Transportation Master Plan

Council Presentation

May 15, 2025

Project Overview

The City of Woodstock is one of eight lower-tier municipalities within Oxford County. Located in Southwestern Ontario, it strategically sits between the Cities of London, Kitchener, and Hamilton. According to Statistics Canada's 2021 data, Woodstock has a **land area of 56.46 km²** and a **population density of 827.2 people per square kilometre**

The City of Woodstock is a large rural municipality with a **population of 46,705**, according to the 2021 Census. It represents approximately 38% of Oxford County's total population. **Between 2016 and 2021, the City experienced a population growth of 13%, increasing from 41,098 residents**

The City of Woodstock is recognized as one of the County's major urban centres and serves as a hub for employment, recreation, and administrative services. According to the 2021 Census, the City has an **employment rate of 55.6%**

Provincial Highways 401 and 403, both under the jurisdiction of the Ministry of Transportation of Ontario (MTO), pass through the City of Woodstock

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.

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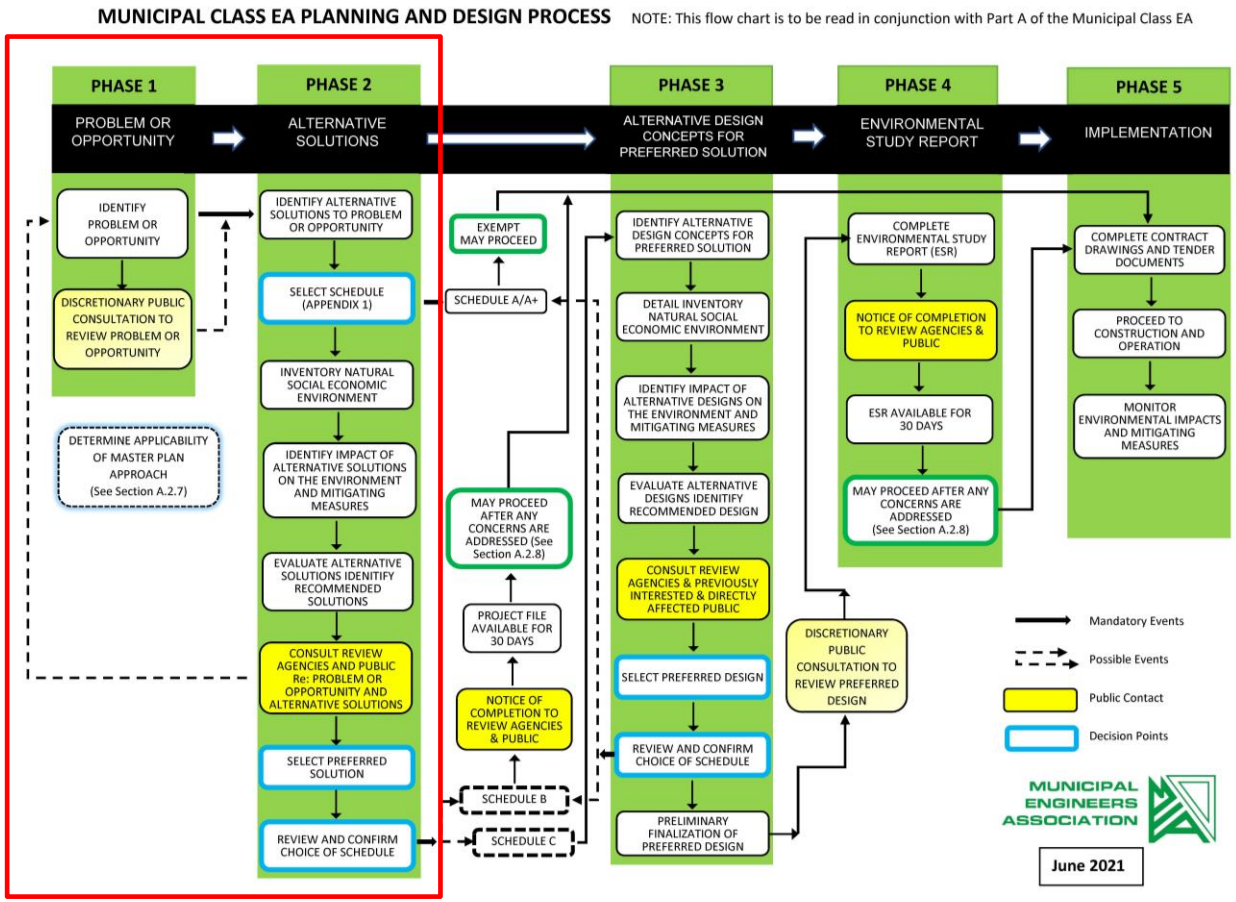
Municipal Class Environmental Assessment Master Planning Process

What is a TMP?

- A Transportation Master Plan (TMP) is a long-term strategy for managing multi-modal transportation systems in alignment with the City's expected 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

Here

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 (TMP)
- Presentation to Council

TMP Horizon Years

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

Existing Travel Characteristics

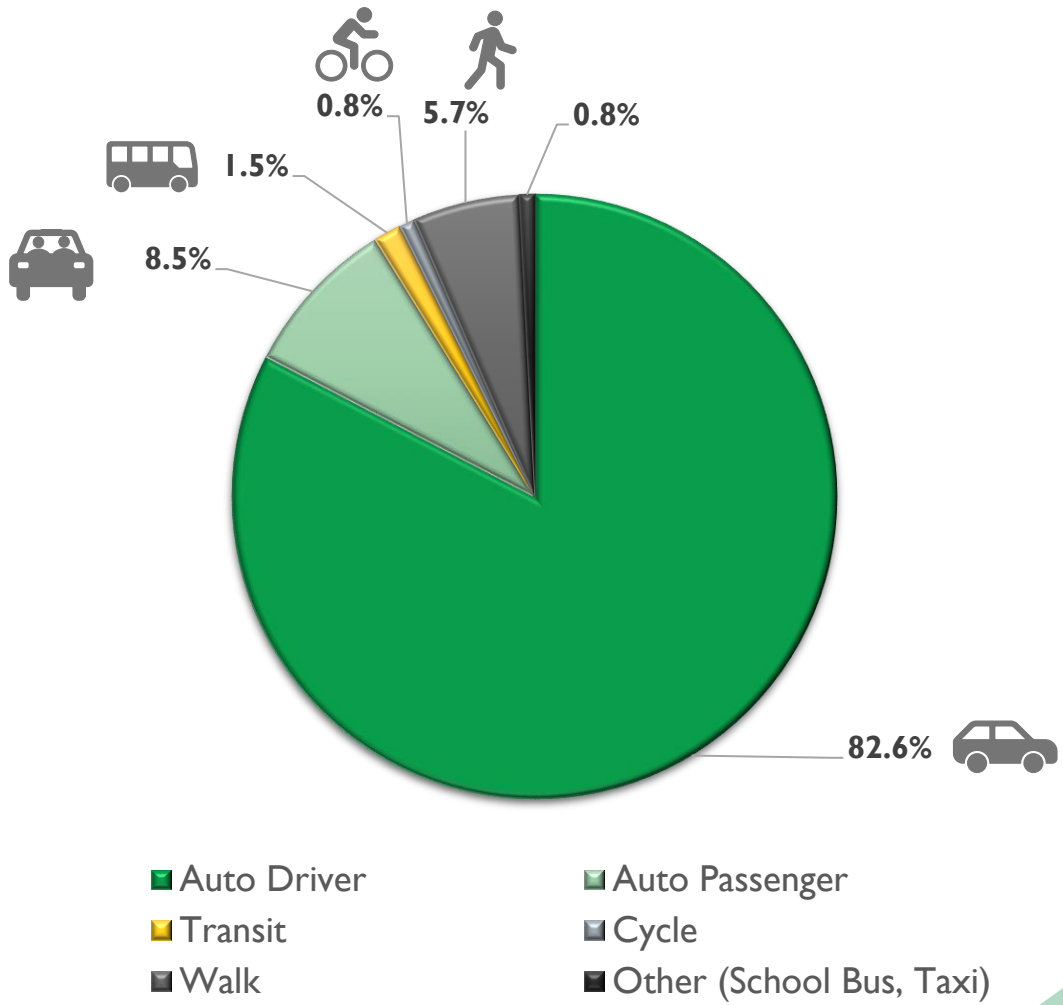
Mobility Data

- Data was analyzed for trips to, from, and within the City of Woodstock, as obtained from County of Oxford's 2023 TMP
- Approximately 84% of trips originating in Woodstock also end within the City, indicating a strong internal trip pattern
- Other common travel destinations include the neighbouring municipalities of East Zorra-Tavistock and Ingersoll
- Conversely, most trips originating in East Zorra-Tavistock and Ingersoll are destined for Woodstock, highlighting its role as a regional destination

Modal Split

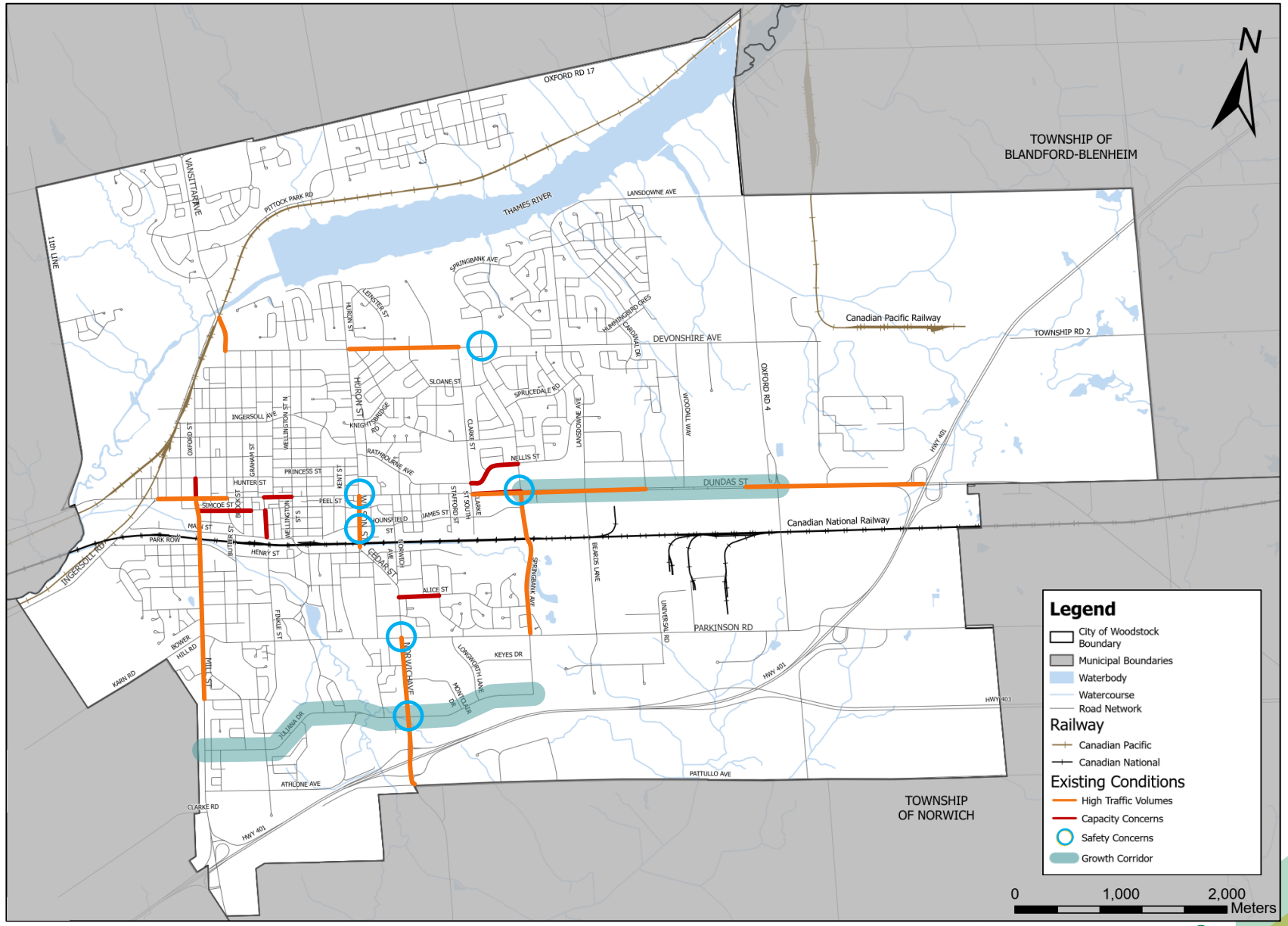
- Commuting patterns for the employed labour force were derived from the 2021 Census
- Approximately 91% of commuters rely on a car—either as a driver or passenger—as their primary mode of transportation

Modal Split – 2021 Census Data



Existing Conditions

- Corridors with high daily traffic volumes (over 12,000 vehicles) are highlighted in orange
- Segments experiencing capacity constraints are marked in red
- Areas identified with notable safety concerns (primarily due to elevated collision rates) are shown in blue
- Significant growth is projected along Dundas Street and Juliana Drive, driven by several active development projects



Projected Growth

- According to Oxford County's Transportation Master Plan, the City's population is expected to grow by approximately 44% between 2021 and 2046
- Employment within the City is projected to rise by about 85% over the same period
- In 2023, the City committed to a Housing Pledge targeting the development of 5,500 new residential units by 2031
- The number of households in the City is expected to increase by approximately 39% between 2021 and 2046, as outlined in the Transportation Master Plan

46, 705

Existing Population (2021)

67, 295

Projected Population (2046)

20, 985

Existing Employment (2021)

38, 730

Projected Employment (2046)

18, 886

Existing Households (2021)

26, 256

Projected Households (2046)

Strategic Priorities

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 evaluated to determine which option best supports the City's strategic objectives and transportation vision. Based on the established priorities, **Alternative 4 – Multi-Modal Network Strategy** emerged as the preferred solution.

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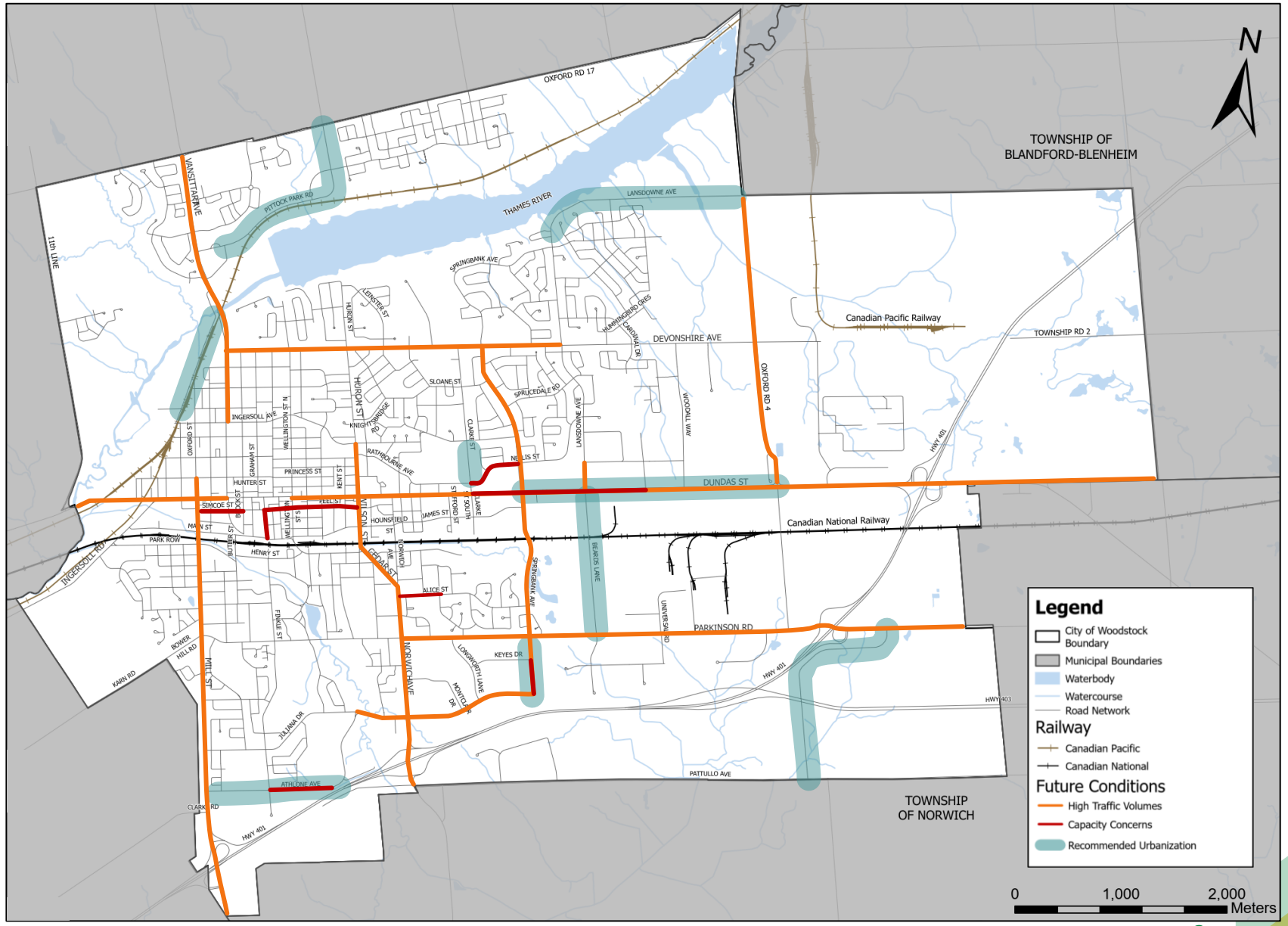
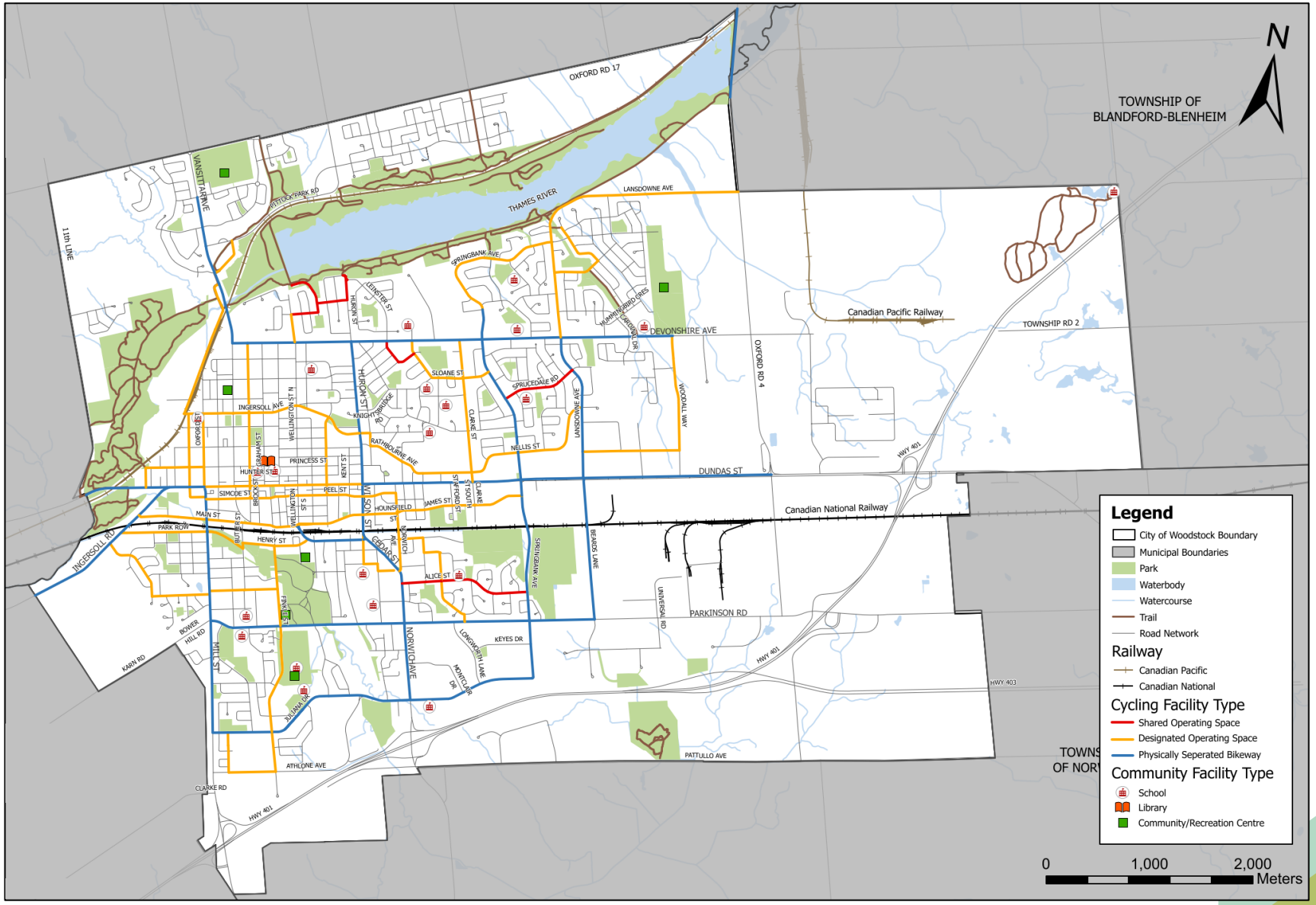
Future Conditions

- Traffic volumes were projected to the 2043 planning horizon using a 2% annual growth factor; links highlighted in orange are expected to exhibit high traffic volumes
- Roads shown in red are projected to exceed capacity and face significant congestion over the long term
- The City plans to urbanize all rural roads within its network in alignment with projected growth
- A phased implementation strategy is recommended to support the urbanization of rural roads in a coordinated and efficient manner



Future Cycling Network

- The long-term cycling network (20+ year horizon) introduces several new routes to address existing gaps and enhance connectivity to key destinations
- Most existing cycling facilities are recommended for upgrades to align with current standards outlined in OTM Book 18 and industry best practices, as many do not meet these requirements



Traffic Calming Policy

- Traffic calming is a retroactive process through which road authorities implement measures to address concerns related to motor vehicle behaviour on existing roadways
- The City's Traffic Calming Policy outlines a framework for the implementation of such measures. It includes screening criteria to identify eligible neighbourhoods and provides a toolkit of potential interventions that may be applied when traffic calming is deemed to be warranted

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

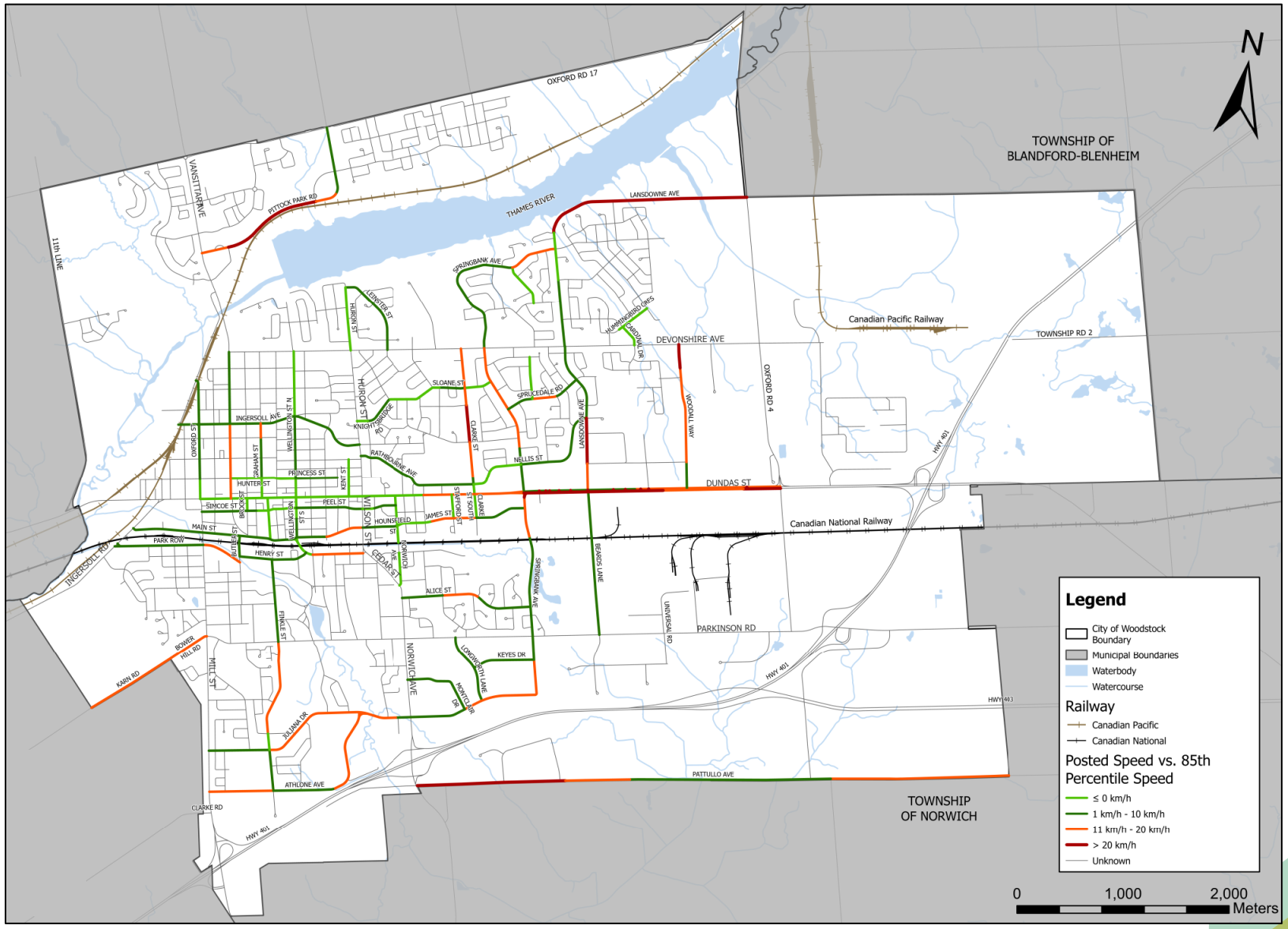
Curb Extensions

Raised Crosswalk

Speed Hump

Traffic Calming Policy

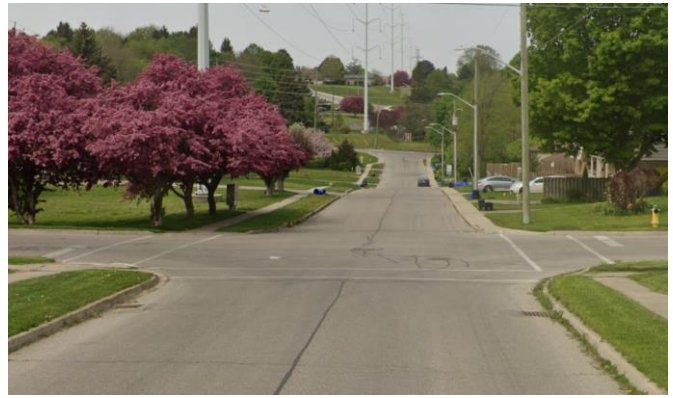
- A review comparing posted speed limits with 85th percentile speeds was conducted to assess the need for traffic calming measures
- Clarke Street, Woodall Way, Springbank Avenue, and Pittock Park Road were evaluated against the City's traffic calming warrants
- Of these, only Clarke Street and Pittock Park Road met the criteria for implementing traffic calming interventions
- Potential calming measures for these locations include speed display devices, posted speed bollards, and lane narrowing



TMP Supportive Policies/Guidelines

All-Way Stop Control Policy

- Adopt a formal all-way stop policy to promote equitable right-of-way access at intersections with comparable traffic volumes in opposing directions
- Consider implementing all-way stop control at intersections where warranted by traffic volumes, collision history, and pedestrian activity
- Emphasize that all-way stops should not be used as a traffic calming measure or as a means to control vehicle speeds
- Key policy benefits include improved intersection safety, reduced collision rates, enhanced visibility for all users, and safer pedestrian crossings



Albert Street and Russel Street Crossing

Pedestrian Cross-over (PXO) Policy

- Currently, several existing pedestrian crossings in the City do not meet provincial standards and may give pedestrians a false sense of right-of-way
- Pedestrian crossovers (PXOs) are essential for enhancing safety by providing clearly designated crossing points in locations without traffic signals
- To improve pedestrian safety and support walkability, the City should adopt a formal pedestrian crossover policy
- This policy should ensure that all existing and future PXOs comply with City-specific design standards and align with broader industry best practices

Clarke Street and Warwick Street Crossing

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TMP Supportive Policies/Guidelines

Transportation Impact Assessment Guidelines

- The Transportation Impact Assessment (TIA) Guidelines establish a standardized framework for assessing the impacts of proposed developments on the transportation network
- Key benefits include improved traffic operations, enhanced safety for all road users, and more informed, data-driven decision-making in the development approval process
- It is recommended that the City formally adopt these TIA Guidelines to align with current best practices, to support community growth, and to promote a sustainable and efficient transportation system

Downtown Parking Management

- City maintains a comprehensive parking program, offering 351 on-street and 590 off-street municipal parking spaces within the downtown core
- Based on data provided by the City, average parking utilization is approximately 50%
- To accommodate future increases in parking demand and to improve the efficiency of the existing supply, several measures are recommended (including enhanced wayfinding, improved signage, and upgraded streetscaping and landscaping)

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Thank You!

Questions?

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