Support Financial Stability	High	High	Low	Medium
Support Economic Development	Low	Medium	High	Medium

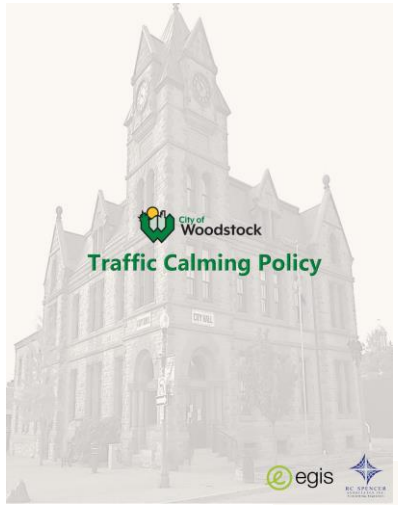
High
Medium
Low

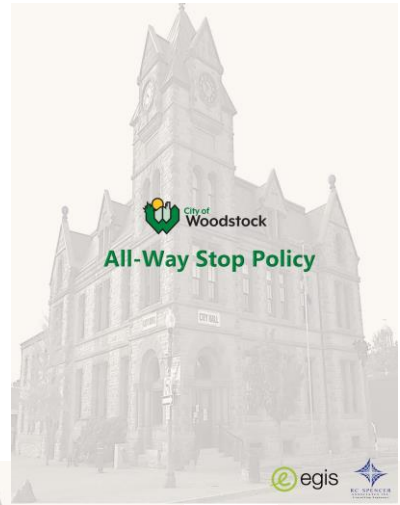
Alternative strategies were reviewed to identify which solution best aligns with the City's strategic goals and transportation vision. Based on the following priorities that were set, **Alternative 4 – Multi-Modal Network Strategy** was the preferred alternative:

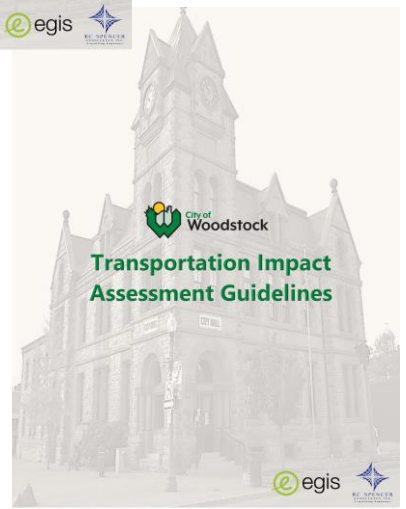
Icon source: flaticon.com

TMP Supportive Policies/Guidelines Developed

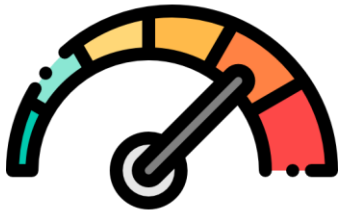
- The following policies/guidelines were developed in support of the City's Transportation Master Plan:
  1. Speed Limit Policy
  2. Special Speed Zones
  3. Traffic Calming Policy
  4. All-Way Stop Control Policy
  5. Pedestrian Crossover (PXO) Policy
  6. Downtown Parking Management
  7. Transportation Impact Assessment (TIA) Guidelines







TMP Supportive Policies/Guidelines

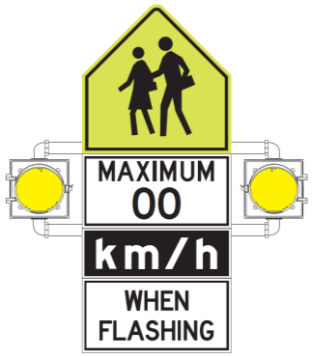


Speed Limit Policy

- Adopt a systematic approach to speed limit evaluations, ensuring alignment with best practices and community needs to create a safer and more vibrant environment.
- Apply the methodology set out in TAC Canadian Guidelines for Establishing Posted Speed Limits (2009) in setting speed limits on City Roads and refer to the City's Traffic Calming Policy in instances where the recommended posted speed limit is lower than desired (in response to public or Council requests).
- Ensure posted speed limits are set adequately according to the road's design speed.
- Use Automated Speed Enforcement (ASE) technology to address vehicle speed concerns and collisions involving speeding.

Special Speed Zones

- Designate the following zones for heightened safety and enforcement emphasis on roads abutting schools and community facilities: School Zones and Areas, Playground Zones and Areas, Community Safety Zones, and Special Speed Zone Areas.
- Utilize the TAC School and Playground Area Zones Guidelines (2006) when considering new and revising existing School and Playground Zones or Areas.
- Phase implementation of 40 km/h Neighborhood Zones within the City with proper signage and usage of the Area tab signs installed at neighborhood entrances and exits.



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Traffic Calming Policy

- A retroactive process whereby measures are applied by road authorities to address concerns about the behaviour of motor vehicles on existing roads.
- The City's Traffic Calming Policy provides policy directives for the application of traffic calming measures within the City. The policy provides screening criteria for identifying neighborhoods that are candidates for traffic calming, along with a tool kit of potential measures that can be applied when traffic calming is justified.

Traffic Calming Measure Request Form		
Application Date:		
Name:		
Address:		
Contact Phone #:		
Email:		
Requesting Traffic Calming Measure:	☐ Implementation	☐ Removal
Description of Location: *Provide sketch on back*		

Some City-Preferred Temporary Measures

Speed Display Device

Speed Posted Bollard

Some City-Preferred Permanent Measures

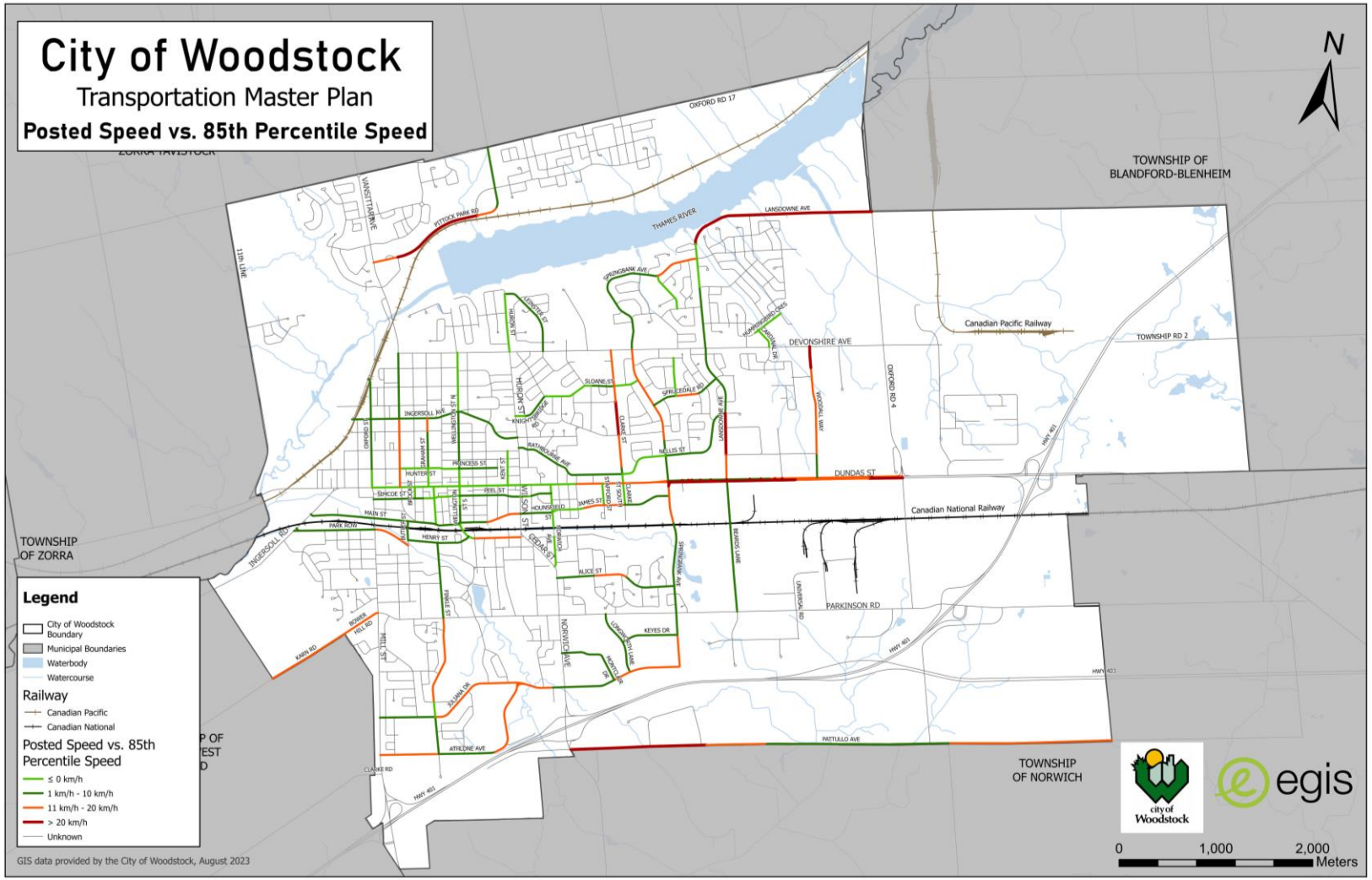
Curb Extensions

Raised Crosswalk

Speed Hump

Traffic Calming Policy

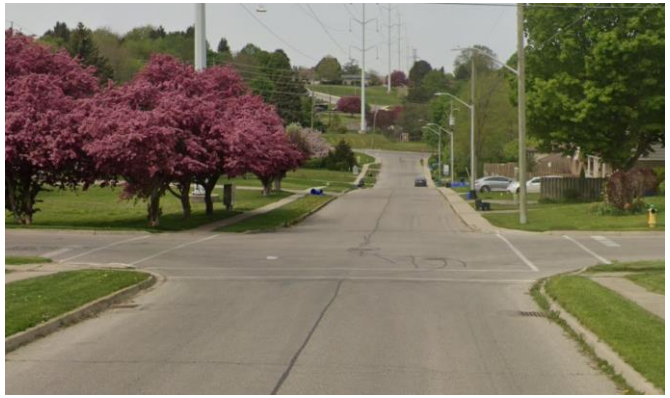
- A review of posted speed limits vs. the 85th percentile speeds was undertaken.
- Clarke Street, Woodall Way, Springbank Avenue and Pittock Park Road were reviewed to see if they met warrants for traffic calming.
- Only Clarke Street and Pittock Park Road met warrants for traffic calming.
- Speed display devices, speed posted bollards, and lane narrowing are some of the traffic calming measures that can be used.



TMP Supportive Policies/Guidelines

All-Way Stop Control Policy

- Adopt an all-way stop policy to ensure fair access to the right-of-way for similar volumes of traffic travelling in opposite directions.
- All-way stop signs should be considered at intersections where traffic volumes, accident history, and pedestrian activity warrant their installation.
- Benefits of this policy include reduced collision rates, enhanced visibility for all road users, and improved safety for pedestrian crossings.
- Ensure all-way stop control is not relied upon to manage or reduce vehicle speeds and is not used as a traffic calming measure.



Albert Street and Russel Street Crossing

Pedestrian Cross-over (PXO) Policy

- Currently, several City crossings do not meet provincial standards and give pedestrians a false right-of-way impression.
- Pedestrian crossovers (PXOs) play a crucial role in ensuring pedestrian safety by providing designated crosswalks in areas where there are no traffic signals.
- The City should adopt a pedestrian crossover policy to create safer and more pedestrian-friendly environments.
- The City should ensure that all current and new PXOs meet the standards set in the City-specific PXO policy, as well as other industry best practices.

Clarke Street and Warwick Street Crossing

Icon source: flaticon.com

TMP Supportive Policies/Guidelines

Downtown Parking Management

- The City has an extensive parking program, with 351 municipal on-street parking spaces and 590 off-street parking spaces located in the downtown core.
- The average parking utilization is approximately 50% based on the data provided by the City.
- Several measures, such as wayfinding, signage, streetscaping, and landscaping are recommended to accommodate greater parking demand over time and to manage the existing supply efficiently.

Transportation Impact Assessment Guidelines

- The Transportation Impact Assessment (TIA) Guidelines provide a framework for evaluating the effects of proposed developments on the transportation network.
- Benefits of these guidelines include improved traffic flow, enhanced safety for all users, and informed decision-making for development approvals.
- It is recommended that the City adopt these TIA guidelines to align with current best practices and community needs, fostering a sustainable and efficient transportation system.

Icon source: flaticon.com

Recommended Network Strategies

Road Network

- Implement a 'complete streets' approach that ensures all users (pedestrians, cyclists, public transit users, and motorists) can navigate safely and comfortably. This includes the addition of sidewalks, bike lanes, and safe crossings in key areas.
- Conduct regular road safety audits and assessments to identify high-risk locations and implement targeted interventions based on data-informed analysis.
- Utilize data from traffic collisions and community feedback to inform the planning and design of transportation infrastructure, ensuring alignment with best practices for road safety.

Transit Network

- Liaise with VIA Rail and T-Go to increase the service hours and frequency to accommodate all-day inter-community and regional travel (seven days a week) and target commuter travel to neighboring municipalities and the Greater Toronto Area (GTA).
- Restructure the transit service to improve access to the VIA Rail Station (to ensure successful introduction and integration with the rail network).
- Increase local transit service to include Sunday and Statutory Holidays.
- Explore opportunities to partner with neighboring municipalities and the County to leverage resources, reduce costs, and expand the ridership base in support of a wider and more connected transit network.

Icon source: flaticon.com

Active Transportation Strategy

Review Existing and Planned AT Network

- Reviewed the proposed AT links from the County and Provincial Planning Documents.

Identify Anticipated Future Growth and Impacts to Transportation Network

- Used Strava (an app that records and analyzes activities including cycling, hiking, and more) to identify routes with higher cycling activity.

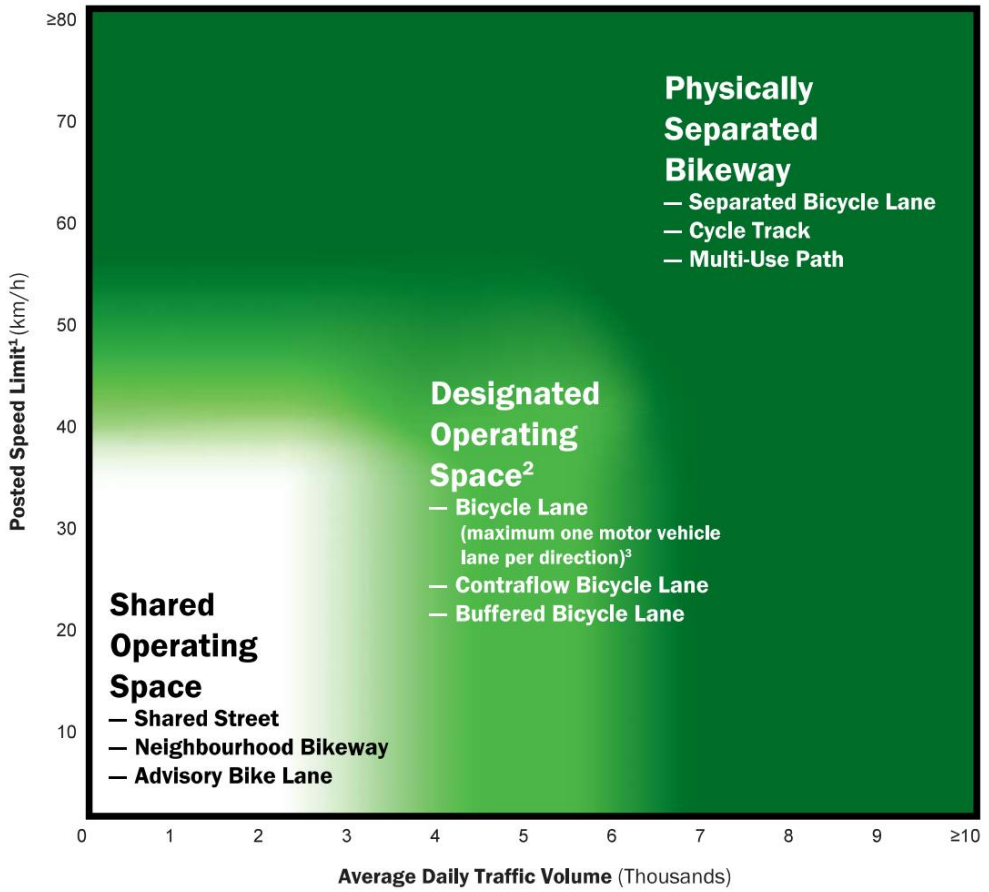
Assessed Potential to Service Key Destinations

- Identified key destinations points and neighborhoods to improve connections.

Established Suitable Facility Type

- Used traffic volumes and operation and design speeds to establish the suitable facility type.

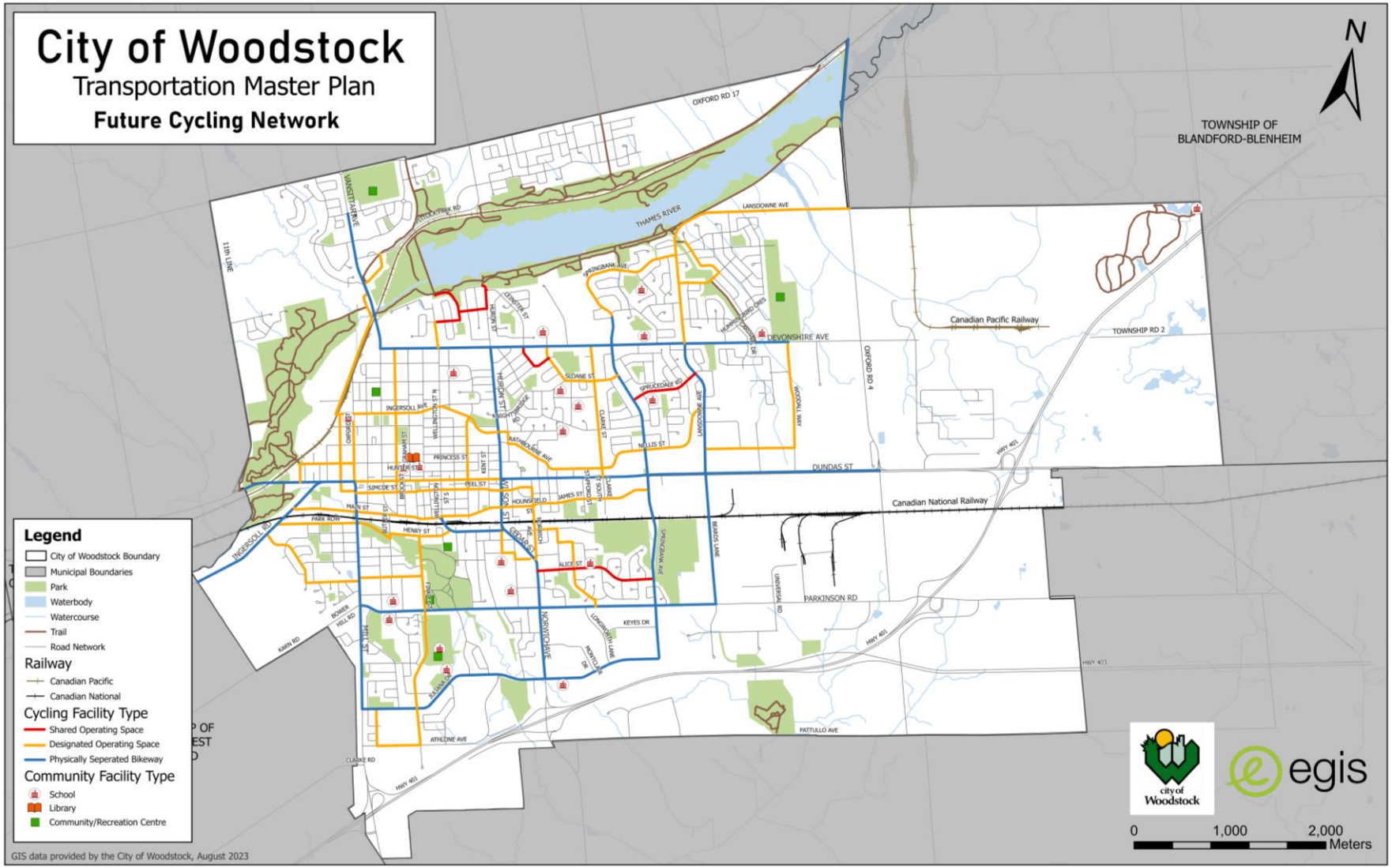
OTM Book 18 Desirable Cycling Facility Section



Active Transportation Strategy

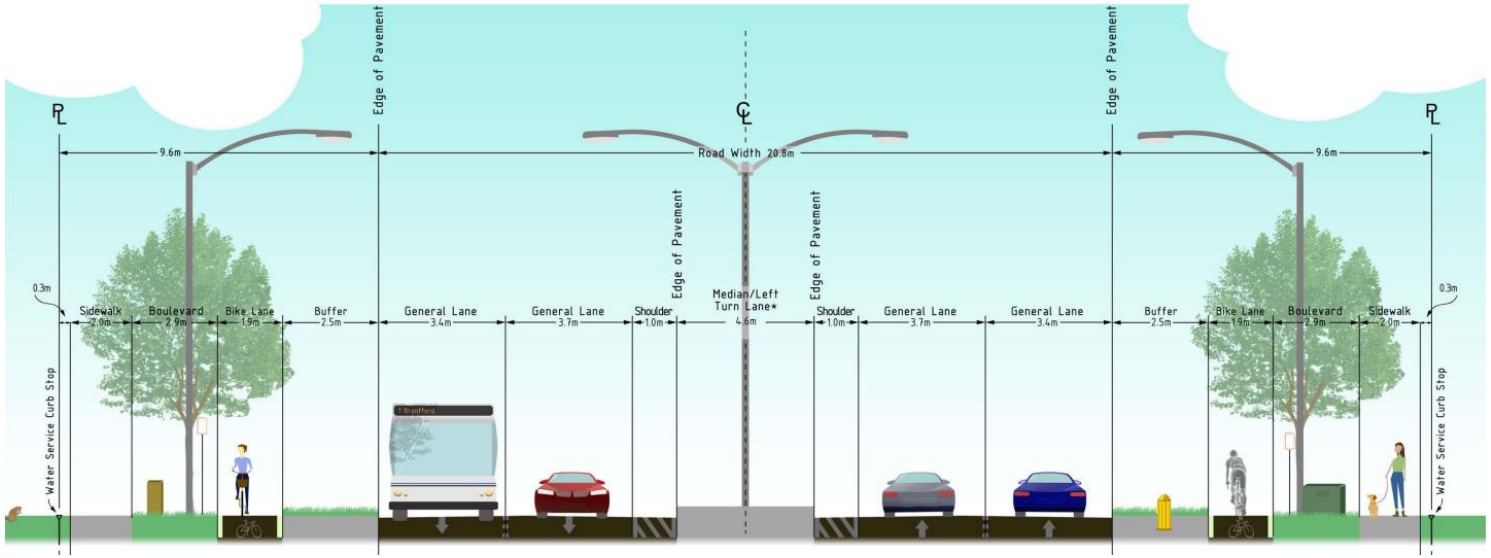
- The long-term (20+ year horizon) cycling network proposes several new routes to fill gaps within the cycling network and to connect key locations.

- Upgrade the majority of the existing cycling facilities based on OTM Book 18 and industry best practice (because they do not meet current standards).



Future Traffic Operations and Analysis – Dundas Street Corridor

- Generally, intersections are expected to operate at acceptable levels of service, except for Dundas Street at Springbank Avenue.
- Transit service ends at Woodall Way.
- Active transportation facilities end east of Lansdowne Avenue, and the area is not pedestrian-friendly.
- It is recommended that the rural/semi-urban segments of Dundas Street be reconstructed with a completely urbanized cross-section, including:
  - A two-way left turn lane.
  - Consolidation / removal of accesses on Dundas Street (as much as possible).
  - Utilization of parallel service roads or minor streets (where possible).
  - Provide active transportation facilities.



Future Traffic Operations and Analysis – Juliana Drive Corridor

- On-street traffic volumes are expected to increase with the addition of area development traffic and background traffic growth; as the corridor becomes built out, minor street left turning vehicles will experience increasingly fewer gaps, resulting in longer minor street queues, but widening of Juliana Drive is not required.
- Except for Norwich Avenue, no other Juliana Drive intersections meet the provincial warrants for signalization (within a 20-year horizon).
- Missing sidewalk network links should be bridged on both sides of Juliana Drive (or via pedestrian crossing treatments); cycling facilities are currently non-existent within the Juliana Drive corridor, but the Juliana Drive right-of-way is large enough to accommodate an in-boulevard multi-use pathway.

Future Traffic Operations and Analysis – Bruin Boulevard

- In response to the Juliana Drive Corridor findings, the City expanded the TMP study to include a comprehensive study of Juliana Drive, between Lampman Place and Bruin Boulevard.
- The City of Woodstock currently owns the property at 760 Juliana Drive (former golf course) and intends to have the property rezoned to a high-density residential land use.
- The City issued a Notice of Study Update in September 2024.
- This study, as part of the TMP, will follow Phase 1 and Phase 2 of the MCEA process.

city of Woodstock

Notice of Study Commencement

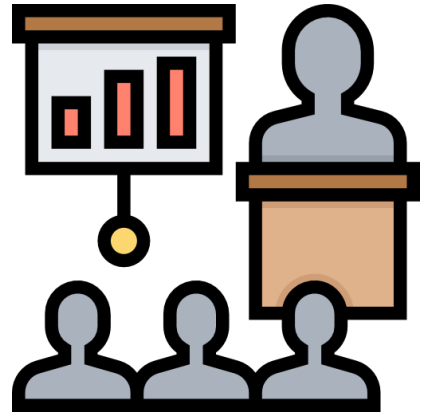
Posted August 13, 2023

Update - September 18, 2024 – Through the TMP process, traffic analysis indicated future operational deficiencies are expected at the intersection of Juliana Drive and Bruin Boulevard. In response, the City of Woodstock has expanded the TMP study to assess alternatives and identify a preferred solution related to the intersection that will support future traffic demand and development opportunities. Additional consultation with stakeholders and public will be undertaken to provide opportunity for feedback. This update will also be presented at the second PIC, to be held later this year.

Future Traffic Operations and Analysis – Bruin Boulevard

- Existing Bruin Boulevard ROW to be deemed surplus property for sale / transfer.
- Existing connection to be closed/gated with potential to serve as emergency access and pedestrian access.
- Refinement of concept to be undertaken as part of preliminary/detailed design. Connectivity to public road allowance to be considered as part of the development application process.

Next Steps



Following this round of consultation, we will:

1. Review your feedback to understand if any changes to the draft recommendations are needed;
2. Confirm the phased implementation plan for various transportation system components;
3. Finalize TMP supporting strategies and policies; and
4. Finalize the Transportation Master Plan report (Early 2025).

Please see the project website link (below) for the Transportation Master Plan study or scan the QR code:

- Project Website: Municipal Studies and Plans - City of Woodstock

Contact Us

For further information, please contact the study team:

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Thank you for attending PIC #2!

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